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**DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR THE CONSTRUCTION OF A  
NEW FEDERAL COURTHOUSE  
HARTFORD, CONNECTICUT**

**November 2024**



**PREPARED BY: U.S. GENERAL SERVICES ADMINISTRATION (GSA)  
NEW ENGLAND REGION**



**Identification Number: EISX-023-00-001-729577306**

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**Cover Sheet**

**Lead Agency:** United States (U.S.) General Services Administration (GSA)

**Title:** Draft Environmental Impact Statement (EIS) for the Construction of a New Federal Courthouse, Hartford, Connecticut

**Identification Number:** EISX-023-00-001-729577306

**Abstract:**

GSA proposes to acquire a site, and design, construct, and operate a new federal courthouse in Hartford, Connecticut. A new courthouse, owned and managed by GSA, would meet the present and long-term requirements of the U.S. District Court for the District of Connecticut (the Court) by accommodating its functions and operations in Hartford.

GSA has prepared this Draft EIS to analyze and document the potential impacts to the human and natural environment resulting from the construction and operation of a new federal courthouse. The Draft EIS also describes the purpose and need for the proposed project, alternatives considered, the existing environment that could be affected, and proposed best management practices and/or mitigation measures. The Draft EIS addresses the potential environmental effects of the proposed action alternatives and the "no action" alternative on the following resources: land use; utilities; traffic and transportation; air quality; climate change; solid and hazardous waste and materials; socioeconomics; environmental justice and protection of children's health and safety; cultural resources; geology, topography, and soils; water resources; and visual resources and aesthetics.

GSA is soliciting comments on the Draft EIS during a 45-day public comment period. The public was notified of the release of the Draft EIS through publication of a Notice of Availability in the *Federal Register*, through English- and Spanish-language advertisements in local newspapers and media, and by letters to interested parties identified through the public scoping period. Comments received on the Draft EIS during the 45-day comment period will be considered in preparation of the Final EIS and will be made part of the Administrative Record. All comments on the Draft EIS must be received or postmarked by December 16, 2024, in order to be considered in the Final EIS. Comments may be submitted using one of the following methods:

**Email:** Send an email to [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) and include "Hartford Courthouse EIS" in the subject line.

**Mail:** Comments must be postmarked by Monday, December 16, 2024. Address all mail to:

U.S. General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff Federal Building and U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

**Drop Box:** Place written comments in the drop box at the main entrance of the Ribicoff Federal Building and Courthouse, which is located at 450 Main Street, Hartford, CT 06103.

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## Acronyms and Abbreviations

|         |   |
|---------|---|
| A/E     | Architecture/Engineering                                      |
| ACM     | Asbestos-Containing Material                                  |
| ADT     | Average Daily Traffic   |
| AHNA    | Asylum Hill Neighborhood Association                          |
| amsl    | Above Mean Sea Level  |
| APE     | Area of Potential Effect                                      |
| AQCR    | Air Quality Control Region                                    |
| AST     | Aboveground Storage Tank                                      |
| BCC     | Birds of Conservation Concern                                 |
| BMP     | Best Management Practice                                      |
| BRT     | Bus Rapid Transit   |
| CAA     | Clean Air Act   |
| CEQ     | Council on Environmental Quality                              |
| cf      | Cubic Feet  |
| CFR     | Code of Federal Regulations                                   |
| CH      | Courthouse  |
| CMMS    | Comprehensive Materials Management Strategy                   |
| CO      | Carbon Monoxide   |
| CSO     | Combined Sewer Overflow                                       |
| CT      | Connecticut   |
| CT DEEP | Connecticut Department of Energy and Environmental Protection |
| CTDOT   | Connecticut Department of Transportation                      |
| CWA     | Clean Water Act   |
| DT      | Downtown  |
| EDR     | Environmental Database Report                                 |
| EID     | Energy Improvement District                                   |
| EIS     | Environmental Impact Statement                                |
| EISA    | Energy Independence and Security Act                          |
| EJ      | Environmental Justice   |
| EO      | Executive Order   |
| EPA     | U.S. Environmental Protection Agency                          |
| ESA     | Endangered Species Act  |
| ETPH    | Extractable Total Petroleum Hydrocarbon                       |
| FB      | Federal Building  |
| FEMA    | Federal Emergency Management Agency                           |
| FIRM    | Flood Insurance Rate Map                                      |

|                          |  |
|--------------------------|--|
| FR                       | Federal Register   |
| GCR                      | General Conformity Rule                                  |
| GFA                      | Gross Floor Area   |
| GHG                      | Greenhouse Gas   |
| GHMS                     | Greater Hartford Mobility Study                          |
| GPR                      | Ground Penetrating Radar                                 |
| GSA                      | U.S. General Services Administration                     |
| GSF                      | Gross Square Footage                                     |
| GWSA                     | Global Warming Solutions Act                             |
| HUC                      | Hydrologic Unit Code                                     |
| HVAC                     | Heating, Ventilation, and Air Conditioning               |
| HWP                      | Hazardous Waste Program                                  |
| I-84                     | Interstate 84  |
| IPaC                     | Information for Planning and Consultation                |
| IWW                      | Inland Wetlands and Watercourses                         |
| ITE                      | Institute of Transportation Engineers                    |
| LBP                      | Lead-Based Paint   |
| LEED                     | Leadership in Energy and Environmental Design            |
| LGM                      | Last Glacial Maximum                                     |
| LRFP                     | Long-Range Facilities Plan                               |
| MDC                      | Metropolitan District Commission                         |
| $\mu\text{g}/\text{m}^3$ | Micrograms per cubic meter                               |
| mg/L                     | Milligrams per Liter                                     |
| MMTCO <sub>2e</sub>      | Million Metric Tons of Carbon Dioxide Equivalent         |
| MOA                      | Memorandum of Agreement                                  |
| mph                      | Miles per Hour   |
| MS4                      | Municipal Separate Storm Sewer System                    |
| MWH                      | Megawatt Hour  |
| MX                       | Multi-Use Mix  |
| N                        | Neighborhood   |
| NAAQS                    | National Ambient Air Quality Standards                   |
| NAVD                     | North American Vertical Datum                            |
| NCCD                     | North Central Conservation District                      |
| NEPA                     | National Environmental Policy Act                        |
| NESHAP                   | National Emission Standards for Hazardous Air Pollutants |
| NFIP                     | National Flood Insurance Program                         |
| NHPA                     | National Historic Preservation Act                       |



|                   |  |
|-------------------|--|
| NO <sub>2</sub>   | Nitrogen Dioxide                                     |
| NOI               | Notice of Intent                                     |
| NO <sub>x</sub>   | Oxides of Nitrogen                                   |
| NPDES             | National Pollutant Discharge Elimination System      |
| NPP               | National Portfolio Planning                          |
| NRHP              | National Register of Historic Places                 |
| NRZ               | Neighborhood Revitalization Zone                     |
| NWI               | National Wetlands Inventory                          |
| O <sub>3</sub>    | Ozone  |
| OS                | Open Space   |
| OSHA              | Occupational Safety and Health Administration        |
| OTR               | Ozone Transport Region                               |
| PAH               | Polycyclic Aromatic Hydrocarbon                      |
| PAL               | Public Archaeology Laboratory, Inc.                  |
| Pb                | Lead   |
| PBS               | Public Buildings Service                             |
| PCB               | Polychlorinated Biphenyls                            |
| PCPI              | Per Capita Personal Income                           |
| PEL               | Planning and Environmental Linkages                  |
| PILOT             | Payment in Lieu of Taxes                             |
| PM <sub>2.5</sub> | Particulate Matter less than 2.5 microns in Diameter |
| PM <sub>10</sub>  | Particulate Matter less than 10 microns in Diameter  |
| POV               | Privately-Owned Vehicle                              |
| ppb               | Parts Per Billion                                    |
| ppm               | Parts Per Million                                    |
| RCRA              | Resource Conservation and Recovery Act               |
| REOI              | Request for Expressions of Interest                  |
| ROC               | Region of Comparison                                 |
| ROI               | Region of Influence                                  |
| RRP               | Lead Renovation, Repair, and Painting                |
| RSR               | Connecticut's Remediation Standard Regulations       |
| SF                | Square Footage                                       |
| SHPO              | State Historic Preservation Officer                  |
| SIP               | State Implementation Plan                            |
| SIT               | State Inventory Tool                                 |
| SO <sub>2</sub>   | Sulfur Dioxide                                       |
| SPCC              | Spill Prevention, Control, and Countermeasure        |

|        |  |
|--------|--|
| SWMP   | Stormwater Management Program              |
| SWP    | Solid Waste Program                        |
| SWPPP  | Stormwater Pollution Prevention Plan       |
| T&E    | Threatened and Endangered                  |
| TCLP   | Toxicity Characteristic Leaching Procedure |
| TMDL   | Total Maximum Daily Load                   |
| TSCA   | Toxic Substances Control Act               |
| U.S.   | United States                              |
| USACE  | U.S. Army Corps of Engineers               |
| U.S.C. | United States Code                         |
| USAO   | U.S. Attorney's Office                     |
| USCB   | U.S. Census Bureau                         |
| USF    | Usable Square Footage                      |
| USFWS  | U.S. Fish and Wildlife Service             |
| USMS   | U.S. Marshals Service                      |
| UST    | Underground Storage Tank                   |
| vpd    | Vehicles per Day                           |
| VOC    | Volatile Organic Compound                  |
| WQS    | Water Quality Standards                    |

## **EXECUTIVE SUMMARY**

### **INTRODUCTION**

The United States (U.S.) General Services Administration (GSA) has prepared this Draft Environmental Impact Statement (EIS) to analyze and document the potential impacts to the human and natural environment resulting from the construction and operation of a new federal courthouse. GSA is proposing to acquire a site, and design, construct, and operate a new federal courthouse in Hartford, Connecticut.

The U.S. District Court for the District of Connecticut (the Court) operates at three existing Court facilities located in Hartford, New Haven, and Bridgeport. The Court's headquarters is located in New Haven at the Richard C. Lee Courthouse. The Court's long-term facilities planning process and GSA's feasibility studies found functional and operational challenges at all of the Court facilities and concluded that relocation of the Court headquarters to a new courthouse in Hartford would provide efficiencies in judicial operations across the state. Relocating the headquarters would include 1) consolidating the main offices of some Court and related agencies and 2) moving the Bankruptcy Court in New Haven from leased space to the Richard C. Lee Courthouse. A new courthouse would house approximately 220 to 240 full time employees. For the past several years, the Federal Judiciary Courthouse Project Priorities List included the identification of a new courthouse in Hartford as a top priority across the country.

A new courthouse, owned and managed by GSA, would meet the present and long-term requirements of the Court by accommodating its functions and operations in Hartford.

In 2020-2022, GSA received authorization and funding from the U.S. Congress for the site acquisition, design, and construction of a new courthouse of up to 281,000 gross square foot (GSF) in Hartford (the Project). The new courthouse would provide eleven courtrooms, eighteen judges chambers, and sixty-six secure parking spaces. The Project would meet the 10-year and 30-year needs of the Court and related agencies.

GSA has prepared this Draft EIS in compliance with the National Environmental Policy Act, as amended, (NEPA) [42 U.S.C. 4321 *et seq.*], NEPA regulations at 40 CFR Parts 1500-1508, the GSA Public Buildings Service NEPA Desk Guide, and other relevant federal and state laws and regulations and executive orders.

### **PURPOSE AND NEED**

The purpose of the Project is to meet the current and long-term needs of the Court and related agencies by providing an adequate number of courtrooms, judges chambers, and administrative office space in Hartford, and to ensure efficient judicial operations across the state.

The Project is needed because the Abraham A. Ribicoff Federal Building and Courthouse (Ribicoff FB and CH) in Hartford, which currently houses the Court, does not have the capacity to accommodate the Court's functions and operations. The Ribicoff FB and CH is inadequate in size and configuration for the Court's operations including deficiencies in judicial, detainee, and juror circulation, and overall facility security.

### **PROJECT ALTERNATIVES**

This Draft EIS analyzes three Project alternatives: two "action" alternatives and a "no action" alternative, as described below.

## **Alternative 1 – Woodland Site**

Under Alternative 1, GSA would acquire up to 10.19 acres of land located at 61 Woodland Street (the Woodland Site) for the Project. The Woodland Site is bounded by Asylum Avenue to the north, the North Branch Park River to the west, healthcare-related buildings along its southern perimeter, and Woodland Street to the east. The Woodland Site is in Hartford's Asylum Hill neighborhood, a block south of Saint Francis Hospital, and includes a portion of the North Branch Park River along its western boundary. The Woodland Site is improved with a six-story, 245,000 GSF State of Connecticut office building, a vacant 2,600 GSF ancillary building, and a surface parking lot. Under Alternative 1, the buildings may be demolished or reused as part of the construction of the new courthouse. The Project may contain up to two levels of underground secure parking only, surface-level secure parking only, or a combination of the two. Construction would be limited to areas outside the floodplain. In the event of new construction, approximately 2 acres of the site would be excavated and graded in preparation for construction, and 0.25 acre would be used as a staging area. The Project would generate approximately 74,000 to 100,000 cubic yards of excavated materials and up to 61,000 cubic yards of demolition debris. A new landscape plan would be developed using native plantings. Due to the lack of available public parking in proximity to the Woodland Site, GSA would incorporate some of the existing surface parking into its landscape plan. GSA would pursue options to provide additional parking such as entering into a lease with a commercial parking operator.

## **Alternative 2 – Allyn Site**

Under Alternative 2, GSA would acquire approximately 2.19 acres of land located at 154 Allyn Street (the Allyn Site) for the Project. The Allyn Site is bounded by Church Street to the north, High Street to the west, Allyn Street to the south, and mixed-use and religious buildings along its eastern perimeter. The Allyn Site is in the central business district of Hartford and is located one block north of the Bushnell Park. The Allyn Site currently serves as a surface parking lot. Under Alternative 2, the new courthouse would likely contain up to two levels of underground secure parking. The majority of the Allyn Site, approximately 2 acres, would be excavated and graded in preparation for construction, and a small portion, approximately 0.25 acres, would be used as a staging area. GSA may lease a vacant paved lot in the vicinity of the Allyn Site for staging purposes due to the limited space availability at the site. The Project would generate approximately 50,000 to 75,000 cubic yards of excavated materials. A new landscape plan would be developed using native plantings. There appears to be adequate public parking in proximity to the Allyn Site, however, GSA may pursue options to provide additional parking such as entering into a lease with a commercial parking operator.

## **No Action Alternative**

The No Action Alternative would not meet the purpose and need of the Project as the Ribicoff FB and CH does not have the capacity to accommodate the Court's functional, operational, and space requirements. The No Action Alternative assumes that site acquisition and the subsequent design, construction, and operation of a new courthouse would not occur. The Court would continue to operate across the state at its current facilities in Hartford, New Haven, and Bridgeport. The Court would not relocate its headquarters to Hartford. GSA would complete minor repairs and renovations at the Court facilities, as needed.

## **PUBLIC INVOLVEMENT**

GSA conducted public scoping as part of the NEPA process, which included hosting a scoping meeting and developing this Draft EIS. The public scoping period began with the publication of a Notice of Intent (NOI)

to prepare a Draft EIS in the Federal Register on May 26, 2023. Notification of the scoping meeting was accomplished using multiple channels of communication, including publication of the NOI; public press releases in English and Spanish on the GSA New England (Region 1) website; English- and Spanish-language advertisements in the *Hartford Courant*; English and Spanish radio announcements in *iHeartMedia's WPOP-AM* radio station and *Full Power Radio's BOMBA Hartford* radio station respectively; and letters to interested parties identified through stakeholder analysis. Additionally, GSA issued press releases to several media outlets (radio stations, television stations, and newspapers) in the weeks leading up to the scoping meeting and also notified the U.S. Congressional delegation. GSA held the scoping meeting on Tuesday, June 6, 2023, from 5:30 to 7:30 PM in Hartford Public Library's Park Street Branch. Approximately forty people attended the public meeting.

During the scoping period, GSA invited comments to obtain input from the public, agencies, and other interested parties on the key topics that should be covered in the Draft EIS, examples of potential adverse and beneficial effects from the considered alternatives, and other relevant information. GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting. A total of forty-five commenters submitted 118 unique comments during the scoping period. The comments covered several topics, such as the proposed alternatives, community engagement, traffic and transportation, land use, and water resources. Public scoping meeting materials are available on the Project website at: <https://www.gsa.gov/hartfordcourthouse>.

Additionally, members of the Asylum Hill Neighborhood Association requested GSA to attend a community meeting to discuss plans for the proposed development at the Woodland Site. The meeting was held on November 28, 2023. Members of GSA and the Court attended. Meeting participants made comments on several topics for GSA's consideration such as parking, traffic, safety, environmental effects, and socioeconomics.

## **ENVIRONMENTAL CONSEQUENCES**

**Table ES-1** presents a summary of the potential environmental effects associated with Alternatives 1, 2, and the No Action Alternative for the resources analyzed in the Draft EIS.

**Table ES-1. Effects Comparison between Project Alternatives and the No Action Alternative**

| Resource Area             | Alternative 1 – Woodland Site   | Alternative 2 – Allyn Site  | No Action Alternative                  |
|---------------------------|---|---|--|
| <a href="#">Land Use</a>  | <p><b>Direct, long-term, minor, site-specific</b> and <b>localized</b>, and <b>beneficial</b> effects to land use because Alternative 1 would align with Hartford’s existing zoning designation and future land use goals for the Woodland Site, and would partially align with the goals of the Asylum Hill Neighborhood Association (AHNA) Strategic Plan (e.g., increased building energy efficiency and conservation/restoration of the North Branch Park River).</p> <p><b>Direct, long-term, minor, localized</b>, and <b>adverse</b> effects to land use because the Project would not align with the goals of the AHNA Strategic Plan focusing on incorporating neighborhood and neighborhood-serving development such as residences and retail spaces. Additionally, conversion of the site to a federally-owned property would remove it from Connecticut’s payment in lieu of taxes (PILOT) program which would affect its contributions to the city’s tax base. The total estimated PILOT grant revenue generated yearly from the Woodland Site is \$350,000.</p> | <p><b>Direct, long-term, minor, site-specific</b> and <b>localized</b>, and <b>beneficial</b> effects to land use because Alternative 2 would align with Hartford’s existing zoning designations and future land use goals for the Allyn Site, and would reduce the excessive amount of parking currently available in Hartford.</p> <p><b>Direct, long-term, minor, localized</b>, and <b>adverse</b> effects due to the conversion of the Allyn Site from taxable to a tax-exempt federal use. The total estimated yearly tax revenue at the Allyn Site is \$206,751.</p> | <p><b>No effects</b> to land use.</p>  |
| <a href="#">Utilities</a> | <p><b>Direct, long-term, negligible</b>, and <b>regional</b> effects to utility networks and customers in the service areas. Effects would be both <b>beneficial</b> and <b>adverse</b>. Beneficial effects would result from the replacement of the existing building at the Woodland Site with a newer, more efficient building that would meet the latest building codes and sustainability standards. Adverse effects would result from the increased demand for water and sewer services due to the higher count of daily</p>  | <p><b>Direct, long-term, minor, regional</b>, and <b>adverse</b> effects to utility networks and customers in the service areas as utility usage for a courthouse building would exceed that of the existing parking lot.</p>   | <p><b>No effects</b> to utilities.</p> |

| Resource Area                              | Alternative 1 – Woodland Site  | Alternative 2 – Allyn Site   | No Action Alternative                                   |
|--|--|--|---|
| Utilities, continued                       | <p>visitors at the new building, and the use of three-phase power which would increase electricity consumption compared to existing levels.</p> <p><b>No effects over the short term.</b></p>  | <p><b>No effects over the short term.</b></p>  |   |
| <a href="#">Traffic and Transportation</a> | <p><b>Direct, short-term, moderate, localized, and adverse</b> effects to traffic and transportation during construction due to potential lane restrictions, closures, detours of usual traffic patterns, and the trips associated with haul trucks. Majority of the construction personnel may commute in their personal vehicles due to the limited access to public transit near the Woodland Site. The Woodland Site experiences high traffic volumes and the Project would add to the traffic congestion at this site.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects to traffic and transportation. Alternative 1 would generate +321 net average daily trips; +6 net AM peak hour trips; and +7 net PM peak hour trips. This is not expected to add substantially to the traffic at the Woodland Site, therefore the adverse effects to traffic are minor.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects would occur due to the potential lack of sufficient parking. However, GSA’s proposal to pursue options to provide additional parking, such as by entering into a lease with a commercial parking operator, would offset some of these adverse effects since the site currently does not offer any public parking.</p> | <p><b>Direct, short-term, minor, localized, and adverse</b> effects to traffic and transportation during construction due to potential lane restrictions, closures, detours of usual traffic patterns, and the trips associated with haul trucks. Compared to the Woodland Site, the Allyn Site is not considered congested based on traffic count data.</p> <p><b>Direct, long-term, moderate, localized, and adverse</b> effects to traffic and transportation. Alternative 2 would generate +2,851 average daily trips; +162 AM peak hour trips; and +145 PM peak hour trips. Adverse effects to traffic would be moderate due to the substantial increase in average daily trips and AM/PM peak hour trips in the vicinity of the Allyn Site from the Project.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects to parking. Though there would be an increased demand for parking because of a new courthouse, adverse effects to parking would be minor due to the availability of abundant parking spaces in downtown Hartford and GSA’s proposal to pursue options to provide additional parking at the site.</p> | <p><b>No effects</b> to traffic and transportation.</p> |

| Resource Area                  | Alternative 1 – Woodland Site   | Alternative 2 – Allyn Site   | No Action Alternative   |
|--------------------------------|---|--|---|
| <a href="#">Air Quality</a>    | <p><b>Direct, short-term, minor, localized, and adverse</b> effects to air quality during construction. Minor, localized effects would result from emissions of fugitive dust and criteria pollutants from activities at the construction site (demolition, grading, operation of construction equipment).</p> <p><b>Direct, short-term, negligible, regional, and adverse</b> effects to air quality during construction. Negligible, regional effects would result from emissions associated with haul trucks and privately-owned vehicles (POVs).</p> <p><b>Direct, long-term, negligible, localized, and beneficial</b> effects to air quality during courthouse operation since the new facility would have fewer sources of criteria pollutants and be more energy efficient than the existing building.</p> <p><b>Direct, long-term, negligible, regional, and adverse</b> effects to air quality from increased POV use and the emission of pollutants from grid-supplied electricity at the energy source.</p> | <p>Similar short-term effects as Alternative 1.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects to air quality during courthouse operation as criteria pollutant emissions for a courthouse building would exceed that of the existing parking lot.</p> <p><b>Direct, long-term, negligible to minor, regional, and adverse</b> effects to air quality. Negligible effects from increased POV use and minor effects from the emission of pollutants from grid-supplied electricity at the energy source. Unlike the Woodland Site, there is no current electricity consumption at the Allyn Site.</p> | <p><b>Direct, long-term, negligible, localized to regional, and adverse</b> effects to air quality due to building operations and POVs.</p> |
| <a href="#">Climate Change</a> | <p><b>Direct, short-term, negligible, regional, and adverse</b> effects to climate change from construction-related GHG emissions.</p> <p><b>Direct, long-term, minor, regional, and beneficial</b> effects to climate change during courthouse operations since the new building would incorporate sustainable, climate-resilient, and operationally efficient designs.</p>  | <p>Similar short-term effects as Alternative 1.</p> <p><b>Direct, long-term, negligible, regional, and adverse</b> effects to climate change due to courthouse operations and POVs as GHG emissions for a courthouse building would exceed that of the existing parking lot.</p>   | <p><b>Direct, long-term, negligible, regional, and adverse</b> effects to climate change due to building operations and POVs.</p>           |



| Resource Area   | Alternative 1 – Woodland Site  | Alternative 2 – Allyn Site   | No Action Alternative   |
|---|--|--|---|
| Climate Change, continued                               | <b>Direct, long-term, negligible, regional, and adverse</b> effects to climate change due to GHG emissions from POV sources and grid-supplied electricity at the energy source.  |  |   |
| <a href="#">Solid and Hazardous Waste and Materials</a> | <p><b>Direct, short-term, negligible, site-specific, and adverse</b> effects from accidental spills of hazardous materials, such as from construction vehicles or as a result of removing the existing fuel storage tanks.</p> <p><b>Direct, short-term, moderate, localized, and adverse</b> effects from the generation and disposal of hazardous materials such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls present in the existing buildings at the Woodland Site. Such effects would also result from the generation of solid and hazardous construction and demolition waste due to the potential for contaminant runoff from standing waste.</p> <p><b>No long-term effects</b> on solid and hazardous waste and materials management from courthouse operations.</p> | <p><b>Direct, short-term, negligible, site-specific, and adverse</b> effects from accidental spills of hazardous materials, such as from construction vehicles.</p> <p><b>Direct, short-term, moderate, localized, and adverse</b> effects from the generation of contaminated excavation waste due to the potential for contaminant runoff from standing waste.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects would result from the increased solid and hazardous waste and materials management at the new courthouse compared to the existing parking lot.</p> | <b>Direct, long-term, minor, localized, and adverse</b> effects from the continued use of hazardous materials and the generation of solid and hazardous waste during building operations. |
| <a href="#">Socioeconomics</a>                          | <p><b>No effects</b> would be expected on population and housing since most short-term construction employees and long-term full-time employees of the new courthouse would likely not temporarily or permanently relocate to Hartford.</p> <p><b>Direct, long-term, negligible, localized, and beneficial</b> socioeconomic effects due to the</p>  | <b>No effects</b> would be expected on population and housing over the short and long term, similar to Alternative 1.  | <b>No effects</b> to socioeconomic resources.   |

| Resource Area             | Alternative 1 – Woodland Site   | Alternative 2 – Allyn Site   | No Action Alternative |
|---------------------------|---|--|-----------------------|
| Socioeconomics, continued | <p>facilitation of community engagement by providing opportunities for collaboration between the Court and students from UConn Law School and Classical High School.</p> <p><b>Direct and indirect, short-term, minor, regional, and beneficial</b> effects on labor and earnings due to hiring local construction workers from Hartford County and purchasing local materials and equipment.</p> <p><b>Direct and indirect, long-term, negligible, regional, and beneficial</b> effects on labor and earnings due to an overall increased economic activity in Hartford.</p> <p><b>Direct, long-term, negligible, localized, and adverse</b> economic effects due to the removal of Woodland Site and the associated PILOT grants from the tax base of the City of Hartford. The total estimated PILOT grant revenue generated annually from the Woodland Site is \$350,000.</p> | <p>Similar effects on labor and earnings as Alternative 1.</p> <p><b>Direct, long-term, negligible, localized, and adverse</b> economic effects due to the removal of Allyn Site from the tax base of the City of Hartford. The current total estimated yearly tax revenue at the Allyn Site is \$206,751.</p> |                       |

|   |  |   |   |
|---|--|---|---|
| <p><a href="#">Environmental Justice and Protection of Children's Health and Safety</a></p> | <p><b>Environmental Justice</b><br/> <b>Direct, short-term, minor, localized, and adverse</b> effects due to increased levels of noise and the presence of sensitive receptors that contain communities with EJ concerns.</p> <p><b>Direct, short-term, minor, localized, and adverse</b> effects due to increased levels of air pollutant emissions from construction equipment.</p> <p><b>Direct, short-term, minor, localized, and adverse</b> effects due to the potential for traffic to hinder access to a local hospital and high school in the vicinity of the Woodland Site during construction.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects due to increased levels of congestion associated with operation of the courthouse.</p> <p><b>Direct and indirect, short- and long-term, minor, regional, and beneficial</b> effects due to the availability of job opportunities to communities with EJ concerns during construction and an overall increased economic activity in Hartford.</p> <p><b>Health and Safety of Children</b><br/> <b>Direct, long-term, negligible, localized, and beneficial</b> socioeconomic effects due to the facilitation of community engagement by providing opportunities for collaboration between the Court and students from Classical High School.</p> <p><b>Direct, short-term, minor, localized, and adverse</b> effects to the health and safety of children at</p> | <p><b>Environmental Justice</b><br/> <b>Direct, short-term, negligible, localized, and adverse</b> effects due to increased levels of noise during construction.</p> <p>Similar short-term effects from air emissions as Alternative 1.</p> <p>Similar short-term effects from traffic congestion as Alternative 1, but without the effect on a local hospital or high school.</p> <p><b>Direct, long-term, moderate, localized, and adverse</b> effects due to increased levels of congestion associated with operation of the courthouse from the addition of a substantial number of average daily trips in the vicinity of the Allyn site.</p> <p>Similar effects from increased employment as Alternative 1.</p> <p><b>Health and Safety of Children</b></p> <p><b>Direct, short-term, negligible, localized, and adverse</b> effects to the health and safety of children</p> | <p><b>No effects</b> to communities with EJ concerns or to the health and safety of children.</p> |
|---|--|---|---|

| Resource Area   | Alternative 1 – Woodland Site   | Alternative 2 – Allyn Site   | No Action Alternative   |
|---|---|--|---|
| Environmental Justice and Protection of Children’s Health and Safety, continued | <p>Classical High School and the Connecticut Technical Education and Career System due to noise from construction activities.</p> <p><b>Direct, short-term, minor, localized, and adverse</b> effects to the health and safety of children at Classical High School and the Connecticut Technical Education and Career System due to air emissions from construction activities.</p> <p><b>Direct, short-term, minor, localized, and adverse</b> effects to the health and safety of children due to increased traffic congestion from construction, which could increase the chance for vehicular collisions.</p> <p><b>Direct, long-term, negligible, localized, and adverse</b> effects to the health and safety of children due to slightly increased levels of traffic congestion associated with operation of the courthouse.</p> <p><b>No effects</b> to the health and safety of children due to detainees being transported to the courthouse for court proceedings.</p> | <p>walking or playing in the Bushnell Park due to noise from construction activities.</p> <p><b>Direct, short-term, negligible, localized, and adverse</b> effects to the health and safety of children playing in the Bushnell Park due to air emissions from construction activities.</p> <p><b>Direct, short-term, minor, localized, and adverse</b> effects to the health and safety of children due to increased traffic congestion from construction, which could increase the chance for vehicular collisions.</p> <p><b>Direct, long-term, minor, localized, and adverse</b> effects to the health and safety of children due to increased levels of congestion associated with operation of the courthouse.</p> <p><b>No effects</b> to the health and safety of children due to detainees being transported to the courthouse for court proceedings.</p> |   |
| <a href="#">Cultural Resources</a>  | <p><b>No effects</b> to archaeological resources due to extensive prior disturbance at the Woodland Site.</p>   | <p><b>Direct, permanent, negligible to moderate, site-specific, and beneficial or adverse</b> effects on archaeological resources. Beneficial effects would occur if the Project activities led to the discovery of historically or culturally important resources. Adverse effects would occur if Project activities led to the destruction of the discovered resources. <b>No effects</b> to archeological resources if none are found during Project activities.</p>  | <p><b>No effects</b> to archaeological or historic resources.</p> |

| Resource Area   | Alternative 1 – Woodland Site   | Alternative 2 – Allyn Site  | No Action Alternative                                       |
|---|---|---|---|
| <p>Cultural Resources, continued</p>                  | <p><b>Direct, permanent, moderate to major, localized, and adverse</b> effects on historic resources if the buildings on site are determined eligible for the National Register of Historic Places (NRHP): the former Phoenix Insurance Company Building (currently the state office building) and the former Perkins-Clark House Garage (currently the vacant ancillary building). After purchasing the site, if either of the buildings are determined eligible for the NRHP, GSA would pursue the Section 106 consultation process and develop mitigation measures as needed. <b>No effects</b> on historic resources if neither of the on-site buildings are determined eligible for the NRHP.</p> <p><b>Indirect, long-term, negligible, and localized</b> effects on the viewshed of historic resources in the vicinity of the Woodland Site. Effects may be adverse or beneficial depending on the design of the new courthouse.</p> | <p><b>No effects</b> on historic resources as none exist on the Allyn Site.</p> <p>Similar indirect effects to the viewshed of historic resources as Alternative 1.</p>   |   |
| <p><a href="#">Geology, Topography, and Soils</a></p> | <p><b>No effects</b> to geology from excavation and site preparation activities.</p> <p><b>Direct, permanent, negligible, site-specific, and adverse effects</b> to topography due to grading and leveling activities.</p> <p><b>Direct and indirect, short-term, minor, site-specific, and adverse effects</b> to soils from site preparation activities and the presence of heavy machinery, resulting in soil detachment, wind and stormwater runoff, and erosion.</p>   | <p><b>Direct, permanent, minor to moderate, localized, and adverse effects</b> to geology from the excavation of the underground parking levels. <b>No effects</b> to geology if rock excavation is not needed.</p> <p><b>No effects</b> to topography from minimal grading.</p> <p>Similar short-term adverse effects to soils as Alternative 1.</p> | <p><b>No effects</b> to geology, topography, and soils.</p> |

| Resource Area                                   | Alternative 1 – Woodland Site  | Alternative 2 – Allyn Site  | No Action Alternative   |
|---|--|---|---|
| <p>Geology, Topography and Soils, continued</p> | <p><b>Direct, long-term, minor, site-specific, and beneficial</b> effects from removing impervious surfaces with a goal of restoring soils to support native vegetation and a riparian habitat.</p>  |   |   |
| <p><a href="#">Water Resources</a></p>          | <p><b><u>Surface Water and Stormwater</u></b><br/> <b>Direct, short-term, minor, localized, and adverse effects</b> to surface waters and stormwater during construction-related activities from potential sediment/contaminant runoff from site and accidental spills.</p> <p><b>Direct, long-term, negligible, localized, and adverse effects</b> (due to the possible spills from maintenance activities at the new courthouse) and <b>direct, long-term, minor, localized, and beneficial effects</b> (due to the potential development of riparian cover and green infrastructure/BMP implementation to improve stormwater quality and reduce stormwater quantity).</p> <p><b><u>Wetlands</u></b><br/> <b>Direct, long-term, minor, localized, and beneficial effects</b> to wetlands from potential re-establishment of hydrophytic vegetation due to the implementation of the new landscape plan. <b>No short-term effects</b> from construction are anticipated due to the proper implementation of required BMPs.</p> <p><b><u>Floodplains</u></b><br/> <b>Direct, long-term, negligible, localized, and beneficial effects</b> to floodplain resources because no construction will take place within the floodplain, except possible removal of some pavement.</p> | <p><b><u>Surface Water and Stormwater</u></b><br/>                     Similar short-term effects to surface water and stormwater as Alternative 1.</p> <p>Similar long-term effects to surface water and stormwater as Alternative 1, but without the beneficial effect of the development at the river.</p> <p><b><u>Wetlands</u></b><br/> <b>No effects</b> to wetlands associated with the implementation of Alternative 2.</p> <p><b><u>Floodplains</u></b><br/> <b>No effects</b> to floodplains associated with the implementation of Alternative 2.</p> | <p><b>No effects</b> to surface water, stormwater, wetlands, and floodplains.</p> |

| Resource Area                    | Alternative 1 – Woodland Site  | Alternative 2 – Allyn Site                                   | No Action Alternative  |
|----------------------------------|--|--|--|
| <a href="#">Visual Resources</a> | <p><b>Direct, short-term, minor, localized, and adverse</b> effects to visual resources from construction-related activities because they would alter the viewshed or physically alter the form of the land.</p> <p><b>Direct, long-term, minor, localized, and beneficial</b> effects to visual resources from the newly constructed courthouse. The building and facilities would mostly blend in with the other urbanized features in the landscape, and the new, modernized courthouse could be perceived as an enhancement or benefit to the landscape, based on the perspective of the observer.</p> | <p>Similar effects to visual resources as Alternative 1.</p> | <p><b>No effects</b> to visual resources. The Ribicoff FB and CH is already an established feature in the landscape.</p> |

## 1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) is proposing to acquire a site in Hartford, Connecticut (CT) to design, construct, and operate a new federal courthouse on that site (the Project). The U.S. District Court for the District of Connecticut (the Court) is currently headquartered at New Haven, CT and operates at three existing Court facilities located in Hartford, New Haven, and Bridgeport. The Court's long-term facilities planning process and GSA's feasibility studies found functional and operational challenges related to space, security, and building systems at all the Court facilities, and concluded that relocating the Court's headquarters to a new courthouse in Hartford would provide efficiencies in judicial operations across the state.

The National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321 et seq.), requires federal agencies to examine the potential effects of their proposed projects or actions on the human and natural environment and consider alternatives to the proposal before deciding on taking an action. GSA has prepared this Draft Environmental Impact Statement (EIS) in compliance with the 2020 Council on Environmental Quality (CEQ) NEPA regulations (40 CFR Parts 1500-1508), as modified by the Phase I 2022 revisions. This Draft EIS also complies with the GSA Public Buildings Service (PBS) NEPA Desk Guide and other relevant federal and state laws and regulations and executive orders (EOs). This Draft EIS evaluates the potential social, economic, and environmental effects resulting from the proposed acquisition of a site in Hartford, CT, and the subsequent design, construction, and operation of a new courthouse.

### 1.1 BACKGROUND

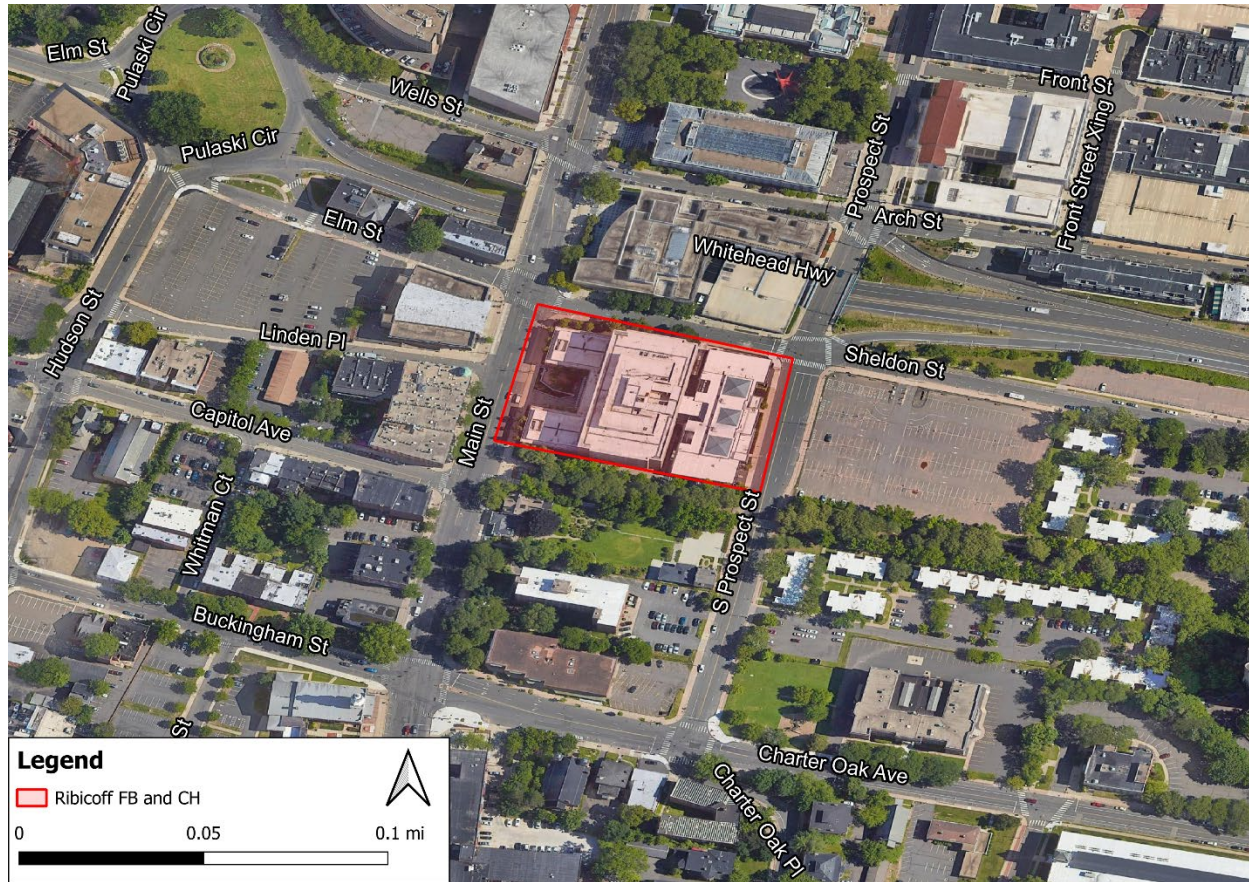
The Court operates at three existing facilities across the state: the Abraham A. Ribicoff Federal Building and Courthouse (Ribicoff FB and CH) in Hartford; the Richard C. Lee U.S. Courthouse in New Haven; and the Brien McMahon Federal Building and U.S. Courthouse in Bridgeport. GSA owns the facilities and is responsible for the day-to-day management and operation. This section presents an overview of the Court operations at the Ribicoff FB and CH, which was the focus of the studies conducted by the Court and GSA to inform the Project, as discussed below. While the facilities in New Haven and Bridgeport were also considered, they were not evaluated in detail since the preliminary studies recommended the relocation of some Court operations and functions to Hartford. The scope of this Draft EIS is explained in detail in Section 2.5.

The Ribicoff FB and CH consists of a seven-story building constructed in 1963, with a two-story annex added in 1991. The facility's gross square footage (GSF) is 365,542 and its usable square footage (USF) is 203,358. The Ribicoff FB and CH contains 105 indoor secure parking spaces (EYP, 2020). The building is located in downtown Hartford and is bounded by Main Street to the west, Sheldon Street to the north, South Prospect Street to the east, and Pulaski Mall Park to the south. **Figure 1.1-1** shows the location of the Ribicoff FB and CH.

The Ribicoff FB and CH houses the Court and several related federal agencies, including the U.S. Court of Appeals, U.S. Bankruptcy Court, U.S. Probation and Pretrial Office, U.S. Department of Justice – U.S. Attorney's Office (USAO), U.S. Trustee Program, trial and preparation space for the Federal Public Defender, and U.S. Marshals Service (USMS). The Court and its related agencies together form the Court Program, which is the primary entity at the Ribicoff FB and CH. At the Ribicoff FB and CH, the Court utilizes eight courtrooms, ten judges chambers, and court support spaces such as jury suites, offices for the court administrative and operations staff, public areas, and libraries (EYP, 2020).



The Ribicoff FB and CH also houses federal agencies that are unaffiliated with the Court, including GSA, U.S. Department of Agriculture Food and Inspection Safety Service, Federal Bureau of Investigation, U.S. Immigration and Customs Enforcement, and Executive Office for Immigration Review (EYP, 2020). The current employee count at the Ribicoff FB and CH is 364, of which 88 are part of the Court Program. Presently, the facility receives approximately 200 to 500 daily visitors (Solv, 2024).



**Figure 1.1-1. Ribicoff Federal Building and Courthouse Location and Vicinity**

In 2011 the Court conducted a Long-Range Facilities Plan (LRFP) that found functional challenges in all three of the existing Court facilities related to judicial circulation, detainee movement, and operational and security needs of the Judiciary. In 2017 and 2018, GSA conducted feasibility studies to evaluate the Court's housing requirements and identify alternatives for a project aimed to provide long-term solutions to the Court's current and future needs. The feasibility studies determined that the Ribicoff FB and CH does not have the space, functionality, security, and building systems to meet the present and long-term needs of the Court. See additional details about the feasibility studies in Section 1.2.2 Need. Other key findings from the LRFP and feasibility studies include (EYP, 2020):

- The new courthouse in Hartford would function as the headquarters of the Court and the primary office location for the District Court, Bankruptcy Court, and Probation Office;
- The Court would transition some positions (e.g., judges, staff, and other personnel) from offices located in New Haven and Bridgeport, and these locations would remain divisional offices; and
- USMS would make the new courthouse in Hartford the location of their primary offices in the District of Connecticut.

The findings from the LRFP and the feasibility studies led to GSA's proposal to locate the Court and related agencies at a new courthouse in Hartford.

## 1.2 PURPOSE AND NEED

### 1.2.1 Purpose

The purpose of the Project is to meet the current and long-term needs of the Court and related agencies by providing an adequate number of courtrooms, judges chambers, and administrative office space in Hartford, and to ensure efficient judicial operations across the State of Connecticut.

### 1.2.2 Need

The Project is needed because the Ribicoff FB and CH in Hartford, which currently houses the Court, does not have the capacity to accommodate the Court's functions and operations. The Ribicoff FB and CH is inadequate in size and configuration for the Court's operations including deficiencies in judicial, detainee, and juror circulation, and overall facility security. GSA's feasibility studies identified the following issues (EYP, 2020).

- **Inadequate Housing Space.** The Ribicoff FB and CH has eight courtrooms and ten judges chambers, some of which are severely undersized, and in totality are not adequate to accommodate the Court's functions and operations.
- **Circulation Deficiencies.** The Ribicoff FB and CH does not have a dedicated detainee circulation system, causing detainees to utilize the same circulation system (e.g., elevator lobbies, corridors, stair towers, and courtroom lobbies) as the public, jurors, and Judiciary. This creates a safety concern. The configuration of the judicial spaces at the Ribicoff FB and CH does not allow for a dedicated path of travel for the detainees from secure areas to the courtrooms, and compliance with current standards is infeasible.
- **Inadequate Security.** Pedestrians currently have uncontrolled access around the Ribicoff FB and CH, up to the exterior of the building, as well as access to the lobby at the main entrance of the building. Additionally, the Ribicoff FB and CH does not have adequate blast protection setbacks from the adjoining streets.

## 1.3 PUBLIC INVOLVEMENT

The NEPA process provides several opportunities for public involvement. Interested and affected parties may provide their views regarding the project, its possible effects on the natural and human environment, what should be addressed in the analysis and evaluation of the proposed alternatives, and the adequacy of the NEPA analysis. Public participation with respect to decision-making on the project is guided by GSA's implementing procedures for compliance with NEPA (GSA Order ADM 1095.1F, Environmental Considerations in Decision Making), and the GSA PBS NEPA Desk Guide (GSA, 1999).

### 1.3.1 Scoping

GSA conducted public scoping, which included the hosting of a scoping meeting as part of the NEPA process and development of this Draft EIS. The public scoping period began with the publication of a Notice of Intent (NOI) to prepare a Draft EIS in the Federal Register (FR) on May 26, 2023. The Scoping Report describes the Project (i.e., background information, purpose and need, proposed alternatives), scoping meeting, scoping materials, and summarizes the public comments received. The Scoping Report is summarized below and included as Appendix A to this Draft EIS.

Notification of the scoping meeting was accomplished using multiple channels of communication, including publication of the NOI; a public press release in English and Spanish on the GSA New England (Region 1) website; English- and Spanish-language advertisements in the *Hartford Courant*; English and Spanish radio announcements in *iHeartMedia's WPOP-AM* radio station and *Full Power Radio's BOMBA Hartford* radio station, respectively; and letters to interested parties identified through stakeholder analysis. Additionally, GSA issued press releases to several media outlets (e.g., radio stations, television stations, and newspapers) in the weeks leading up to the scoping meeting and also notified the U.S. Congressional delegation.

GSA held the scoping meeting on Tuesday, June 6, 2023, from 5:30 to 7:30 PM in Hartford Public Library's Park Street Branch located at 603 Park Street, Hartford, CT, 06106. Approximately forty people attended the public meeting.

GSA worked to encourage discussion and information sharing at the public meeting and to ensure that the public had opportunities to speak with GSA representatives. An American Sign Language interpreter was available at the meeting to provide interpretive services. Additionally, a Spanish-language interpreter was present at the meeting to provide limited English proficiency services as needed.

The GSA team gave a 30-minute presentation providing background on the Project and an explanation of the NEPA process. This was followed by a segment wherein GSA provided an opportunity to interested attendees to submit verbal comments about the Project, which were recorded by the stenographer present at the meeting.

The presentation was recorded and posted to the GSA YouTube channel and the Project website. Informational posters about the Project background, NEPA process, purpose and need, Project alternatives, areas of study, and comment submission were provided at the meeting. Additional materials available at the public scoping meeting included a sign-in sheet and sign-up sheet for submission of verbal comments, comment forms (in English and Spanish), and meeting handouts (in English and Spanish).

### **1.3.1.1 Summary of Scoping Comments**

GSA invited comments to obtain input from the public, agencies, and other interested parties on the proposed Project. More specifically, GSA invited comments on the key topics that should be covered in the Draft EIS, examples of potential adverse and beneficial effects from the proposed Project, and any other relevant information.

GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting. Comments were submitted to GSA verbally and through comment forms at the public scoping meeting and through emails during the scoping comment period, which concluded on July 6, 2023.

A total of forty-five individuals submitted 118 unique comments during the scoping period (several commenters submitted more than one comment). **Table 1.3-1** shows the number of comments received by subject and commenter type.

**Table 1.3-1. Commenters and Comments by Subject**

| Subject                      | Number of Agency Comments (A) <sup>a</sup> | Number of Public Comments (P) <sup>b</sup> | Total Number of Comments |
|------------------------------|--|--|--------------------------|
| Alternatives                 | 12   | 27   | 39                       |
| Biological Resources         | 0  | 1  | 1                        |
| Community Engagement         | 3  | 1  | 4                        |
| Design                       | 4  | 2  | 6                        |
| Environmental Justice        | 1  | 0  | 1                        |
| Land Use                     | 6  | 13   | 19                       |
| Outside the Scope of the EIS | 0  | 2  | 2                        |
| Request for Information      | 0  | 2  | 2                        |
| Socioeconomics               | 7  | 12   | 19                       |
| Traffic and Transportation   | 5  | 17   | 22                       |
| Water Resources              | 1  | 2  | 3                        |

<sup>a</sup>Agency (A) comments include comments from federal, state, and local agencies and organizations.

<sup>b</sup>Public (P) comments include comments from individual members of the public.

The Scoping Report in Appendix A includes a more detailed description of the scoping comments. Public scoping meeting materials, including the video of the presentation, are also available on the Project website: <https://www.gsa.gov/hartfordcourthouse>.

### 1.3.2 Asylum Hill Neighborhood Association Meeting

The Asylum Hill Neighborhood Association (AHNA) is the designated Neighborhood Revitalization Zone for the Asylum Hill area of the City of Hartford where the Woodland Site is located (see Chapter 2 for detailed description of the site). Members of the AHNA requested GSA to attend a community meeting to discuss the Project with a focus on the Woodland Site as a potential location for the new courthouse. The meeting was held on November 28, 2023. Members of GSA and the Court attended. Meeting attendees made comments for GSA’s consideration on several topics such as parking, traffic, safety, environmental issues, socioeconomics, and overall effects to the neighborhood.

GSA requested the attendees to submit their comments to the designated Project email address: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov). On December 19, 2023, David MacDonald, AHNA Executive Director, sent an email to GSA summarizing the comments made at the meeting. The comments made by the meeting attendees and in the email are summarized in the Scoping Report at Appendix A.

## 1.4 RELEVANT ENVIRONMENTAL LAWS AND REGULATIONS

### 1.4.1 National Environmental Policy Act and the NEPA Process

NEPA was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions (42 U.S.C. 4321). The primary purpose of an EIS is to ensure federal agencies consider environmental effects in their decision-making. Agencies must provide a full and fair discussion of significant environmental effects and shall inform decision makers and the public of reasonable alternatives that would minimize adverse effects or enhance the quality of the

human environment (40 CFR Part 1502.1). GSA's EISs and other NEPA documents are prepared in accordance with CEQ regulations for implementing NEPA (40 CFR Parts 1500-1508), GSA Order ADM 1095.1F – Environmental Considerations in Decision Making, and the GSA PBS NEPA Desk Guide.

Federal agencies are required to provide meaningful opportunities for public participation in a proposed action. Opportunities for the public and interested stakeholders to become involved in the NEPA process occur when an agency begins scoping with the publication of an NOI (40 CFR Part 1501.9) and when draft and final EISs are published prior to the conclusion of the decision-making process (40 CFR Part 1502.9).

#### **1.4.2 Section 7 of the Endangered Species Act**

The Endangered Species Act (ESA) provides a means for conserving the ecosystems upon which threatened and endangered species depend and a program for the conservation of such species. The ESA directs all federal agencies to participate in conserving these species and to use their authorities to further the purposes of the ESA. Specifically, Section 7(a)(1) of the ESA charges federal agencies to aid in the conservation of threatened and endangered species, and Section 7(a)(2) requires the agencies to ensure that their activities are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitats. Section 7 of the ESA (16 U.S.C. 1531 et seq.) outlines the procedures for federal interagency cooperation to conserve federally-listed species and designated critical habitats.

#### **1.4.3 Section 404 of the Clean Water Act**

The Clean Water Act (CWA) establishes the basic structure for regulating the discharge of pollutants into waters of the U.S. and oversees the implementation of surface water quality standards. Specifically, Section 404 of the CWA (33 U.S.C. 1343) regulates the discharge of dredged and fill materials into waters of the U.S., including wetlands. Section 404 requires federal agencies to obtain a permit before dredged or fill material may be discharged into such waters. The U.S. Army Corps of Engineers is responsible for the day-to-day administration of the program, and issues decisions on the permits. States can also participate in Section 404 decisions through state program general permits, water quality certification, and program assumption.

The State of Connecticut's 401 Water Quality Certification program regulates any applicant for a federal permit seeking to conduct an activity that may result in the discharge into navigable waters, including wetlands, watercourses, and natural and man-made ponds (CT DEEP, 2021a).

#### **1.4.4 National Historic Preservation Act of 1966**

The National Historic Preservation Act (NHPA) [54 U.S.C. 300101 et seq.] (89 Public Law 665 [1966]) directs each federal agency, and those tribal, state, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The process for identifying and assessing the effects a federal agency's actions may have on historic properties is known as the Section 106 process and is detailed in 36 CFR Part 800. Early consideration of historic or cultural resources in project planning and full consultation with interested parties are key to effective compliance with Section 106.

Historic properties are those that are listed in or eligible for listing in the National Register of Historic Places (NRHP). The NRHP is a list of districts, sites, buildings, structures, and objects that have been determined by the National Park Service to be significant in American history, architecture, archaeology, engineering, or culture at the local, state, or national level. Generally, a property must be at least 50 years old to qualify for listing in the NRHP (36 CFR Part 60.4), but there are exceptions.

The Section 106 process includes four steps: (1) initiate consultation with the primary consulting parties, (2) identify and evaluate historic properties, (3) assess effects of the project on sites listed in or eligible for listing in the NRHP, and (4) resolve any adverse effects via design changes or mitigation.

GSA will pursue consultations under Section 106 of the NHPA once the site for the new courthouse has been acquired.

### **1.4.5 Other Relevant Laws and Regulations**

Other potentially relevant laws, regulations, and EOs that GSA must comply with as part of the project planning and NEPA processes include:

#### **Statutes**

- Archaeological Resources Protection Act of 1979 (16 U.S.C. § 470aa-mm)
- Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001 et seq.)
- Clean Air Act of 1970 as amended (42 U.S.C. § 7401, et seq.)
- Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. § 9601, et seq.)
- Endangered Species Act of 1973 (16 U.S.C. § 1531-1544)
- Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
- National Energy Conservation Policy Act (42 U.S.C. § 8231, et seq.)
- Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
- Energy Policy Act of 2005
- Conn. Gen. Stat. §25 Water Resources. Flood and Erosion Control
- Conn. Gen. Stat. §22a Environmental Protection

#### **Regulations**

- 32 CFR Part 229 – Protection of Archaeological Resources: Uniform Regulations
- 36 CFR Part 800 – Protection of Historic Properties
- 40 CFR Parts 300-399 – Hazardous Substance Regulations
- 40 CFR Parts 6, 51, and 93 – Conformity of General Federal Actions to State or Federal Implementation Plans
- Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716, Thursday, September 29, 1983)

#### **Executive Orders**

- EO 11593 – Protection and Enhancement of the Cultural Environment
- EO 11988 – Floodplain Management
- EO 11990 – Protection of Wetlands
- EO 12898 – Environmental Justice
- EO 13007 – Indian Sacred Sites
- EO 13045 – Protection of Children from Environmental Health Risks and Safety Risks
- EO 13175 – Consultation and Coordination with Indian Tribal Governments
- EO 13186 – Responsibilities of Federal Agencies to Protect Migratory Birds
- EO 13287 – Preserve America
- EO 13327 – Federal Real Property Asset Management
- EO 13589 – Promoting Efficient Spending

- EO 13693 – Planning for Federal Sustainability in the Next Decade
- EO 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis
- EO 14008 – Tackling the Climate Crisis at Home and Abroad
- EO 14030 – Climate Related Financial Risks
- EO 14057 – Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability

## 2.0 PROJECT ALTERNATIVES

GSA identified two action alternatives that meet the stated purpose and need of the Project and thus have been analyzed in detail in this Draft EIS. These alternatives are presented in Sections 2.2 and 2.3. Project requirements, or the components common to the action alternatives, are presented in Section 2.1. Other alternatives that did not fully satisfy the purpose and need were not carried forward for detailed analysis in this Draft EIS, as discussed in Section 2.7.

A No Action Alternative was also analyzed, which allows GSA leadership, its tenants, and the public to compare the potential effects of the action alternatives with the effects that would occur if GSA continued to operate the Ribicoff FB and CH, and the other Court facilities across the state, under current conditions (i.e., the status quo). The No Action Alternative is presented in Section 2.4.

## 2.1 PROJECT REQUIREMENTS

The Project entails the acquisition of a site in Hartford, CT and the subsequent design, construction, and operation of a new courthouse to meet the present and long-term requirements of the Court. GSA would own and manage the building and the Court and related agencies would serve as tenants.

Following Congressional approval of the Project, GSA established a Site Selection Team, composed of GSA and Court representatives, to identify potential sites for the Project. The Site Selection Team determined the minimum site requirements for the Project, including sufficient size to accommodate a new courthouse of up to 281,000 GSF in size within the Hartford city limits. The Site Selection Team's process to identify potential Project sites is described in Section 2.1.1 Identification of Sites. The components common to both action alternatives are described below:

1. **New Courthouse Construction:** GSA would acquire a site in the City of Hartford, CT for the design, construction, and operation of a new courthouse. Key features of the new courthouse would include:
  - Total building GSF of up to 281,000;
  - Eleven courtrooms and eighteen judges chambers;
  - Offices for the Court and related agencies; and
  - Sixty-six secure parking spaces.
2. **Adherence to GSA's Design and Construction Excellence Program:** GSA's Design and Construction Excellence Program was established to produce high-quality, sustainable facilities for the government, and to improve the performance and public benefit of the buildings managed by GSA. The action alternatives would implement the principles of this program in the design and construction of the new courthouse. The new construction would meet the following objectives of the program, as outlined in GSA's Design and Construction Excellence Policies and Procedures document (GSA, 2022a):
  - Provide best value to partner agencies and taxpayers;
  - Develop safe, productive, and attractive workspaces;
  - Deliver projects on time and on budget;
  - Achieve building performance that is efficient and durable;
  - Uphold federal historic preservation and environmental policies;
  - Coordinate planning and design decisions with local community goals;
  - Leverage the skills of America's most qualified designers and artists; and
  - Provide stewardship for the next generation of respected landmarks.



Under the action alternatives, the design of the new courthouse would conform to GSA PBS-P100 *Facilities Standards for the Public Buildings Service*, the *U.S. Courts Design Guide*, and USMS, USAO, and other relevant building codes and standards.

3. **Implementation of GSA’s Sustainability Plan:** The planning, design, construction, and operation of the new courthouse would incorporate the best available sustainability practices to advance the goals of GSA’s Sustainability Plan. GSA would obtain a minimum Leadership in Energy and Environmental Design (LEED®) Gold certification and a SITES Silver certification for the new courthouse by implementing strategies to reduce greenhouse gas emissions, acquire sustainable materials for courthouse construction, utilize carbon-free electricity to the extent possible, increase efficiency in energy and water usage, reduce the generation of waste and pollution, and enhance the natural environment (GSA, 2022b).

Under the action alternatives, the Court headquarters would relocate from New Haven to Hartford and some Court Program operations personnel from all three Connecticut federal courts would move to the new courthouse in Hartford. Relocating the Court headquarters would include 1) consolidating the main offices of some Court and related agencies and 2) moving the Bankruptcy Court in New Haven from leased space to the Richard C. Lee Courthouse.

Between seventy-five to 120 employees would relocate from the Ribicoff FB and CH, thirty to sixty from New Haven, and ten to twenty from Bridgeport. Most would be employees of the Court Program. In total, the anticipated number of full-time positions at the new courthouse would range from 220 to 240, which also includes personnel outside of the Court Program. The new courthouse would receive approximately 200 to 500 daily visitors. The courthouses in New Haven and Bridgeport would continue to operate (Herman, 2024).

The design of the new courthouse is anticipated to begin in 2025, and the 3-year construction period would commence in 2026. The new courthouse is expected to be completed and fully occupied by 2030. Approximately 320 temporary construction workers would be hired for the Project. This project would use Project Labor Agreements to execute the construction of the courthouse. To date, Congress has appropriated a total of \$335 million for site acquisition, design, and construction of the new courthouse in Hartford.

### **2.1.1 Identification of Sites**

In December 2021, GSA issued a Request for Expressions of Interest (REOI) to more than fifty potential interested parties such as real estate firms, local nonprofits, and city and state government agencies encouraging property owners to submit prospective sites for consideration for the Project. An article was published in the Hartford newspaper of record, the Hartford Courant, on December 17, 2021. Responses were originally requested by January 31, 2022. During this time, GSA met with officials from the City of Hartford and the State of Connecticut to discuss potential available and suitable options, and conducted further research based on their input. After analyzing potential sites offered through the REOI process and sites suggested for review by city or state officials, GSA identified two potential sites for the construction of the new courthouse, each corresponding to an action alternative as described in Sections 2.2 and 2.3. GSA also considered a third site, the Hudson Site, which was later dismissed from detailed analysis as described in Section 2.7. Figure 2.1-1 shows the location of the action alternatives with respect to the Ribicoff FB and CH.



**Figure 2.1-1. Location of the Action Alternatives and the Ribicoff Federal Building and Courthouse**

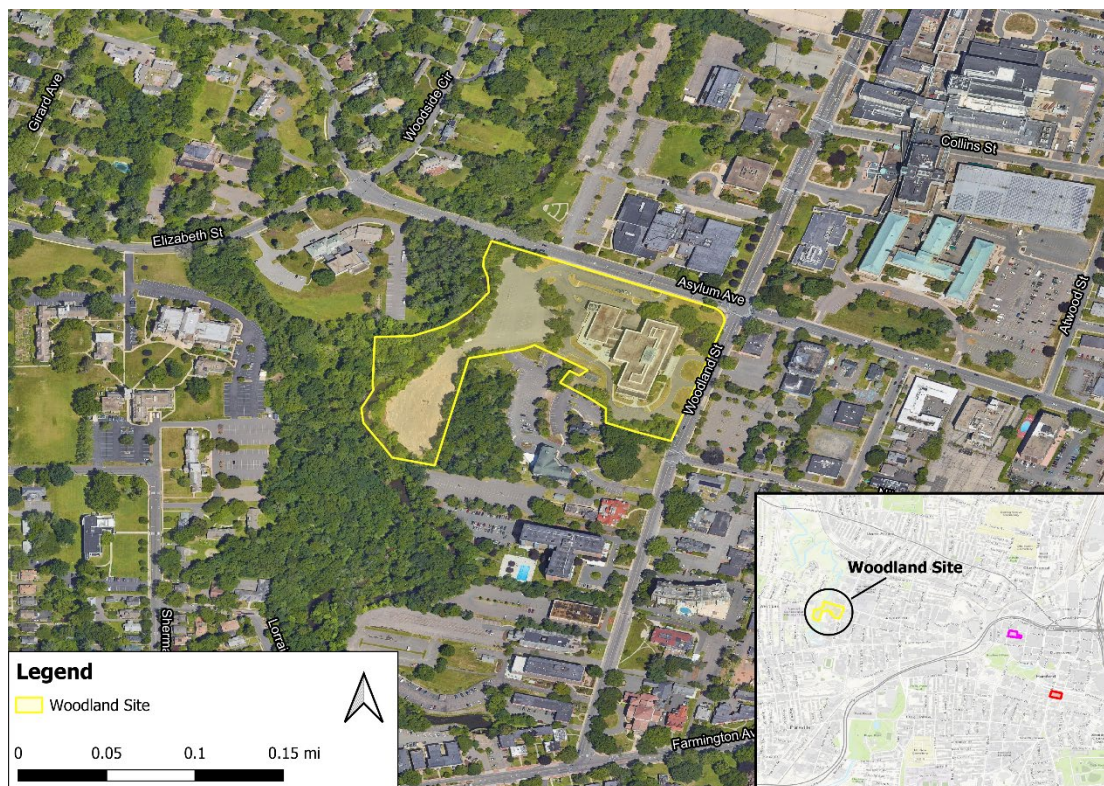
Following the identification of potential Project sites, GSA conducted an internal study to develop test plan options for the sites. The plan options provided preliminary schematics for the proposed development, including parameters such as the number of floors (ranging between five and thirteen), GSF per floor (ranging between 24,000 and 55,000 GSF), number and location of judges chambers and courtrooms, and the location of other Court Program offices (GSA, 2022c). The final design and layout of the proposed courthouse will be determined at the design phase and will depend on the Project site selected.

## 2.2 ALTERNATIVE 1 – WOODLAND SITE

Under Alternative 1, GSA would acquire up to 10.19 acres of land located at 61 Woodland Street (the Woodland Site) for the Project. The Woodland Site is bounded by Asylum Avenue to the north, the North Branch Park River to the west, healthcare-related buildings along its southern perimeter, and Woodland Street to the east. The Woodland Site is in Hartford’s Asylum Hill neighborhood, a block south of Saint Francis Hospital, and includes a portion of the North Branch Park River along its western boundary. The Woodland Site lies to the east of the University of Connecticut School of Law, separated by the North Branch Park River, and to the south of Classical High School, separated by Asylum Avenue. Developments to the east and south of the Woodland Site comprise a mix of commercial, residential, and religious buildings. The southwest portion of the Woodland Site is in the Asylum Hill National Historic District. Additionally, the site also abuts the Prospect Avenue and Seminary National Historic Districts, both of which lie adjacent to the western perimeter of the site. A portion of the Woodland Site, approximately 5 acres, is located within the 1 percent and 0.2 percent annual chance flood hazard areas (see **Figure 3.12-3** in Section 3.12 Water Resources).

The existing building at the Woodland Site was constructed in 1950 for the Phoenix Insurance Company and renovated by the State of Connecticut in 1974 for use as the Greater Hartford Community College. It currently serves as a state office building. The building has six floors and is approximately 245,000 GSF. Multiple state agencies occupy the building, including the Connecticut State University Board of Regents, the Department of Developmental Service, the Department of Higher Education, and the State Judiciary. The site also contains a vacant 2,600 GSF ancillary building and a surface parking lot with approximately 510 spaces. The building houses approximately 235 full-time employees and receives 85 trainees or visitors per week. **Figure 2.2-1** shows the location of the Woodland Site.

Under Alternative 1, the existing buildings at the Woodland Site may be demolished or reused as part of the construction of the new courthouse. In the event of new construction, the site would be excavated and graded to prepare the foundation for the new building. Approximately 2 acres would be excavated, and 0.25 acres would be used as a staging area. The Project would generate approximately 74,000 to 100,000 cubic yards of excavated materials based on the largest potential GSF of the new courthouse (281,000 GSF) to ensure a conservative estimate, and up to 61,000 cubic yards of demolition debris. Construction would be limited to areas outside the floodplain. The new development may contain up to two levels of underground secure parking only, surface-level secure parking only, or a combination of the two. A new landscape plan would be developed using native plantings. Due to the lack of available public parking in proximity to the Woodland Site, GSA would incorporate some of the existing surface parking into its landscape plan. GSA would pursue options to provide additional parking such as entering into a lease with a commercial parking operator.



**Figure 2.2-1. Location of Woodland Site**

## 2.3 ALTERNATIVE 2 – ALLYN SITE

Under Alternative 2, GSA would acquire approximately 2.19 acres of land located at 154 Allyn Street (the Allyn Site) for the Project. The Allyn Site is bounded by Church Street to the north, High Street to the west, Allyn Street to the south, and mixed-use buildings along its eastern perimeter. The Allyn Site consists of ten tax parcels at 329 Church Street, 339 Church Street, 98 High Street, 106 High Street, 112 High Street, 122 High Street, 108 Allyn Street, 112 Allyn Street, 128 Allyn Street, and 154 Allyn Street, all owned by one entity. The Allyn Site is in the central business district of Hartford and is located one block north of the Bushnell Park. The site lies to the west of XL Center, to the east of Union Station, and to the southeast of William R. Cotter Federal Building. A mix of retail and religious buildings directly abut the site to the east. The Allyn Site is primarily surrounded by commercial buildings and parking spaces and lies a block south-southeast of the curving Interstate 84 (I-84). A portion of the Allyn Site is in the Ann Street National Historic District.

The Allyn Site currently serves as a surface parking lot and contains 290 lined parking spaces. There are also three small, automatic gates for the entry and exit of vehicles into the lot from Allyn, Church, and High Streets. This site contains minimal landscaping, including perimeter landscaping and small trees in the interior of the site. **Figure 2.3-1** shows the location of the Allyn Site.

Under Alternative 2, a new courthouse would be constructed on the Allyn Site. The automatic gates for entry/exit of vehicles and the paved asphalt parking would be removed prior to construction. The new courthouse would contain up to two levels of underground secure parking. Excavation and grading would occur to prepare the foundation for the new courthouse and for the construction of the underground parking levels. Approximately 2 acres would be excavated and 0.25 acres would be used as a staging area for construction. GSA may lease a vacant paved lot in the vicinity of the Allyn Site for staging purposes due to the limited space availability at the site. The Project would generate approximately 50,000 to 75,000 cubic yards of excavated materials, based on the largest potential GSF of the new courthouse (281,000 GSF) to ensure a conservative estimate. A new landscape plan would be developed using native plantings. There appears to be adequate public parking in proximity to the Allyn Site, however, GSA may pursue options to provide additional parking such as entering into a lease with a commercial parking operator.



**Figure 2.3-1. Location of Allyn Site**

## **2.4 NO ACTION ALTERNATIVE**

The No Action Alternative is included and analyzed to provide a baseline for comparison with effects from the Project and to satisfy federal requirements for analyzing “no action” under NEPA.

The No Action Alternative assumes that site acquisition and the subsequent design, construction, and operation of a new courthouse would not occur. The Court would continue to operate across the State of Connecticut at its current facilities in Hartford, New Haven, and Bridgeport. The Court would not relocate its headquarters to Hartford. Minor repairs and renovations at the Court facilities would occur as needed. This alternative would not meet the purpose and need of the Project (as identified in Sections 1.2.1 and 1.2.2) as the Ribicoff FB and CH does not have the capacity to accommodate the Court’s present and long-term functional, operational, and space requirements. Although the No Action Alternative does not meet the purpose and need for the proposed Project, this alternative has been carried forward for analysis and comparison.

## **2.5 SCOPE OF THE ANALYSIS**

While the action alternatives consider the relocation of some of the Court Program’s operational personnel from the courthouses in New Haven and Bridgeport to the new courthouse in Hartford, the geographic scope for the assessment of effects from the implementation of the Project on resource areas analyzed in this Draft EIS would be restricted to the City and County of Hartford. The potential for occurrence of discernible effects from site acquisition, courthouse construction, and relocation of some Court operations would be on the resources and citizens of Hartford and as such, the facilities in New Haven and Bridgeport are considered to be outside of the geographic scope of analysis for this Project.

Several federal agencies, in addition to the Court, currently occupy the Ribicoff FB and CH. Concurrent to the Draft EIS analysis for the Project, the Ribicoff FB and CH is being reviewed for retention or disposition as part of GSA’s national portfolio planning (NPP) process. The NPP process considers several factors at the Ribicoff FB and CH, such as 1) the availability of federal agencies to backfill the space vacated by the Court when it moves to a new courthouse under the action alternatives; 2) the cost of necessary renovations at the Ribicoff FB and CH to meet those agencies’ needs; and 3) the availability and cost of alternative space for those agencies in and around Hartford. The NPP process is considered a separate NEPA action and lies outside the scope of this Draft EIS.

## **2.6 COMPARISON OF ALTERNATIVES CONSIDERED**

**Table 2.6-1** compares the Project elements of Alternative 1, Alternative 2, and the No Action Alternative.

**Table 2.6-1. Comparison of Alternatives**

| <b>Project Elements</b>  | <b>Alternative 1 – Woodland Site</b>  | <b>Alternative 2 – Allyn Site</b>                              | <b>No Action Alternative – Ribicoff FB and CH</b> |
|--|---|--|---|
| Would site acquisition occur?  | Yes   | Yes  | No  |
| Size of the parcel acquired  | 10.19 acres   | 2.19 acres   | No parcels would be acquired                      |
| Would a new courthouse be constructed?   | Yes   | Yes  | No  |
| Size of the Court Program (USF)  | 167,784   | 167,784  | 99,443 at the Ribicoff FB and CH                  |
| Number of courtrooms   | 11  | 11   | 8   |
| Number of judges chambers  | 18  | 18   | 10  |
| Secure parking spaces for the Court Program  | 66  | 66   | 37  |
| Availability of underground parking  | Up to two levels of underground secure parking, surface-level secure parking, or a combination of the two                 | Up to two levels of underground secure parking                 | One level of underground secure parking           |
| Amount of debris to be removed   | Up to 74,000 – 100,000 cubic yards from excavation <sup>1</sup> and up to 61,000 cubic yards from demolition <sup>2</sup> | Up to 50,000 – 75,000 cubic yards from excavation <sup>1</sup> | No construction would occur                       |
| Would the Court headquarters relocate from New Haven to Hartford?                                | Yes   | Yes  | No  |
| Would it meet the latest GSA building requirements such as energy performance and accessibility? | Yes   | Yes  | No  |
| Would it meet current and long-term requirements of the Court Program?                           | Yes   | Yes  | No  |
| Would it meet the Project Purpose and Need?  | Yes   | Yes  | No  |

<sup>1</sup> The maximum proposed GSF for the new courthouse (281,000) was assumed for a conservative estimate of excavation debris. The amount of excavation debris would be similar or lower with a smaller courthouse GSF.

<sup>2</sup> Demolition waste was calculated in cubic yards using the following formula: (length x width x height x 0.33)/27 (FEMA, 2010). The area of the existing Woodland Site building was calculated to be approximately 70,000 square feet using Google Earth. The height of the building was assumed to be 72 feet (12 feet per floor x 6 floors) for a conservative estimate.

## 2.7 ALTERNATIVES CONSIDERED AND DISMISSED FROM DETAILED ANALYSIS

GSA’s 2017 and 2018 feasibility studies considered renovations to the Ribicoff FB and CH as two alternatives considered and dismissed (the Renovation Alternatives). Additionally, GSA eliminated a third Project alternative for a new courthouse from detailed analysis, the Hudson Site. These dismissed alternatives and the reasons for their elimination from further analysis are discussed below.

**1) Dismissed Renovation Alternatives A and B:** considered modernizing the Ribicoff FB and CH. These Renovation Alternatives proposed the following measures to accommodate the current and long-term program requirements of the Court:

- Demolition of both front wings of the Ribicoff FB and CH;
- Addition of an entrance pavilion that would reside in a new open, entrance plaza to improve security screening;
- Construction of new courtrooms and judges chambers within the existing building for swing space to facilitate the structural addition (new Annex);
- Demolition of the existing Annex and construction of a new Annex building;
- Non-court related tenant spaces would be repurposed to create additional courtrooms and chambers to meet the long-term space requirements of the Court; and
- Alteration of three courtrooms and three judges chambers within the existing building to facilitate demolition of the Annex.

The primary differences between the two dismissed Renovation Alternatives are presented in **Table 2.7-1**.

**Table 2.7-1. Differences Between the Dismissed Renovation Alternatives**

| Dismissed Renovation Alternative A   | Dismissed Renovation Alternative B   |
|--|--|
| <ul style="list-style-type: none"> <li>• Moderate modifications to the existing building to meet tenant design and operational requirements;</li> <li>• Connectivity between all courtrooms and USMS would be condensed into the addition, the new Annex building; and</li> <li>• One of the new courtrooms would be repurposed as offices or chambers until it is needed to meet the Court’s 30-year space requirements.</li> </ul> | <ul style="list-style-type: none"> <li>• Substantial modifications to the existing building to meet tenant design and operational requirements;</li> <li>• Connectivity between six courtrooms and USMS would be condensed into the addition, the new Annex building; and</li> <li>• Two of the new courtrooms would be repurposed as offices or chambers until they are needed to meet the Court’s 30-year space requirements.</li> </ul> |

Source: EYP, 2020

The Renovation Alternatives would not meet the high-level safety and security standards required by the Court. Specifically, the Ribicoff FB and CH would require major structural work to meet the necessary level of blast protection and room for secure circulation space. These alternatives would necessitate the temporary removal of other tenants not affiliated with the Court to facilitate swing space (i.e., a temporary working environment for the duration of the renovations) and to reduce the effects on daily court operations. Additions to multiple parts of the building, structural changes, and

complex retrofits could result in several phases of construction which may extend the overall construction period and add to the Project cost. The Court would need to be operational during construction and a multi-phase construction process would hamper the ability of the USMS to keep all parties safe and secure throughout the extensive renovation project. As such, both alternatives were dismissed from detailed consideration.

- 2) Dismissed Project Alternative - Hudson Site:** As part of the site selection process and included in the NEPA scoping process, GSA and the Court identified a third potential Project site, the Hudson Site, for the acquisition, design, construction, and operation of the new courthouse.

The Hudson Site consisted of two properties separated by Hudson Street. The larger property (2.24 acres) was west of Hudson Street, and the smaller property (0.3 acres) was east of Hudson Street. The Hudson Site was further bound by Capitol Street to the north, West Street to the west, and Buckingham Street to the south. It is currently used as a paved surface parking lot, and improved with a one-story, 1,092 square foot brick building with an auto detailing shop.

The Hudson Site was identified as Alternative 3, and discussed at the public scoping meeting in June 2023. GSA received numerous public comments on this site; see the Scoping Report in Appendix A.

GSA conducted thorough research and background studies on the Hudson Site for compatibility with the Project. During development of the Draft EIS, the owners of the Hudson Site withdrew the site from consideration. Thus, while the Hudson Site was initially carried forward as a Project alternative, it has since been dismissed from full analysis in the Draft EIS.



### **3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

Chapter 3 describes the existing environment that may be affected by the alternatives and the potential environmental consequences associated with the alternatives. Through internal and external scoping, GSA has identified the following resource areas to evaluate in detail in this Draft EIS:

- Land Use;
- Utilities (Drinking Water, Wastewater, Power, and Communication);
- Traffic and Transportation;
- Air Quality;
- Climate Change;
- Solid and Hazardous Waste and Materials;
- Socioeconomics;
- Environmental Justice;
- Cultural Resources;
- Geology, Topography, and Soils;
- Water Resources (Surface Water, Groundwater, Stormwater, Wetlands, and Floodplains); and
- Visual Resources and Aesthetics.

Resource areas dismissed from detailed analysis are discussed in Section 3.14.

### **3.1 METHODOLOGY**

This section summarizes the existing physical, biological, social, and economic conditions of the Project area. The Project area analyzed in this Draft EIS surrounds and includes the following: the Ribicoff FB & CH, Woodland Site, and Allyn Site. For each resource area, the bounds of the area of analysis that could be affected by the alternatives is defined and the elements or components of the resource area that may be potentially affected are described. For some resource areas, the geographic area for analysis extends beyond the boundary of the alternatives to encompass the surrounding landscape. However, for many resource areas, the area of analysis is located within the footprint of the Project alternatives.

The analysis of environmental consequences for each resource area begins by explaining the methodology used to characterize potential effects, including any assumptions made. This analysis considers how the condition of a resource would change as a result of implementing each alternative and describes the types of effects that would occur (e.g., direct, indirect, beneficial, or adverse). The significance of effects is assessed using three parameters: magnitude, duration, and extent. The types of effects and significance criteria are described below.

This Draft EIS also considers cumulative effects for each resource area. Cumulative effects include the direct and indirect effects of a project together with the past, present, and reasonably foreseeable future actions of other projects and are further described in Section 4.0.

GSA will not determine the final GSF of the new courthouse until the design phase of the Project. To provide a conservative estimate of potential effects, GSA evaluated the affected environment and environmental consequences assuming the maximum proposed GSF for the new courthouse (281,000). Potential impacts of a new courthouse with a lower GSF would be similar to or less than those disclosed in this EIS.

### 3.1.1 Types of Effects

According to CEQ's NEPA regulations at 40 CFR Parts 1500-1508, direct and indirect effects are defined as:

**Direct effects:** Effects that are caused by the action and occur at the same time and place (1508.8[a]).

**Indirect effects:** Effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects also include "induced changes" in the human and natural environments (1508.8[b]).

Identified effects may be either adverse or beneficial. For this Draft EIS, the following definitions are used:

**Adverse effects:** Those effects which, in the judgment of an expert resource area analyst, are regarded by the general population as having a negative and harmful impact on the analyzed resource area. An adverse effect causes a change that moves the resource area away from a desired condition or detracts from its appearance or condition.

**Beneficial effects:** Those effects which, in the judgment of an expert resource area analyst, are regarded by the general population as having a positive and supportive impact on the analyzed resource area. A beneficial effect constitutes a positive change in the condition or appearance of the resource area or a change that moves the resource area toward a desired condition.

### 3.1.2 Evaluation Criteria

Evaluation criteria provide a structured framework for assessing effects, supporting conclusions regarding the significance of effects, and comparing effects between alternatives. Using the same criteria to describe the size and significance of effects for each resource area allows for comparison of effects between resource areas and determination of the significance.

The significance of effects is determined systematically by assessing three parameters of environmental effects: magnitude (how much), duration (how long), and extent (sphere of influence). Each parameter is divided into the following levels:

**Magnitude:**

- Major – Substantial effect or change in a resource area that is easily defined, noticeable and measurable, or exceeds a standard.
- Moderate – Noticeable change in a resource area occurs, but the integrity of the resource area remains intact.
- Minor – Change in a resource area occurs, but no substantial resource area effect results.
- Negligible – The effect is at the lowest levels of detection, barely measurable but with perceptible consequence.
- None – The effect is below the threshold of detection with no perceptible consequences.

**Duration:**

- Permanent – The effect would last indefinitely.
- Long-term – The effect would likely last the lifetime of the Project, or for as long as the new courthouse is in operation.

- Short-term – The effect would last for a portion of the construction phase, or the entire duration of the construction phase.

**Extent:**

- Regional – Would affect the resource area on a county, regional, state, or national level, extending well past the immediate Project area.
- Localized – Would affect the resource in the Project area and the immediate surroundings, and would include city-wide effects.
- Site-specific – Would affect the resource area over a portion of the Project area.

## **3.2 LAND USE**

Land use is the human use of land for economic or cultural activities such as recreation, agriculture, industry, or residence (EPA, 2023a). The area of analysis for land use comprises the Woodland Site, Allyn Site, the Ribicoff FB and CH, and land parcels adjacent to these sites.

### **3.2.1 Affected Environment**

#### **3.2.1.1 Woodland Site**

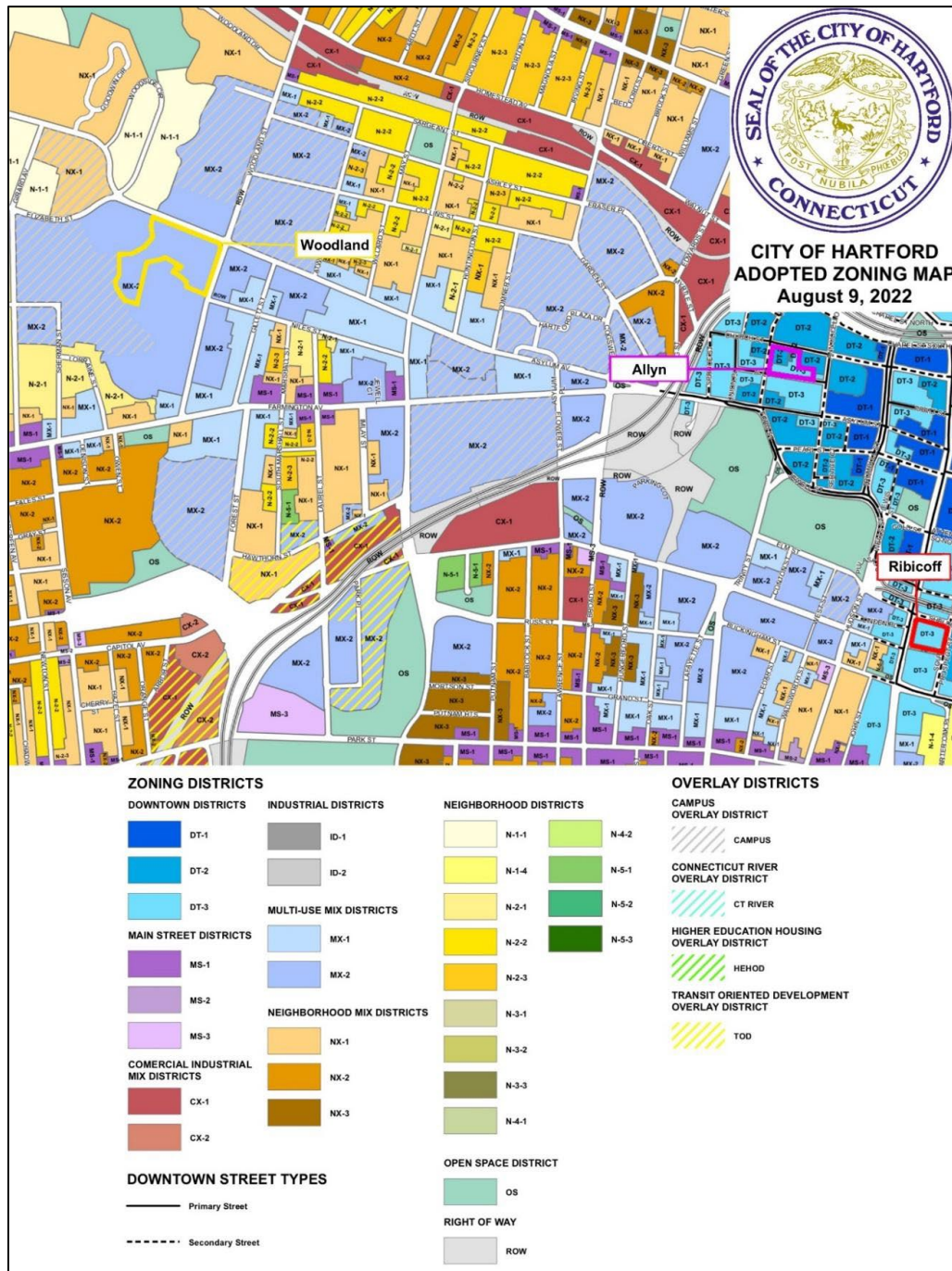
According to the City of Hartford Zoning Map (City of Hartford, 2022a), the Woodland Site (a single parcel) is zoned as MX-2. The Multi-Use Mix (MX) districts are comprised of office or residential buildings centered around large-scale institutional facilities including the State Capitol area, universities, and hospitals. The MX-1 district usually centers around large single-building facilities such as offices or institutional buildings, while the MX-2 district is intended to accommodate particularly large-scale users, such as multi-building university campuses (City of Hartford, 2020a; see **Figure 3.2-1**). The Woodland Site is currently occupied by a six-story state office building housing several state agencies, a vacant ancillary building, and a surface parking lot. While this site is exempt from local taxation, it qualifies under Connecticut’s payment in lieu of taxes (PILOT) program with the potential to generate a fixed amount of yearly tax revenue based on its property value (see Section 3.8 Socioeconomics for description of the PILOT program and a detailed analysis of tax rates and assessed property values). Most parcels immediately adjacent to the Woodland Site are zoned as MX-2, with one area northwest of the Woodland Site zoned as N-1-1. The Neighborhood (N) districts mainly include residential buildings with no more than three units, with some allowances for institutional or community uses. The N-1-1 district is typically intended for single-unit residential dwellings. Parcels to the northeast and southwest of the Woodland Site have a Campus Overlay and are intended for civic, institutional, residential, or large office uses, usually incorporating multiple buildings into a walkable campus (City of Hartford, 2020a).

#### **3.2.1.2 Allyn Site**

The Allyn Site is taxable by the City of Hartford. The four northwestern tax parcels of the Allyn Site are zoned as DT-2. The Downtown (DT) districts permit a mix of uses to regulate for the highest intensity of development in the city, while respecting the historic building scale of the downtown and adjacent blocks, and to create an active atmosphere throughout the day and night. The DT-2 district is intended for mid-scale high-rise buildings in the downtown area. The remaining six parcels are zoned as DT-3, intended to preserve and complement existing buildings along Main Street in the downtown area (City of Hartford, 2020a). The site is currently occupied by a public surface parking lot with minimal landscaping and no buildings. Parcels immediately adjacent to the Allyn Site are also zoned as DT-2 and DT-3.

### 3.2.1.3 Ribicoff Federal Building and Courthouse

The Ribicoff FB and CH is owned by the federal government and is exempt from local taxation. It is zoned as DT-3. Parcels to the west, northwest, and north are zoned as DT-3, parcels to the east and southeast are zoned as DT-2, and parcels to the south are primarily zoned as DT-3 with a small area zoned as open space (OS), intended for active and passive open spaces (e.g., greenspaces) with limited parking, lighting, and vehicular traffic (City of Hartford, 2020a).



Source: City of Hartford, 2022a

**Figure 3.2-1. City of Hartford Zoning Designations in the Area of Analysis**

**3.2.1.4 Community Management Plans**

The State of Connecticut requires the City of Hartford to create a new city plan every 10 years and to create a Future Land Use Map; however, the Hartford City Plan stresses that the Hartford zoning code is extremely flexible with regard to mixed uses, and for that reason, the state-required Future Land Use Map serves as a guide, not an absolute mandate, for future development in the City (City of Hartford, 2020b). In addition to the city-wide Future Land Use Map, there are community and neighborhood land use plans that include the sites considered for acquisition under the action alternatives. The Hartford City Future Land Use Map and community plans are summarized below in **Table 3.2-1**.

**Table 3.2-1. Summary of Relevant Land Use Goals in the Hartford City Plan, Future Land Use Map, and Community Plans**

| Plan   | Summary of Relevant Goals   |
|--|---|
| Hartford City Plan and Future Land Use Map                 | <ul style="list-style-type: none"> <li>• The goal for the Woodland Site and for parcels immediately to the south and east is to incorporate medium-density, mixed-use buildings between three and six stories tall. The goal for parcels immediately to the north and west is to incorporate low-density mixed-use and civic, institutional, or residential buildings one to three stories tall.</li> <li>• The goal for the Allyn Site and for all immediately adjacent parcels is to incorporate high-density, mixed-use buildings that are five stories or taller.</li> <li>• The goal for the Ribicoff FB and CH and for parcels immediately to the west, north, and east is to incorporate high-density, mixed-use buildings that are five stories or taller. The goal for parcels immediately to the south is to create an open space.</li> </ul> |
| Arrowhead Gateway Small Area Plan                          | <p>The Arrowhead Gateway Small Area Plan would be implemented immediately north of the Allyn Site, across I-84. The Plan includes three alternative plans:</p> <ol style="list-style-type: none"> <li>1. Health and wellness district with exercise spaces, green spaces, and bike lanes;</li> <li>2. Entertainment and recreation district with cultural, retail, and recreational opportunities; and</li> <li>3. Strong neighborhood with diverse housing options, small-scale retail, and green spaces.</li> </ol>   |
| Asylum Hill Neighborhood Association (AHNA) Strategic Plan | <p>The AHNA Strategic Plan overlaps the Woodland Site. Development goals include the incorporation of greenspaces, bike paths, redevelopment of vacant lots, and remediation and redevelopment of contaminated parcels (brownfields). Other relevant goals include expansion of the existing tree canopy, revitalization of the North Branch Park River, encouraging energy efficiency and solarization in Asylum Hill buildings, and creating and advertising jobs.</p>  |

Source: AHNA, 2022; City of Hartford, 2020c; City of Hartford, 2022a.

**3.2.2 Environmental Consequences**

**3.2.2.1 Alternative 1 – Woodland Site**

Under Alternative 1, GSA would acquire the Woodland Site, and the state office and ancillary buildings may be demolished or reused as part of the construction of the new courthouse building. GSA would incorporate some of the existing surface parking into its landscape plan. Construction would be limited to

areas outside the floodplain. Redevelopment of the Woodland Site for use as a new courthouse would align with the City of Hartford's existing zoning designation and future land use goals for the site, as presented in the city's Future Land Use Map, and would result in **direct, long-term, minor, site-specific** and **localized**, and **beneficial** effects to land use. The new courthouse building would obtain the LEED Gold and SITES Silver certifications, likely improving site aesthetics and environmental effects relative to the existing buildings, which would align with Goal 6 of the Environmental and Green Initiatives Task Force ("Encourage Energy Efficiency and Solarization in Asylum Hill Homes, Schools, Businesses and Places of Worship") in the AHNA Strategic Plan. The Project would also avoid disturbance to the North Branch Park River and its associated riparian habitat, instead implementing a landscape plan with a goal of improving riparian vegetation on the Woodland Site along the river, aligning with Goal 3 of the Environmental and Green Initiatives Task Force ("Conserve and Revitalize the North Branch of the Park River") in the AHNA Strategic Plan.

However, the proposed development would only partially align with the goals in the AHNA Strategic Plan, which is generally focused on incorporating neighborhood and neighborhood-serving development such as residences and local retail; these goals do not align with the use of the Woodland Site as a new courthouse. Additionally, changing the ownership of the Woodland Site from state-owned to federally-owned would remove it from the state's PILOT program. The total estimated PILOT grant revenue generated yearly from the Woodland Site is \$350,000. Therefore, the proposed use of the Woodland Site as a new courthouse would result in **direct, long-term, minor, localized**, and **adverse** effects to land use in the context of neighborhood planning and development goals and contributions to the city's tax base, as further explained in Section 3.8 Socioeconomics.

### **3.2.2.2 Alternative 2 – Allyn Site**

Under Alternative 2, GSA would acquire the Allyn Site, changing its usage to tax-exempt federal property and replacing the existing public parking lot with the new courthouse building. The existing use of the site as a parking lot does not align with its current zoning designations, which are intended for mid-scale high-rise buildings. The development of a new courthouse on the Allyn Site would bring the site in compliance with its zoning designations (DT-2 and DT-3) and would align with the City of Hartford's land use goals for the site. Furthermore, the City of Hartford has approximately twice as much downtown parking relative to the average U.S. city, and as a result, the city is encouraging different development patterns in the downtown area. Redevelopment of the site under Alternative 2 to support the new courthouse would result in **direct, long-term, minor, site-specific** and **localized**, and **beneficial** effects to land use. However, conversion of the Allyn Site from taxable private commercial use to tax-exempt federal use would result in **direct, long-term, minor, localized**, and **adverse** effects to the city's tax base, as explained in Section 3.8 Socioeconomics. The total estimated yearly tax revenue at the Allyn Site is \$206,751.

### **3.2.2.3 No Action Alternative**

Under the No Action Alternative, no parcels in the City of Hartford would be transferred to federal ownership through acquisition by GSA. Land use and zoning at the Woodland and Allyn Sites and the Ribicoff FB and CH would remain the same. No beneficial or adverse effects to land use as a result of increased courthouse efficiency would occur nor increased land suitability to support existing zoning regulations and future land use plans. Therefore, the No Action Alternative would have **no effect** on land use.

### 3.3 UTILITIES

#### 3.3.1 Affected Environment

Utilities are publicly-available services and infrastructure that support facility functioning such as water, sewer, energy, and communications. The effects of utilities usage can also be considered under EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*. Utilities do not include on-site infrastructure and usage unless they affect broader, publicly-available utilities and their subscribers. This section discusses drinking water, electricity, natural gas, sanitary sewer, storm sewer, steam, and telecommunications. Stormwater is discussed in Section 3.12 Water Resources.

Current utilities providers and usage at the Ribicoff FB and CH are presented in **Table 3.3-1**.

**Table 3.3-1. Current Utilities Providers and Usage at the Ribicoff FB and CH**

| Utility and Provider  | Annual Use<br>Nov. 2022 – Oct. 2023 | Average<br>Monthly Use | Peak Month   | Peak Month<br>Use |
|---|-------------------------------------|------------------------|--------------|-------------------|
| <b>Drinking Water,</b><br>Metropolitan District<br>Commission | Not reported                        | Not reported           | Not reported | Not reported      |
| <b>Electricity,</b><br>Eversource Energy                      | 2,722 MWH                           | 227 MWH                | January      | 260 MWH           |
| <b>Natural Gas,</b><br>CT Natural Gas Company                 | 1.7 million cf                      | 143 thousand cf        | January      | 354 thousand cf   |
| <b>Sanitary Sewer,</b><br>Metropolitan District<br>Commission | Not reported                        | Not reported           | Not reported | Not reported      |
| <b>Storm Sewer,</b><br>Metropolitan District<br>Commission    | Not reported                        | Not reported           | Not reported | Not reported      |
| <b>Steam,</b><br>Hartford Steam Company                       | 4,084 tons                          | 340 tons               | January      | 782 tons          |
| <b>Telecommunications,</b><br>Frontier                        | Not reported                        | Not reported           | Not reported | Not reported      |

Source: GSA Energy Usage Analysis System

Note: cf = cubic feet; MWH = megawatt hours.

The Metropolitan District Commission (“the Commission”) provides drinking water and sanitary sewer utilities to the Ribicoff FB and CH and the two proposed Project sites. The Commission provides either combined or separate storm sewers depending on location (Hartford Public Works, 2023). Maps and capacities of utility infrastructure are not publicly available on the Commission or city websites; therefore, water and sewer lines are assumed to run under or parallel to public street rights-of-way. The Commission did not respond to requests for information on utility availability to the sites and infrastructure potentially on the sites. It is assumed that service is available based on the downtown location of all sites proximate to buildings of comparable size and use.

The Connecticut Light and Power Company, doing business as Eversource Energy, provides electric utilities to the Ribicoff FB and CH and the proposed Project sites. Maps and capacities of utility infrastructure are not available on the Eversource Energy or city websites and were not provided by Eversource Energy;

therefore, electric lines are assumed to generally run below ground along public street and sidewalk rights-of-way. Eversource Energy did not provide system capacities or limitations but indicated that each of the proposed Project sites could be serviced (Eversource Energy, 2023).

The Connecticut Natural Gas Company supplies natural gas in Hartford. Maps and capacities of utility infrastructure are not publicly available on the company or city websites; therefore, gas lines are assumed to run under or parallel to public street rights-of-way. It is assumed that service is available based on the downtown location of all sites proximate to buildings of comparable size and use.

The Hartford Steam Company supplies steam and chilled water service in downtown and southern Hartford. The Hartford Steam Company currently services the Ribicoff FB and CH. The Allyn Site is on the periphery of the utility service area and, although not currently served, lines could be run to the site for both steam and chilled water; the Woodland Site would not be able to be serviced by the Hartford Steam Company (Hartford Steam Company, 2023).

According to the Connecticut Broadband Mapping Hub, over 97.5 percent of the area containing the three alternative sites is served by broadband internet, with “served” being defined by the Federal Communications Commission as 25 megabits per second or higher downloads and 3 megabits per second or higher uploads (Connecticut Broadband Mapping Hub, 2023). Connecticut has set a higher goal of 1,000 megabits per second downloads and 100 megabits per second uploads, though the alternative sites currently do not meet this standard. Web searches for fiber internet indicate availability in East and West Hartford, but few to no results for Hartford. According to Connecticut utilities listings, eight telecommunications firms operate in the Hartford area (Connecticut, 2023a). However, few of the companies provide telecommunications services to businesses in the area containing the alternative sites, as shown in **Table 3.3-2**.

**Table 3.3-2. Telecommunications Utilities in Hartford**

| Telecommunications Provider   | Service  |
|---|--|
| <b>AT&amp;T</b> (Teleport Communications America, LLC)  | Dedicated internet indicated is available to both Woodland and Allyn Sites. Download and upload speed options were not indicated but can typically be purchased in ranges from 20 megabits per second to 2 terabits per second (AT&T, 2023). |
| <b>CenturyLink Communications</b> (including Level 3 Communications and WITel Communications) | Does not support large businesses and does not service Woodland and Allyn Sites. Web search indicates that Hartford office is permanently closed (Century Link, 2023).   |
| <b>Crown Castle Fiber, LLC</b>  | Service does not appear to extend to Woodland and Allyn Sites and a web search indicates the Crown Castle office in Constitution Plaza is permanently closed (Crown Castle, 2023).   |
| <b>Frontier</b> (The Southern New England Telephone Company)                                  | Does not service Woodland and Allyn Sites (Frontier, 2023). It currently provides services to the Ribicoff FB and CH.  |
| <b>GoNetspeed</b>   | 1,000 megabit per second upload and download; only Woodland Site covered presently (GoNetspeed, 2023).   |
| <b>Mobilitie</b>  | Cellular infrastructure company; does not provide service to business or consumers.  |
| <b>Verizon</b>  | Only cellular data provided to the Woodland and Allyn Sites (Verizon, 2023).   |



### 3.3.2 Environmental Consequences

This section assesses the potential for existing utilities and support infrastructure within the area of analysis to affect, or be affected by, taking no action or by implementing one of the action alternatives. The area of analysis comprises the utilities service areas in which the alternative sites reside.

In addition to effects on utilities, EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, is also considered. EO 14057 requires agencies to:

- Achieve 100 percent carbon pollution-free electricity by 2030, including 50 percent on a 24/7 basis;
- Reach 100 percent zero-emission vehicle acquisition by 2035, including 100 percent light-duty acquisitions by 2027;
- Achieve net-zero building emissions by 2045, including a 50 percent reduction by 2032;
- Reduce Scope 1 and 2 greenhouse gas emissions by 65 percent from 2008 levels by 2030;
- Establish targets to reduce energy and potable water use intensity by 2030;
- Reduce procurement emissions to net-zero by 2050;
- Have climate resilient infrastructure and operations;
- Develop a climate- and sustainability-focused workforce;
- Advance environmental justice and equity-focused operations; and
- Accelerate progress through domestic and international partnerships (EPA, 2023b).

Under both action alternatives, the newly constructed courthouse would be built to current codes or better, including LEED Gold certification and SITES Silver certification. This would be expected to reduce energy (electricity and gas), water, and sewer requirements compared to traditional construction but would not be expected to achieve net-zero emissions. In the narrow context of only implementing one of the two action alternatives, taking no action would be the least impactful course of action. However, construction and use of a new LEED Gold certified building can be seen as a necessary step in a broader, longer-term process of achieving EO 14057 compliance as GSA seeks to modernize its building inventory, and beneficial effects would be realized as older buildings are modernized or retired.

#### 3.3.2.1 Alternative 1 – Woodland Site

Construction crews would follow standard industry practices to minimize the chance of discovering unmarked utilities during construction work. These include locating and marking utilities prior to demolition, site preparation, and construction activities followed by coordination with utilities providers in the event of discovery of unmarked utilities. Therefore, construction work would result in **no effects** on utility networks and customers in the service area over the **short term**.

Alternative 1 would result in operation and maintenance of an up to 281,000 GSF building compliant with LEED Gold standards on a site meeting SITES Silver standards rather than operating and maintaining the existing, nearly 75-year-old, 245,000 GSF building that is currently in use at the Woodland Site. While the number of full-time employees at the new courthouse would be similar to the employee count at the current state office building, Alternative 1 would result in a much higher count of daily visitors to the Woodland Site compared to existing conditions. This would likely increase the demand for water and sanitary sewer at the new courthouse. Additionally, the new building would make use of three-phase

power, which is anticipated to increase the overall electricity consumption compared to current levels. It is assumed that the current Woodland Site building users would be relocated to existing state offices, in which case there would be little to no increase in utilities usage at these offices. Under Alternative 1, the replacement of the state office building with a newer, more efficient building that meets the latest building codes and sustainability standards would result in **direct, long-term, negligible, regional, and beneficial** effects to utilities. However, the increased demand for water, sanitary sewer, and electricity for the operation of the new courthouse would result in **direct, long-term, negligible, regional, and adverse** effects on utility networks and customers in the service areas. Effects would be regional since they are based on utility service areas, which may extend beyond the city limits.

Steam and chilled water utilities are not available at this site, so natural gas, electricity, and water use may be anticipated to be higher than at the Allyn Site where steam and chilled water utilities may be available.

### **3.3.2.2 Alternative 2 – Allyn Site**

As with Alternative 1, construction work would result in **no effects** on utility networks and customers in the service area over the **short term**. As described in Section 3.3.2.1, construction crews would follow standard industry practices to minimize the chance of discovering unmarked utilities during construction work.

Operation and maintenance of an up to 281,000 GSF building constructed to LEED Gold standards on a site meeting SITES Silver standards rather than the existing surface parking would increase utility demand at the Allyn Site. This would result in **direct, minor, regional, and adverse** effects on utility networks and customers in the service area over the **long term**.

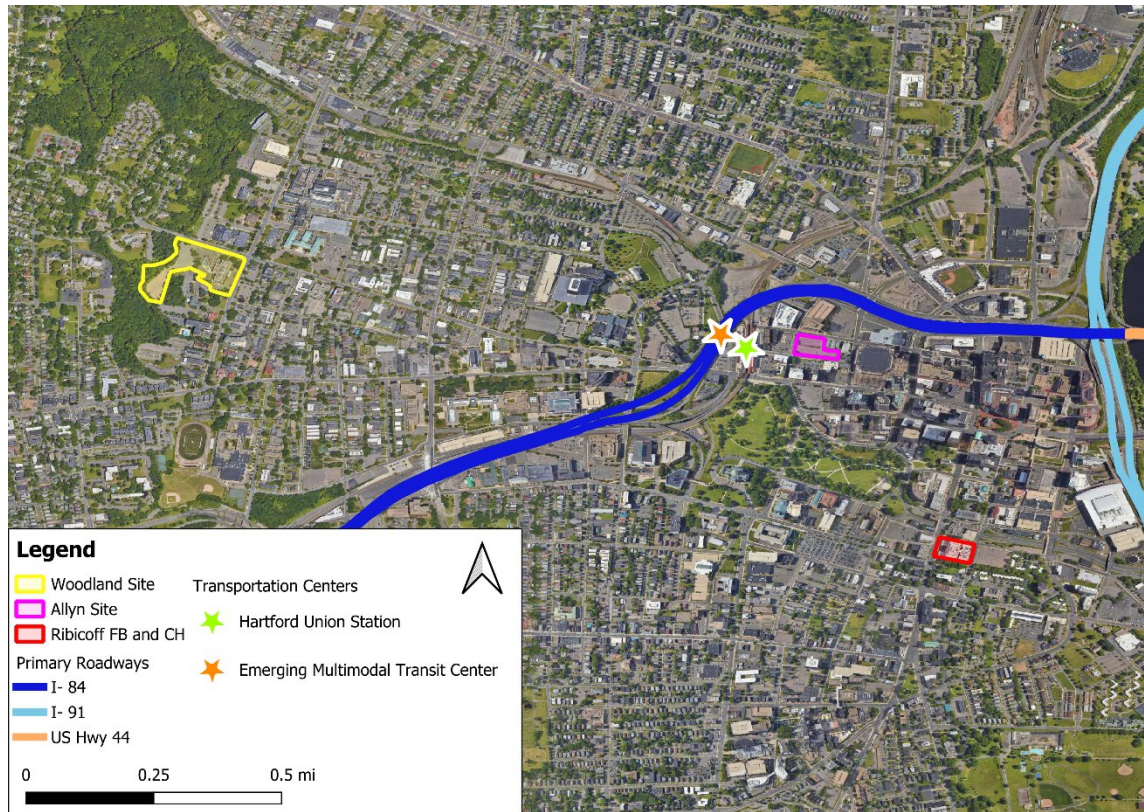
### **3.3.2.3 No Action Alternative**

Under the No Action Alternative, site acquisition and the subsequent design, construction, and operation of a new courthouse would not occur. The Ribicoff FB and CH would continue to use the existing equipment for facility operations, and there would be no additional demands on the utilities providers serving the building. As such, the No Action Alternative would have **no effect** on utility networks and customers in the service area.

## **3.4 TRAFFIC AND TRANSPORTATION**

### **3.4.1 Affected Environment**

The City of Hartford, including the sites under consideration for the new courthouse, is the area of analysis for Traffic and Transportation. The area of analysis, shown in **Figure 3.4-1**, is near the junction of two Interstate highways, I-84 and I-91, Hartford Union Station, and an emerging multimodal transit center. These transportation modes contribute to existing interrelationships and planned growth that influence urban development, including the proposed Project sites. The Affected Environment for the Traffic and Transportation elements of the Project alternatives is shaped by the specific transportation modes and associated infrastructure discussed below.



**Figure 3.4-1. Area of Analysis for Traffic and Transportation**

### 3.4.1.1 The Greater Hartford Mobility Study

In 2021 the Connecticut Department of Transportation (CTDOT) completed a study of the greater Hartford area that uses a holistic approach to identify ways to improve mobility for all modes of travel. The Greater Hartford Mobility Study (GHMS) builds upon multiple initiatives in the region, including the I-84 Hartford Project, CTfastrak East Expansion Study, Hartford Rail Alternatives Analysis, the I-84/I-91 Interchange Study, Bradley International Airport Master Plan, the East Coast Greenway, and regional pedestrian and bicycle connectivity studies. The following sections describe the existing traffic and transportation conditions in the City of Hartford near the current and proposed courthouse sites, including relevant information from the GHMS.

#### Existing Traffic Performance

The GHMS characterizes existing traffic performance in downtown Hartford and surrounding corridors. Traffic performance is measured using various traffic variables such as overall traffic volumes, travel speed, traffic density, and delay. These variables have a direct connection with passenger and freight mobility within the area. The discussion also outlines the findings of origin-destination patterns to better understand major traffic generators and attractors within the area and overall accessibility (CTDOT, 2021). Key findings of the GHMS include (CTDOT, 2021):

- Traffic movement is primarily influenced by commuting-related traffic into the downtown area in the morning and out of the downtown area in the afternoon.

- Traffic congestion is primarily a function of volume to capacity ratio, but other factors such as road configurations, lane continuity, and lane balance also contribute to the recurring congestion. The I-84 and I-91 interchange is a major congestion hotspot due to these issues and contributes to substantial congestion in the City of Hartford.
- Nearly three out of every four trips in downtown Hartford originate within the downtown area. A substantial portion of these trips rely on primary roads. This offers an opportunity for strategic improvements focused on bike, pedestrian, and transit infrastructure to encourage meaningful mode shift and reduced congestion on key roads.

## Bus Transit

Downtown Hartford is well connected by the existing CTDOT-owned bus network, CTtransit (CTtransit, No Date-a). CTtransit runs several bus services across the city as summarized below:

- Local services – connect neighborhoods with city centers and provide links between communities. Buses on local routes make frequent stops, typically every two to three blocks, and primarily serve city streets. They may also offer services to destinations such as malls, hospitals, or shopping centers (CTtransit, No Date-b).
- Express services – primarily operate on the weekdays and provide service between Park & Ride lots (parking lots where commuters can leave their personal vehicles while they use carpools, vanpools, or public transit like buses and trains for their work commute) and downtown Hartford (CTDOT, No Date; CTtransit, No Date-c).
- *CTfastrak* – is a Bus Rapid Transit (BRT) system that uses a bus-only roadway to provide connections to several major regional employment, shopping, and healthcare centers in and around Hartford, as well as to the Hartford Union Station (CTtransit, No Date-d). *CTfastrak* is centered around an exclusive 9.4-mile-long corridor dedicated to the BRT system that connects various communities in Central Connecticut (CTtransit, No Date-e).
- Hartford dash shuttle – is a free shuttle that operates in downtown Hartford, departing from the CT Convention Center every 15 minutes during weekdays from 7:00 am to 7:00 pm. It connects the Convention Center with the Riverfront, the CT Science Center, the Arts and Entertainment District, restaurants, and hotels (CTtransit, No Date-f).

However, suburban employment areas are not as well connected, thus restricting access to those without cars. Even in suburban areas that have better access to bus routes, like East Hartford, East Farmington, and Northwest Manchester, the transit-using population was determined to be within a 60-minute time period per trip, compared to the downtown transit-using population, which was determined to be within a 30-minute time period per trip (CTDOT, 2021). These distances represent transit service during traditional weekday peak commute hours.

The existing and proposed courthouse sites are all located on bus routes and are accessible through the existing bus network, as described in Section 3.4.1.3.

## Rail Service

Passenger rail service to downtown Hartford is available to and from the Hartford Union Station, shown in **Figure 3.4-1**. Passenger service is operated by *CTrail* and Amtrak, with Amtrak service extending through Massachusetts and into Vermont as well as service to New York and along the Northeast Corridor to Washington, DC (CTDOT, 2021).

## **Bicycle/Pedestrian Accommodation**

The GHMS bicycle and pedestrian assessment is concentrated on a five-town focus area that included the City of Hartford. The GHMS assessment found that downtown Hartford had the highest level of bicycle and pedestrian generation and attraction (demand) within the study area. These are largely aligned with major street corridors.

Areas of high demand are generally well served by pedestrian facilities such as sidewalks and bike lanes although major barriers, primarily associated with I-84, I-91, and active and inactive rail corridors provide obstructions to bicycle and pedestrian connectivity.

### **3.4.1.2 Ongoing and Planned Traffic and Transportation Improvements and Studies**

Several ongoing and proposed projects and studies will improve traffic infrastructure and reduce traffic congestion in the City of Hartford. Since the GHMS found that traffic performance on major routes affects traffic performance throughout the city, these projects would be expected to improve traffic performance in the vicinity of the existing and proposed Project sites.

## **I-84/I-91 Interchange Improvements**

In 2016 CTDOT launched the I-84/I-91 Interchange Study to seek out possible congestion relief improvements. The purpose of the study is to first determine if interchange improvement concepts are feasible from an engineering perspective. Second, the study will broadly assess the benefits and impacts to residents, businesses, travelers, properties, neighborhoods, and the natural environment (CTDOT, 2023a).

Originally constructed in the 1960s and modified in the 1980s, the existing interchange is constrained by physical and environmental features. These include buildings, the railroad, the flood wall, and the Connecticut River. The I-84/I-91 Interchange Study is closely related to the I-84 Hartford Project, which was initiated to fix the aging viaduct bridges through Hartford (CTDOT, 2023a). This new segment of I-84 will change local street grids, the locations of rail lines and stations serving Amtrak, CT*rail* Hartford Line, and freight trains, and adjust the alignments of CT*fastrak* and CT*transit* bus routes (HOK, 2019).

## **Capital Gateway Concept Plan**

The CTDOT and the City of Hartford collaborated to develop the Capital Gateway Concept Plan for areas that will be impacted by the I-84/I-91 interchange improvements. Hartford is seeking to maximize development potential in its western downtown area by leveraging infrastructure investments made by the improvements. The concept plan is centered around a new Intermodal Transit Center that creates a walkable mixed-use center and decking over infrastructure at strategic locations to better connect the pedestrian environment (HOK, 2019).

## **MOVE400: Transport More Mobile Plan**

The Hartford region has developed a plan called MOVE400. The plan's goal is to improve and expand the rail, bus, bike, and walking infrastructure, while making the highway system more efficient. The plan developers believe that emphasizing walking, biking, and public transit will reduce GHGs and lower asthma rates. They also note that new commuter rail, BRT, bike routes, pedestrian paths, and transit-oriented development have improved the way the population moves (iQuilt, 2023).

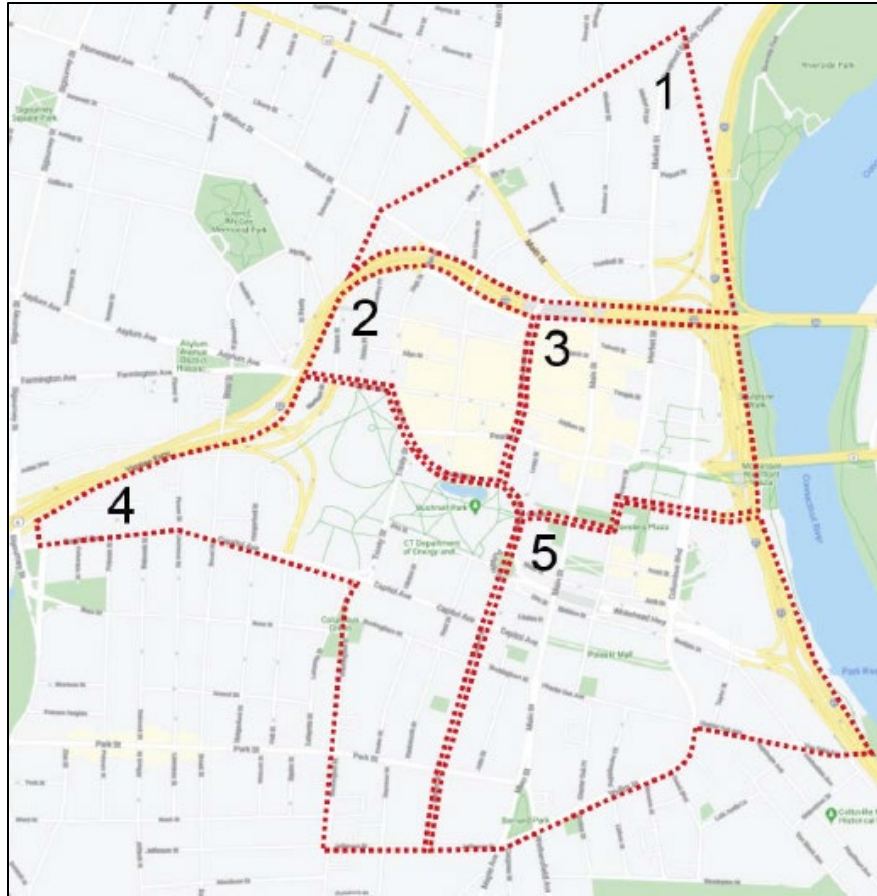
### **Asylum Avenue Traffic Calming Project**

A traffic calming project is being implemented adjacent to the Woodland Site to help reduce crashes on Asylum Avenue between Sumner Street and Prospect Avenue. The proposal includes reducing areas of Asylum Avenue's four lanes to three, with the center lane becoming a turn lane. The project would provide the same travel time and almost the same volume on the road with more safety. The proposal also includes adding buffered bicycle lanes to areas along Asylum Avenue (Galal and Sobol, 2023). This project is currently in its final design stage and construction is expected to conclude by the end of 2024. Once implemented, the project would reduce speeding near the Woodland Site, improve biking facilities, and make crossings safer (City of Hartford, No Date-a).

### **City of Hartford Parking Study**

In 2017 Hartford became the first U.S. city to eliminate parking minimum laws citywide. This shift meant that developers and business owners were no longer required to construct mandatory numbers of parking spaces along with buildings but could instead make their own decisions on how much parking they needed (Strong Towns, 2023). A primary argument that supports the elimination of parking minimums is that the 2022 Hartford Comprehensive Parking Study showed 9,299 publicly owned downtown parking spaces with 22 percent of the land area downtown dedicated to parking. Parking areas in other cities tend to be closer to 10 percent. Hartford has desirable downtown redevelopment plans, as noted throughout Section 3.4.1, and by eliminating parking minimums, the city initiated an opportunity to convert attractive downtown areas from parking to urban amenities (City of Hartford, 2022b).

The Parking Study conducted a comprehensive inventory of all parking infrastructure within the city. One primary purpose of the study was to quantify the parking supply, utilization, and estimate the future parking conditions as growth and development occurs. Downtown Hartford was one of four study areas included in the analysis. The study area included the Allyn Site and the Ribicoff FB and CH but did not cover the Woodland Site. Each study area was further divided into sub-zones with the Allyn Site occurring in sub-zone 2 and the Ribicoff FB and CH occurring in sub-zone 5, as shown in **Figure 3.4-2** (City of Hartford, 2022b). Results of the parking study for the Allyn Site and the Ribicoff FB and CH are described in Section 3.4.1.3.



Source: City of Hartford, 2022b

**Figure 3.4-2. Downtown Hartford Study Area and its Sub-Zones**

### **3.4.1.3 Existing Roadway Conditions and Traffic Data for Project Sites**

GSA conducted a traffic due diligence study for the Woodland Site, Allyn Site, and the Ribicoff FB and CH to review existing roadway conditions and traffic data for the sites and analyze the anticipated changes to the average daily trips and peak hour trips post Project implementation (see Appendix B). The study utilized the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition) to calculate the trips generated at each site. Traffic count data were reviewed between 2018 and 2021. Note that traffic counts were not conducted every year and the 2021 data are the most current data available for most roadways (Timmons, 2024).

#### **Woodland Site**

**Figure 3.4-3** provides a map of the Woodland Site showing transportation facilities near the Woodland Site. Asylum Avenue travels east-west through the proposed Project area and has variable lane control signals starting at Elizabeth Street west of the site and continuing east toward downtown Hartford. West of Woodland Street, Asylum Avenue is a two-lane, undivided road with turn lanes. East of Woodland Street, Asylum Avenue is a four-lane undivided road. Asylum Avenue has a posted speed limit of 25 miles per hour (mph) and is classified as an urban minor arterial as defined by the CTDOT Functional Classification Map. Asylum Avenue served approximately 14,300 vehicles per day (vpd) in 2018 and 11,600 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes

at present (Timmons, 2024); however, the Asylum Avenue Traffic Calming Project proposes the implementation of infrastructure such as bike facilities along this roadway.

Woodland Street is a two-lane, undivided roadway that travels north-south through the city. Woodland Street has a posted speed limit of 30 mph and is classified as an urban minor arterial as defined by the CTDOT Functional Classification Map. Woodland Street served approximately 12,400 vpd in 2018 and 10,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. On-street bicycle lanes are present along Woodland Street roughly 600 feet north and south of the intersection with Asylum Avenue; however, there is not a formed and connected network through this area (Timmons, 2024). A portion of the bike path is marked with a sharrow, identifying it as a shared lane for cyclists and drivers (City of Hartford, No Date-b).

The Woodland Site lies in the vicinity of two CTtransit local bus lines that travel east-west along Asylum Avenue, 72 (Asylum Avenue) and 74 (Granby Street), and one CTfastrak bus line that travels west toward downtown Hartford, 161 (Saint Francis Hospital/Hartford Hospital). The Hartford Union Station lies approximately a mile east of the Woodland Site and can be accessed via the bus routes mentioned above (CTtransit, 2021a).

The Woodland Site has a surface parking lot with approximately 510 parking spaces. These parking spaces are not public; they are available to the employees and visitors of the state office building. However, parking requests from external entities, such as the Classical High School located across the street from the Woodland Site, may occasionally be accepted during events if spaces are available (Bantz, 2023). Public parking in the vicinity of the Woodland Site is limited to on-street parking; there are no off-street parking lots available for public use. **Figure 3.4-3** shows the location of parking lots in and around the Woodland Site.



Source: City of Hartford, 2024; CTtransit, 2021a; City of Hartford, No Date-b.

**Figure 3.4-3. Transportation Facilities Near Woodland Site**



## Allyn Site

**Figure 3.4-4** provides a map of transportation facilities near the Allyn Site. Allyn Street is a two-lane, undivided road that travels east-west through the city. Allyn Street has no posted speed limit and is classified as an urban minor collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Allyn Street is listed as having a speed limit of 30 mph. Allyn Street served approximately 850 vpd in 2018 and 700 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network for a radius of greater than 1 mile from the site (Timmons, 2024). On-street bike lanes and sharrows (shared lane for bike and automobiles) are present along Allyn Street, extending from Ann Uccello St. and terminating at Union Pl (City of Hartford, No Date-b). There is on-street parking permitted on the westbound travel lane only (Timmons, 2024).

Church Street is a two-lane, undivided road that travels east-west through the city. Church Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Church Street is listed as having a speed limit of 30 mph. Church Street served approximately 5,100 vpd in 2018 and 2,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network in a radius greater than 1 mile from the site. On-street bicycle lanes with buffer are present in both directions. In both directions of Church Street, the bike lanes have periodic breaks at transit stop locations to become shared lanes to allow for the buses to pull out of the through lane. There is no on-street parking permitted in the area of the Allyn Site (Timmons, 2024).

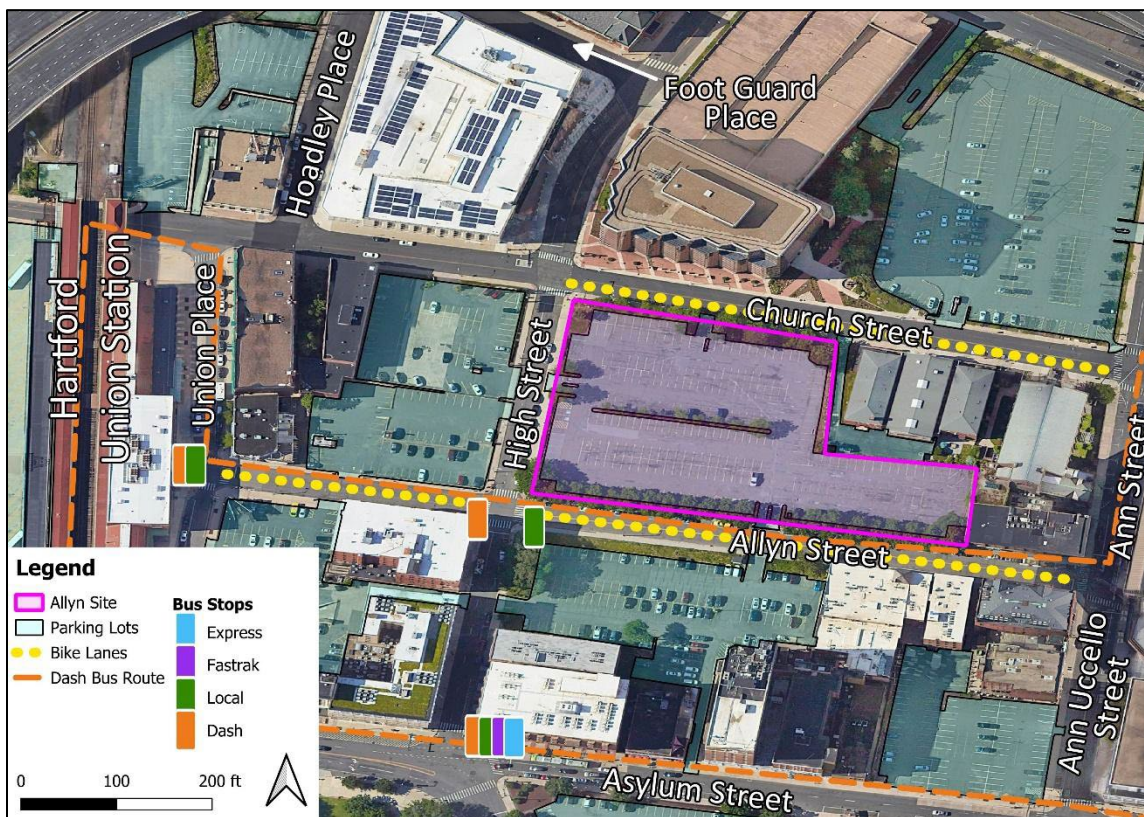
High Street is a two-lane, undivided road that travels one-way northbound between Asylum Street and Church Street. High Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, High Street is listed as having a speed limit of 25 mph. High Street served approximately 3,900 vpd in 2018 and 2,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes. There is on-street parking permitted on the northbound travel lane only (Timmons, 2024).

Ann Uccello Street is an undivided roadway that travels north-south and has one lane southbound and two lanes northbound. Ann Uccello Street has no posted speed limit and is classified as an urban major arterial as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Ann Uccello Street is listed as having a speed limit of 30 mph. Note that the 2018 traffic count data are the most current data available for this street. Ann Uccello Street serves approximately 3,500 vpd according to 2018 CTDOT count data. There are sidewalks present along both sides of the road that form a connected network in a radius of greater than 1 mile from the site. There are no on-street bicycle lanes. There is on-street parking permitted on the eastern portion of the travel lane only (Timmons, 2024).

The Allyn Site is located on the following bus lines: CTtransit local bus lines 60 (Farmington Avenue/West Hartford Center), 62 (Farmington Avenue/Bishops Corner), 64 (Farmington Avenue/Westfarms Mall), 66 (Farmington Avenue/UConn/Unionville), 72 (Asylum Avenue), 74 (Granby Street), and 76 (Ashley Street); CTtransit express service routes 902 (Farm Soring Express), 909 (Farmington-Unionville Express), 923 (Bristol Express), and 928 (Southington-Cheshire-Waterbury Express); CTfastrak bus lines 101 (Hartford/New Britain), 102 (Hartford/New Britain/Bristol), and 128 (Hartford/Westfarms-New Britain); and the Hartford dash shuttle line. Additionally, the site is well connected to several other CTtransit local and express bus lines, CTfastrak bus lines, and the Hartford dash shuttle line, all of which are present within a few blocks of the site (CTtransit, 2021a). The Hartford Union Station lies adjacent to the west of

the Allyn Site and connects downtown Hartford with Springfield, MA to the north and New Haven, CT to the south via the *CTrail* Hartford Line, as well as other destinations along the Northeast Corridor via Amtrak.

There are several publicly-owned, privately-owned, and on-street parking facilities in the vicinity of the Allyn Site. As mentioned previously in Section 3.4.1.2, the Parking Study evaluated the parking inventory for downtown Hartford, and specifically for areas in the immediate vicinity of the Allyn Site. Downtown Hartford has approximately 33,936 parking spaces of which 18,248 are available for public use. Allyn Site (currently used as a parking lot) and its vicinity (see **Figure 3.4-2**) provide 4,631 publicly-available parking spaces, most of which are lots owned by private entities. The parking inventory for the Allyn Site and its vicinity is expected to remain stable through 2031. The projected future demand for on-street and publicly-owned off-street public parking is expected to increase. As depicted in **Table 3.4-1**, there may be a shortage of publicly-owned off-street public parking spaces in the future, but an overall parking surplus is projected for the area (City of Hartford, 2022b).



Source: City of Hartford, 2024; City of Hartford, No Date-b; CTtransit, 2021a; CTtransit, No Date-g

**Figure 3.4-4. Transportation Facilities Near Allyn Site**

**Table 3.4-1. Current and Future Parking Space Adequacy for Allyn Site (2019-2031)<sup>1</sup>**

| Site Name  | On-street | Off-Street, Public, Publicly Owned | Off-Street, Public, Privately Owned | Off-Street, Private | Total     |
|------------|-----------|------------------------------------|-------------------------------------|---------------------|-----------|
| Allyn Site | 34 - 21   | 135 - (71) <sup>2</sup>            | 107 - 369                           | 321 - 317           | 596 - 636 |

Source: City of Hartford, 2022b

<sup>1</sup> Values are shown as a range from 2019 levels to 2031 levels.

<sup>2</sup> Parking deficits are shown with red text and parentheses.

### Ribicoff Federal Building and Courthouse

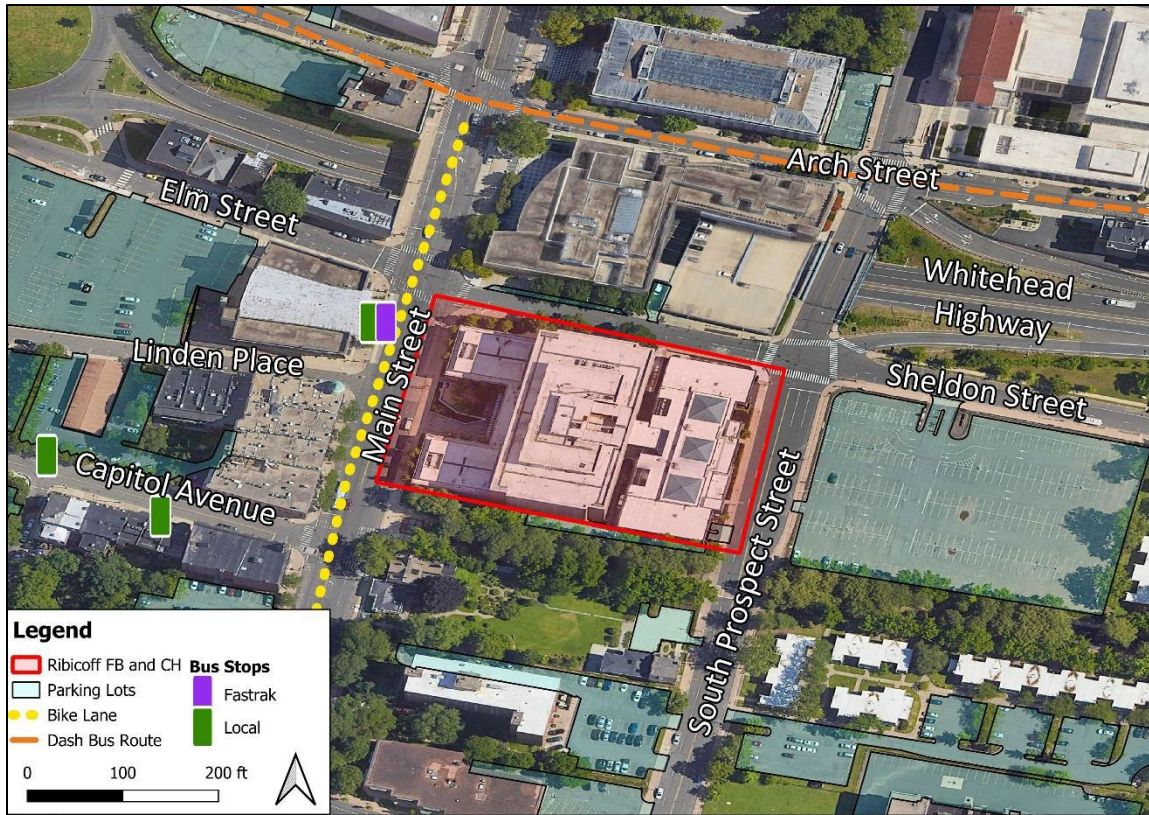
**Figure 3.4-5** provides a map of transportation facilities near the Ribicoff FB & CH. Main Street is a two-lane, undivided road that travels north-south through the city. Main Street has no posted speed limit and is classified as an urban principal arterial as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Main Street is listed as having a speed limit of 30 mph. Main Street served approximately 15,900 vpd in 2018 and 12,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network for a radius greater than 1 mile from the site. On-street bicycle lanes are present in both directions and extend from Arch Street south several miles. On-street parking is partially permitted in both directions of travel, subject to time-of-day and other restrictions (Timmons, 2024).

Sheldon Street is a two-lane, one-way eastbound roadway. Sheldon Street has no posted speed limit and is classified as an urban minor collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Sheldon Street is listed as having a speed limit of 30 mph. Sheldon Street served approximately 1,700 vpd in 2018 and 1,100 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network for a radius greater than 1 mile from the site. There are no on-street bicycle lanes or on-street parking permitted (Timmons, 2024).

S. Prospect Street is a two-lane, undivided road that travels north-south. S. Prospect Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, S. Prospect Street is listed as having a speed limit of 30 mph. S. Prospect Street served approximately 4,800 vpd in 2018 and 3,800 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network for a radius greater than 1 mile from the site. There are no on-street bicycle lanes. On-street parking is partially permitted in both directions of travel, subject to time-of-day and other restrictions (Timmons, 2024).

Since the building is on Main Street, the Ribicoff FB and CH has access to several bus lines, including CTtransit local and express bus lines, *CTfastrak*, and the Hartford dash shuttle. The bus lines closest to the site include the CTtransit local bus lines 45 (Berlin Turnpike Flyer) and 55 (Middletown).

There are several publicly-owned, privately-owned, and on-street parking facilities in the vicinity of the Ribicoff FB and CH (see **Figure 3.4-2**). The area in the vicinity of the Ribicoff FB and CH provides 2,712 publicly-available parking spaces, most of which are in lots owned by public entities. The parking inventory in the vicinity of the Ribicoff FB and CH is expected to slightly increase over the next 7 years. The projected future demand for on-street and off-street public parking is expected to increase. As depicted in **Table 3.4-2**, there may be a shortage of privately-owned off-street public parking spaces in the future, but an overall parking surplus is projected for the area (City of Hartford, 2022b).



Source: City of Hartford, 2024; City of Hartford, No Date-b; CTtransit, 2021b; CTtransit, No Date-g.

**Figure 3.4-5. Transportation Facilities Near Ribicoff FB and CH**

**Table 3.4-2. Current and Future Parking Space Adequacy for Ribicoff FB and CH (2019-2031)<sup>1</sup>**

| Site Name          | On-street | Off-Street, Public, Publicly Owned | Off-Street, Public, Privately Owned   | Off-Street, Private | Total         |
|--------------------|-----------|------------------------------------|---------------------------------------|---------------------|---------------|
| Ribicoff FB and CH | 79 - 50   | 903 - 750                          | (10) <sup>2</sup> - (30) <sup>2</sup> | 1,564 - 1,471       | 2,536 - 2,241 |

Source: City of Hartford, 2022b

<sup>1</sup> Values are shown as a range from 2019 levels to 2031 levels.

<sup>2</sup> Parking deficits are shown with red text and parentheses.

### 3.4.2 Environmental Consequences

#### 3.4.2.1 Alternative 1 – Woodland Site

Under Alternative 1, the Woodland Site buildings may be demolished or reused as part of the construction of the new courthouse. Due to the lack of available public parking in proximity to the Woodland Site, GSA would incorporate some of the existing surface parking into its landscape plan. GSA would pursue options to provide additional parking such as entering into a lease with a commercial parking operator.

The Project could result in increased levels of traffic during the construction period due to potential lane restrictions, closures, or detours of usual traffic patterns. Additionally, construction activities would require additional truck trips to transport waste materials off site for disposal and to deliver construction materials to the site, increasing congestion at and near the Woodland Site. As shown in Section 3.4.1.3, the CTDOT traffic count data for the roadways surrounding the Woodland Site indicate high traffic volumes in the vicinity of the site, which are responsible for high traffic congestion at this site. As such, there would be **direct, short-term, moderate, localized, and adverse** effects to traffic and transportation during the construction phase of the Project. The majority of the construction personnel would likely prefer commuting to the construction site in their personal vehicles. Traffic from the construction site is expected to add to the congestion in the area surrounding the Woodland Site.

**Figure 3.4-6** shows the estimated average weekday daily and peak hour trips for the existing and proposed land uses for the Woodland Site, resulting in a net increase of trips for the proposed site. Note that the ITE Land Use 730 (Government Office Building) does not have enough studies and the size of the existing and proposed buildings is outside the data range. As a result, Land Use 710 (General Office Building) was used.

To estimate the trips most accurately for the proposed courthouse, different methods were used for the average daily trips and the peak hour trips. The average daily trips were generated using the building square footage to account for an estimated 200 to 500 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours. The peak hour trips were generated using the anticipated number of employees (approximately 250) to reflect the expected AM and PM peak hour travel pattern. As shown in **Figure 3.4-6**, the proposed courthouse at the Woodland Site is expected to generate a net +321 average daily trips, +6 net AM peak hour trips, and +7 net PM peak hour trips (Timmons, 2024).

| LAND USE  | ITE CODE | AMOUNT  | UNITS     | ADT   | WEEKDAY      |      |       |              |      |       |
|---|----------|---------|-----------|-------|--------------|------|-------|--------------|------|-------|
|   |          |         |           |       | AM PEAK HOUR |      |       | PM PEAK HOUR |      |       |
|   |          |         |           |       | IN           | OUT  | TOTAL | IN           | OUT  | TOTAL |
| <b>Existing</b>   |          |         |           |       |              |      |       |              |      |       |
| General Office Building (Federal Courthouse) <sup>(1,2)</sup> | 710      | 235     | Employees |       | 137          | 19   | 156   | 23           | 115  | 138   |
|   |          | 245,000 | SF (GFA)  | 2,530 |              |      |       |              |      |       |
| <b>TOTAL</b>  |          |         |           | 2,530 | 137          | 19   | 156   | 23           | 115  | 138   |
| <b>Proposed</b>   |          |         |           |       |              |      |       |              |      |       |
| General Office Building (Federal Courthouse) <sup>(1,2)</sup> | 710      | 250     | Employees |       | 143          | 19   | 162   | 25           | 120  | 145   |
|   |          | 281,000 | SF (GFA)  | 2,851 |              |      |       |              |      |       |
| <b>TOTAL</b>  |          |         |           | 2,851 | 143          | 19   | 162   | 25           | 120  | 145   |
| <b>Net Difference - Trips</b>                                 |          |         |           | 321   | 6            | 0    | 6     | 2            | 5    | 7     |
| <b>% Difference</b>   |          |         |           | 12.7% | 4.4%         | 0.0% | 3.8%  | 8.7%         | 4.3% | 5.1%  |

Notes:  
 (1) ADT is calculated using the 1000 SF GFA independent variable to account for visitor traffic throughout the day.  
 (2) AM and PM peak hour traffic volumes calculated using the proposed number of employees to most accurately reflect the peak hour travel patterns.

Source: Timmons, 2024

SF: square foot; GFA: gross floor area; ADT: average daily traffic

### Figure 3.4-6. Woodland Site Trip Generation Data

The City of Hartford anticipates completion of a traffic calming project on Asylum Avenue, adjacent to the Woodland Site, which was described in Section 3.4.1.2. Since the traffic calming measures are being implemented to improve the safety and efficiency of high traffic volume on Asylum Avenue, these measures would be expected to be effective at addressing the increased average daily traffic volume from visitors shown in **Figure 3.4-6** once the new courthouse is in operation.

The Woodland Site currently has 510 parking spaces for the state office building. Due to the lack of available public parking in proximity to the Woodland Site, GSA would incorporate some of the existing

surface parking into its landscape plan. GSA would pursue options to provide additional parking such as entering into a lease with a commercial parking operator. The Project would create 66 secure parking spaces (interior or structured surface) for the Court Program. Alternative 1 is not expected to result in any changes to the availability of public parking in the vicinity since the Woodland Site currently does not provide that service. However, the parking spaces currently offered for occasional use by outside entities, such as the Classical High School, during events may not be available.

It is anticipated that most employees of and visitors to the new courthouse would use their personal vehicles to commute to the site; some may make use of the CTtransit bus lines that serve the Woodland Site. Travelers from outside of the city, such as commuters from New Haven, may make use of the train service to reach downtown Hartford, from where they may take the CTfastrak bus line to the Woodland Site. Section 3.4.1 describes several multimodal transportation initiatives that address future urban development and associated transportation opportunities for the City of Hartford, particularly the downtown area. The city and state plan improvements that would help relieve congestion where that is currently an issue, but also move forward with improvements to bus transit, rail, and bicycle/pedestrian modes of transportation. The Intermodal Transit Center that is part of the Capital Gateway Concept Plan is located within 1.2 miles of the Woodland Site, encouraging pedestrian access or possibly an easy interconnection with multiple modes of transportation using the major Asylum Avenue corridor, which would make it easier for the employees/visitors to travel to the Woodland Site. Of the two alternative sites, this alternative is farthest from the new Transit Center.

Based upon the foregoing analysis, the effects of Alternative 1 on traffic and transportation would be **direct, long-term, minor, localized, and adverse**. Adverse effects to traffic would be minor since the new trips expected to be generated from the Project would not add substantially to the existing traffic at the Woodland Site, particularly during peak hours. **Adverse** effects to parking would be **minor** due to the potential lack of sufficient parking. However, GSA's proposal to pursue options to provide additional parking, such as by entering into a lease with a commercial parking operator, would offset some of these adverse effects since the site currently does not offer any public parking.

**Figure 3.4-7** shows the ITE trip generation information for the Ribicoff FB and CH showing estimated average weekday daily and peak hour trips for the existing and proposed land uses, resulting in a net decrease of average daily and peak hour trips for the Ribicoff FB and CH under the proposed Project. The average daily trips were generated using the building square footage to account for an estimated 100 to 300 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours. The peak hour trips were generated using the anticipated number of employees (approximately 250) to reflect the expected AM and PM peak hour travel pattern. As shown in **Figure 3.4-7**, with the removal of the Court Program, the Ribicoff FB and CH is expected to experience a net -824 average daily trips, -45 net AM peak hour trips, and -47 net PM peak hour trips (Timmons, 2024).

| LAND USE   | ITE CODE | AMOUNT  | UNITS    | Weekday |              |        |        |              |        |        |
|--|----------|---------|----------|---------|--------------|--------|--------|--------------|--------|--------|
|  |          |         |          | ADT     | AM PEAK HOUR |        |        | PM PEAK HOUR |        |        |
|  |          |         |          |         | IN           | OUT    | TOTAL  | IN           | OUT    | TOTAL  |
| <b>Existing</b>  |          |         |          |         |              |        |        |              |        |        |
| General Office Building (Federal Courthouse) <sup>(1,2)</sup>        | 710      | 365     | Employee |         | 182          | 25     | 207    | 33           | 159    | 192    |
|  |          | 365,600 | SF (GFA) | 3,584   |              |        |        |              |        |        |
| <b>TOTAL</b>   |          |         |          | 3,584   | 182          | 25     | 207    | 33           | 159    | 192    |
| <b>Proposed</b>  |          |         |          |         |              |        |        |              |        |        |
| General Office Building (Federal Office Building) <sup>(1,2,3)</sup> | 710      | 250     | Employee |         | 143          | 19     | 162    | 25           | 120    | 145    |
|  |          | 365,600 | SF (GFA) | 2,760   |              |        |        |              |        |        |
| <b>TOTAL</b>   |          |         |          | 2,760   | 143          | 19     | 162    | 25           | 120    | 145    |
| <b>Net Difference - Trips</b>  |          |         |          | -824    | -39          | -6     | -45    | -8           | -39    | -47    |
| <b>% Difference</b>  |          |         |          | -23.0%  | -21.4%       | -24.0% | -21.7% | -24.2%       | -24.5% | -24.5% |

Notes:  
 (1) ADT is calculated using the 1000 SF GFA independent variable to account for visitor traffic throughout the day.  
 (2) AM and PM peak hour traffic volumes are calculated using the proposed number of employees to most accurately reflect the peak hour travel patterns.  
 (3) In the proposed scenario, upon relocation of the federal courthouse, the ADT is expected to decrease. This was estimated at 23%, the average of the net change in total AM & PM peak hour trips.

Source: Timmons, 2024.

**Figure 3.4-7. Ribicoff FB and CH Trip Generation Data**

**3.4.2.2 Alternative 2 – Allyn Site**

There would be **direct, short-term, minor, localized,** and **adverse** effects to traffic and transportation during the construction phase of the Project due to potential lane restrictions, closures, detours of usual traffic patterns, and the trips associated with haul trucks. Effects would be felt most by commuters on roadways adjacent to the Allyn Site and individuals using the site for parking. However, there are several other public parking lots available in and around downtown Hartford and as such, adverse effects to traffic and transportation during the construction phase are expected to be minor. Compared to Woodland Site, the roadways adjacent to Allyn Site experience lower traffic volumes and are not considered congested.

**Figure 3.4-8** shows the estimated average weekday daily and peak hour trips for the existing and proposed land uses at the Allyn Site, resulting in a net increase of trips for the proposed site. To provide a conservative analysis, trips were not estimated for the existing surface parking lot consisting of 290 spaces. ITE does not have trip generation data available for a surface parking lot. If this site is chosen, then traffic counts will be collected at all entrances to determine the current trips generated from the parking lot. Then, the existing trips will be subtracted to generate a net increase in trips for the property.

The average daily trips were generated using the building square footage to account for an estimated 200 to 500 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours. The peak hour trips were generated using the anticipated number of employees (approximately 250) to reflect the expected AM and PM peak hour travel pattern. As shown in **Figure 3.4-8**, the proposed courthouse at the Allyn Site is expected to generate +2,851 new average daily trips, +162 new AM peak hour trips, and +145 new PM peak hour trips (Timmons, 2024).

| LAND USE  | ITE CODE | AMOUNT  | UNITS     | Weekday |              |     |       |              |     |       |
|---|----------|---------|-----------|---------|--------------|-----|-------|--------------|-----|-------|
|   |          |         |           | ADT     | AM PEAK HOUR |     |       | PM PEAK HOUR |     |       |
|   |          |         |           |         | IN           | OUT | TOTAL | IN           | OUT | TOTAL |
| <b>Proposed</b>   |          |         |           |         |              |     |       |              |     |       |
| General Office Building (Federal Courthouse) <sup>(1,2)</sup> | 710      | 250     | Employees |         | 143          | 19  | 162   | 25           | 120 | 145   |
|   |          | 281,000 | SF (GFA)  | 2,851   |              |     |       |              |     |       |
| <b>TOTAL</b>  |          |         |           | 2,851   | 143          | 19  | 162   | 25           | 120 | 145   |

Notes:  
 1) ADT is calculated using the 1000 SF GFA independent variable to account for visitor traffic throughout the day.  
 2) AM and PM peak hour traffic volumes are calculated using the proposed number of employees to most accurately reflect the peak hour travel patterns.

Source: Timmons, 2024

**Figure 3.4-8. Allyn Site Trip Generation Data**

Alternative 2 would result in the removal of 290 spaces from downtown Hartford’s public parking inventory. There appears to be adequate public parking in proximity to the Allyn Site, however, GSA may pursue options to provide additional parking such as entering into a lease with a commercial parking operator. Additionally, the site is very well connected to several CTtransit bus lines, including local, express, CTfastrak, and the dash line, and lies adjacent to the Hartford Union Station. The Intermodal Transit Center is located within 0.1 mile of the Allyn Site, encouraging easy pedestrian access. Of the two alternative sites, this alternative is nearest to the new Transit Center.

Based upon the foregoing analysis, the effects of Alternative 2 on traffic and transportation would be **direct, long-term, negligible** and **moderate, localized, and adverse**. Though there would be an increased demand for parking because of a new courthouse and the removal of existing parking at the Allyn Site, **adverse** effects to parking would be **negligible** due to the availability of abundant parking spaces in downtown Hartford and GSA’s proposal to pursue options to provide additional parking at the site. Effects to traffic would be **moderate** due to the substantial increase in the average daily trips and AM/PM peak hour trips generated at the Allyn Site due to operation of the new courthouse.

As discussed under Alternative 1, with the removal of the Court Program from the Ribicoff FB and CH under the proposed Project, the existing courthouse site is expected to experience a net -824 average daily trips, -45 net AM peak hour trips, and -47 net PM peak hour trips (Timmons, 2024).

**3.4.2.3 No Action Alternative**

Under the No Action Alternative, site acquisition and the subsequent design, construction, and operation of a new courthouse would not occur. The employee and visitor count at the Ribicoff FB and CH would not change from existing levels. As such, the current levels of traffic congestion, the utilization of parking resources, and the need for multimodal transportation choices would continue under the No Action Alternative. There would be **no effects** to traffic and transportation resources from the No Action Alternative.



## 3.5 AIR QUALITY

### 3.5.1 Affected Environment

Air quality is the measure of the atmospheric concentration of defined pollutants in a specific area. It is affected by pollutant emission sources, as well as the movement of pollutants in the air via wind and other weather patterns. Hartford County is defined as the area of analysis for air quality.

The U.S. Environmental Protection Agency (EPA) Region 1 and the Connecticut Department of Energy and Environmental Protection (CT DEEP), Bureau of Air Management, regulate air quality in Connecticut. Hartford County occurs in the Hartford-New Haven-Springfield Interstate Air Quality Control Region (AQCR) (40 CFR Part 81.26).

The Clean Air Act (CAA), as amended, gives the EPA the responsibility to establish the primary and secondary National Ambient Air Quality Standards (NAAQS) (40 CFR Part 50) that set acceptable concentration levels for six criteria pollutants, compounds that cause or contribute to air pollution and which could endanger public health and the natural or built environment. The six criteria pollutants are: particulate matter (both “coarse” particulate matter [PM<sub>10</sub>] and “fine” particulate matter [PM<sub>2.5</sub>]), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), ozone (O<sub>3</sub>), and lead (Pb). O<sub>3</sub> is a strong photochemical oxidant that is formed when nitrogen dioxide (NO<sub>2</sub>) reacts with volatile organic compounds (VOCs) and oxygen in the presence of sunlight. O<sub>3</sub> is considered a secondary pollutant because it is not directly emitted from pollution sources but is formed in the ambient air.

The EPA has established short-term standards (1-, 8-, and 24-hour periods) for criteria pollutants that contribute to acute health effects, and long-term standards (annual or 3-month averages) for pollutants that contribute to chronic health effects. Connecticut has adopted the NAAQS established by the EPA (federal NAAQS). AQCRs that exceed the NAAQS are designated as *nonattainment* areas, and those in accordance with the standards are designated as *attainment* areas; AQCRs that have been redesignated from nonattainment to attainment are called *maintenance* areas. EPA has designated Hartford County as a “serious” *nonattainment* area for the 2008 8-hour O<sub>3</sub> NAAQS and a “moderate” *nonattainment* area for the 2015 8-hour O<sub>3</sub> NAAQS (EPA, 2023c). Nonattainment with O<sub>3</sub> NAAQS in Connecticut can primarily be attributed to the transport of pollutants from the New York metropolitan area that react to form O<sub>3</sub> as they travel to and across the state (CT DEEP, 2022a).

Besides designating nonattainment and maintenance areas, the EPA also designates ozone transport regions (OTR) to control O<sub>3</sub> precursors in areas particularly affected by the pollutant. Currently, the EPA has only designated one OTR, which extends from Northern Virginia to New England, and includes Hartford County. OTRs have special requirements: there are more restrictive *de minimis* emission levels for lower classified nonattainment and maintenance areas in the OTR. *De minimis* emission levels are minimum thresholds for which a conformity determination must be performed. Because the Project is located in both a nonattainment area and an OTR, the General Conformity Rule<sup>3</sup> (GCR) requirements apply. The GCR states that, if a project would result in a total net increase in direct and indirect emissions of nonattainment or maintenance pollutants that are less than the applicable *de minimis* thresholds established in 40 CFR Part 93.153(b), detailed conformity analyses are not required pursuant to 40 CFR Part 93.153(c).

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<sup>3</sup> Established under the CAA, the GCR ensures that the actions taken by federal agencies do not interfere with a state’s plans to attain and maintain the NAAQS. According to the rule, if a project takes place in an area that is in *attainment*, then the general conformity requirements do not apply to the project.

The EPA monitors levels of criteria pollutants at representative sites in each region throughout the U.S. For the purpose of analysis, air monitoring data for Hartford County for 2022 were used to define the existing air quality at and around the area of analysis. Data for SO<sub>2</sub> were unavailable for Hartford County and instead, data from the closest available source, the Town of Litchfield, were used. **Table 3.5-1** shows the monitored concentrations, the NAAQS, and the air monitor location for each criteria pollutant; air monitoring data for Pb were unavailable for the State of Connecticut. As shown in **Table 3.5-1**, Hartford County did not meet the 8-hour O<sub>3</sub> NAAQS in 2022. These data are consistent with EPA's list of counties currently designated as nonattainment areas, which shows Hartford County as a nonattainment area for O<sub>3</sub>, as described above (EPA, 2023d; EPA, 2023e).

The CAA, as amended in 1990, mandates that states develop a State Implementation Plan (SIP) to demonstrate compliance with the CAA and achieve and maintain attainment of the NAAQS. The Connecticut SIP, developed by the CT DEEP, is a collective of historical plans and regulations approved by the EPA and includes regulations to prevent, reduce, and control air pollution. The SIP undergoes frequent evaluation, and the CT DEEP issues revisions to the plan as needed (CT DEEP, 2023a). The plan notes that the entire State of Connecticut is classified as "moderate" *nonattainment* for the 2015 O<sub>3</sub> NAAQS and as a result, Connecticut is obligated to implement Reasonably Available Control Technology for all major sources<sup>4</sup> of VOCs and NO<sub>x</sub> (CT DEEP, 2023b). Sources of pollutants may vary across the individual proposed Project sites as described below.

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<sup>4</sup> CAA Section 184(b)(2) requires that any stationary source that has the potential to emit at least 50 tons per year of VOCs is considered a major stationary source and is subject to the requirements that would apply to a major stationary source in a moderate nonattainment area (CT DEEP, 2023b).

**Table 3.5-1. EPA NAAQS and 2022 Measured Criteria Pollutant Concentrations**

| Averaging Time                                  | Form  | NAAQS                  | Monitored Data         | Monitor Location |
|---|---|------------------------|------------------------|------------------|
| <b>CO</b>                                       |   |                        |                        |                  |
| 8-hour – primary                                | Not to be exceeded more than once per year  | 9 ppm                  | 1.2 ppm                | Hartford, CT     |
| 1-hour – primary                                |   | 35 ppm                 | 1.6 ppm                | Hartford, CT     |
| <b>NO<sub>2</sub></b>                           |   |                        |                        |                  |
| 1-hour – primary                                | 98 <sup>th</sup> percentile of 1-hour daily maximum concentrations, averaged over 3 years | 100 ppb                | 51 ppb                 | Hartford, CT     |
| 1-year – primary and secondary                  | Annual Mean   | 53 ppb                 | 13.18 ppb              | Hartford, CT     |
| <b>O<sub>3</sub></b>                            |   |                        |                        |                  |
| 8-hour – primary and secondary                  | Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years           | 0.070 ppm              | 0.081 ppm              | Hartford, CT     |
| 1-hour  | -   | 0.12 ppm               | 0.108 ppm              | Hartford, CT     |
| <b>SO<sub>2</sub></b>                           |   |                        |                        |                  |
| 1-hour – primary                                | 99 <sup>th</sup> percentile of 1-hour daily maximum concentrations, averaged over 3 years | 75 ppb                 | 4 ppb                  | Litchfield, CT   |
| 3-hour – secondary                              | Not to be exceeded more than once per year  | 0.5 ppm                | -                      | -                |
| 24-hour   | -   | 140 ppb                | 1.5 ppb                | Litchfield, CT   |
| <b>PM<sub>2.5</sub></b>                         |   |                        |                        |                  |
| 1-year – primary                                | annual mean, averaged over 3 years  | 12.0 µg/m <sup>3</sup> | 7.3 µg/m <sup>3</sup>  | Hartford, CT     |
| 1-year – secondary                              | annual mean, averaged over 3 years  | 15.0 µg/m <sup>3</sup> | -                      | -                |
| 24-hour – primary and secondary                 | 98 <sup>th</sup> percentile, averaged over 3 years  | 35 µg/m <sup>3</sup>   | 24.5 µg/m <sup>3</sup> | Hartford, CT     |
| <b>PM<sub>10</sub></b>                          |   |                        |                        |                  |
| 24-hour – primary and secondary                 | Not to be exceeded more than once per year on average over 3 years                        | 150 µg/m <sup>3</sup>  | 63 µg/m <sup>3</sup>   | Hartford, CT     |
| <b>Pb</b>                                       |   |                        |                        |                  |
| Rolling 3-month average – primary and secondary | Not to be exceeded  | 0.15 µg/m <sup>3</sup> | -                      | -                |

Source: 40 CFR Parts 50.1-50.13; EPA, 2023d; EPA, 2023e.

Note: ppb = parts per billion; ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; CO = carbon monoxide; NAAQS = National Ambient Air Quality Standards; NO<sub>2</sub> = nitrogen dioxide; O<sub>3</sub> = ozone; Pb = lead; PM<sub>2.5</sub> = particulate matter less than 2.5 microns in diameter; PM<sub>10</sub> = particulate matter less than 10 microns in diameter; SO<sub>2</sub> = sulfur dioxide.

**Woodland Site**

The primary stationary sources of air emissions at the Woodland Site are the equipment used for building operations, including the following: three dual-fuel (natural gas/fuel oil) steam boilers; one natural gas-powered water heater; one diesel-fired and one natural gas-powered emergency generator; and two chillers. Emissions also result from the facility’s electricity usage. Hazardous materials such as asbestos and lead-based paint are known to be present in the building (Friar Associates Inc., 2001). Non-stationary or mobile sources of air emissions associated with the Woodland Site include air pollutant emissions from the privately-owned vehicles (POVs) of employees, visitors, and other individuals commuting to and from the site.

**Allyn Site**

No stationary air emission sources are present at the Allyn Site. Mobile air emission sources associated with this site include air pollutant emissions from the POVs that commute to and from the parking lot.

**Ribicoff Federal Building and Courthouse**

The primary stationary sources of air emissions at the Ribicoff FB and CH include electricity use, one steam-powered boiler, one natural gas-powered emergency generator, and heating, ventilation, and air conditioning (HVAC) equipment. Non-stationary sources of air emissions associated with the Ribicoff FB and CH include air pollutant emissions from the POVs of employees, visitors, and other individuals commuting to and from the facility.

Table 3.5-2 shows the distance of sensitive receptors (e.g., schools, daycares, and hospitals) from the proposed courthouse sites and the Ribicoff FB and CH. Schools and daycares within 1 mile of the sites and hospitals within 5 miles of the sites are included.

**Table 3.5-2. Sensitive Receptors and Distances from Proposed Courthouse Sites and the Ribicoff Federal Building and Courthouse**

| Name  | Distance from Woodland Site | Distance from Allyn Site | Distance from the Ribicoff FB and CH |
|---|-----------------------------|--------------------------|--------------------------------------|
| Classical High School                             | 0.09 mile                   | 1.17 mile                | 1.63 mile                            |
| Connecticut Technical Education and Career System | 0.11 mile                   | 1.18 mile                | 1.58 mile                            |
| West Middle School                                | 0.36 mile                   | 0.85 mile                | 1.28 mile                            |
| The Lucille and Thaddeus Dunn Academy             | 0.41 mile                   | 0.76mile                 | 1.21 mile                            |
| Cambriella Academy                                | 0.44 mile                   | 1.06 mile                | 1.38 mile                            |
| Jumoke Academy at the Hartford Conservatory       | 0.44 mile                   | 0.77 mile                | 1.19 mile                            |
| The Right Place Early Learning Center             | 0.45 mile                   | 0.76 mile                | 1.16 mile                            |
| Hartford Public High School                       | 0.49 mile                   | 1.15 mile                | 1.41 mile                            |
| The Choir School of Harford                       | 0.51 mile                   | 0.73 mile                | 1.13 mile                            |
| Noah Webster Micro Society Magnet School          | 0.58 mile                   | 1.70 mile                | 2.04 mile                            |
| Opportunity Academy                               | 0.76 mile                   | 0.60 mile                | 1.18 mile                            |

| <b>Name</b>                              | <b>Distance from Woodland Site</b> | <b>Distance from Allyn Site</b> | <b>Distance from the Ribicoff FB and CH</b> |
|--|------------------------------------|---------------------------------|---|
| Bristow Middle School                    | 0.83 mile                          | 1.97 mile                       | 2.31 mile                                   |
| Covenant Preparatory School LLC          | 0.85 mile                          | 1.30 mile                       | 1.89 mile                                   |
| Achievement First Hartford Schools       | 0.86 mile                          | 1.39 mile                       | 1.97 mile                                   |
| Burns Elementary School                  | 0.94 mile                          | 0.81 mile                       | 0.88 mile                                   |
| Martin Luther King, Jr. Middle School    | 1 mile                             | 1.49 mile                       | 2.08 mile                                   |
| Global Communications Academy            | 1.03 mile                          | 0.41 mile                       | 1.01 mile                                   |
| Wish Elementary School                   | 1.08 mile                          | 1.02 mile                       | 1.63 mile                                   |
| Maria C. Colon Sanchez Elementary School | 1.11 mile                          | 0.85 mile                       | 0.80 mile                                   |
| Women’s League Child Development Center  | 1.33 mile                          | 0.61 mile                       | 1.16 mile                                   |
| Capital Preparatory Magnet School        | 1.35 mile                          | 0.3 mile                        | 0.79 mile                                   |
| Opportunity High School                  | 1.36 mile                          | 0.67 mile                       | 0.41 mile                                   |
| SAND Elementary School                   | 1.43 miles                         | 0.72 mile                       | 1.24 mile                                   |
| Grace Academy Hartford                   | 1.55 mile                          | 0.53 mile                       | 0.07 mile                                   |
| The Learning Corridor                    | 1.70 mile                          | 1.3 mile                        | 0.95 mile                                   |
| Betances Elementary School               | 1.74 mile                          | 0.73 mile                       | 0.14 mile                                   |
| Cadence Academy Preschool                | 1.77 mile                          | 0.57 mile                       | 0.44 mile                                   |
| SS. Cyril and Methodius School           | 1.85 mile                          | 0.99 mile                       | 0.41 mile                                   |
| Bulkeley High School                     | 2.24 miles                         | 1.55 mile                       | 0.93 mile                                   |
| New Beginnings Early Learning Center     | 0.38 mile                          | 1.06 mile                       | 1.38 mile                                   |
| Around the Clock 4 Tots                  | 0.42 mile                          | 0.76 mile                       | 1.21 mile                                   |
| Sigourney Mews Early Learning Center     | 0.47 mile                          | 0.73 mile                       | 1.25 mile                                   |
| Boys and Girls Clubs of Hartford         | 0.47 mile                          | 0.72 mile                       | 1.18 mile                                   |
| Childrens Learning Center                | 0.53 mile                          | 1.16 mile                       | 1.23 mile                                   |
| Hope Child Care Learning Center          | 0.52 mile                          | 1.65 mile                       | 2 miles                                     |
| Asylum Early Learning Center             | 0.55 mile                          | 0.63 mile                       | 1.09 mile                                   |
| T&C Home Day Care                        | 0.64 mile                          | 1.07 mile                       | 1.64 mile                                   |
| Global Child Care Learning Academy       | 0.71 mile                          | 0.55 mile                       | 1.11 mile                                   |
| Growing Tree Early Learning              | 0.74 mile                          | 0.51 mile                       | 1.08 mile                                   |
| YWCA Kidslink                            | 0.82 mile                          | 0.40 mile                       | 0.81 mile                                   |
| Nurturing Care                           | 0.94 mile                          | 1.51 mile                       | 2.09 miles                                  |
| Allaya Day Care and Preschool            | 0.98 mile                          | 1.69 mile                       | 1.81 mile                                   |
| Capitol Child Development Center         | 0.99 mile                          | 0.54 mile                       | 0.66 mile                                   |
| El Carrusel                              | 1 mile                             | 1.04 mile                       | 1.64 mile                                   |
| Paraiso Infantil Day Care                | 1.41 mile                          | 0.68 mile                       | 0.36 mile                                   |
| Mt. Olive Child Development Center       | 1.64 mile                          | 1.04 mile                       | 1.55 mile                                   |

| Name  | Distance from Woodland Site | Distance from Allyn Site | Distance from the Ribicoff FB and CH |
|---|-----------------------------|--------------------------|--------------------------------------|
| Kiddie Castle Home Day Care   | 1.65 mile                   | 1.23 mile                | 0.88 mile                            |
| Saint Francis Hospital (Trinity Health of New England)                            | 0.1 mile                    | 1.01 mile                | 1.51 miles                           |
| Mount Sinai Rehabilitation Hospital and Saint Francis Hospital and Medical Center | 1.97 miles                  | 2.26 miles               | 2.88 miles                           |
| Hartford Hospital   | 1.61 miles                  | 1.01 mile                | 0.62 miles                           |
| UConn Health West Hartford  | 1.71 miles                  | 2.38 miles               | 2.42 miles                           |
| Trinity College Health Center   | 1.87 miles                  | 1.74 miles               | 1.42 miles                           |
| UConn Health  | 2.07 miles                  | 0.9 mile                 | 0.89 miles                           |
| Saint Francis Hospital and Medical Center   | 2.99 miles                  | 1.84 miles               | 1.67 miles                           |

Source: Google Maps, 2023

### 3.5.2 Environmental Consequences

#### 3.5.2.1 *Alternative 1 – Woodland Site*

As previously discussed, since Hartford County is a nonattainment area for O<sub>3</sub> and occurs in an OTR, the GCR requirements apply. Therefore, Alternative 1 is subject to review under the GCR for O<sub>3</sub> precursors (NO<sub>x</sub> and VOCs) and a general conformity analysis is required (see Appendix C for detailed methodology). However, for completeness, all direct and indirect emissions of NO<sub>x</sub>, SO<sub>2</sub>, VOCs, PM<sub>10</sub>, and PM<sub>2.5</sub> were also estimated for the construction phase of the proposed Project and compared to the GCR *de minimis* threshold to determine whether implementation of Alternative 1 would affect air quality in the region. Emissions of lead were not analyzed because removal of lead-based paint and other lead-containing materials would be carried out by licensed contractors who would implement appropriate best management practices (BMPs) to minimize and contain lead emissions. Lead emissions are not anticipated to occur at measurable levels.

Construction emissions were estimated for on-road and nonroad vehicles. The emissions from on-road vehicles such as POVs and haul trucks were estimated using industry standard emission rates (Argonne, 2013; Argonne, 2021). Emission rates for nonroad vehicles such as excavators, cranes, graders, tractors, and dozers were estimated using EPA’s MOVES3.1 model (EPA, 2023f). For the purpose of analysis and to provide a conservative estimate of potential air emissions, it was assumed that all nonroad equipment would be operated full-time (i.e., 8 hours per day and 5 days per week) and all on-road vehicles would travel 50 miles per day during the 3-year construction phase. The daily commute for haul trucks carrying construction materials and waste was assumed to be 70 miles. Full documentation of the methodology used to estimate the air emissions is presented in Appendix C. The results of the conformity analysis calculations are presented in **Table 3.5-3**.

**Table 3.5-3. Alternative 1 Construction Annual Emissions  
 Compared to General Conformity Rule Thresholds**

| Source                                      | Tons of CO     | Tons of NO <sub>x</sub> | Tons of VOCs  | Tons of SO <sub>2</sub> | Tons of PM <sub>10</sub> | Tons of PM <sub>2.5</sub> |
|---|----------------|-------------------------|---------------|-------------------------|--------------------------|---------------------------|
| Nonroad construction equipment              | 2.3309         | 6.7443                  | 0.4399        | 0.0116                  | 0.3521                   | 0.3415                    |
| Personal vehicles                           | 12.5428        | 0.3752                  | 0.5262        | 0.0201                  | 0.0801                   | 0.0160                    |
| Haul Trucks                                 | 5.9227         | 3.7974                  | 0.1129        | 0.0112                  | 0.0953                   | 0.0152                    |
| Fugitive Dust                               | -              | -                       | -             | -                       | 5.7                      | 0.57                      |
| <b>Total (tons per year)</b>                | <b>20.7964</b> | <b>10.9169</b>          | <b>1.0790</b> | <b>0.0429</b>           | <b>6.2275</b>            | <b>0.9427</b>             |
| <b>De minimis threshold (tons per year)</b> | <b>100</b>     | <b>50</b>               | <b>50</b>     | <b>100</b>              | <b>100</b>               | <b>100</b>                |

Source: 40 CFR Part 93.153; Argonne, 2013; Argonne, 2021; EPA, 2023f; EPA, 2023g.

As shown in **Table 3.5-3**, the total annual emissions associated with the construction/demolition phase of Alternative 1 would not exceed the *de minimis* threshold rate for any of the criteria pollutants analyzed. Therefore, further analysis under the GCR is not required.

Prior to demolition, abatement of any hazardous building materials such as asbestos or lead-based paint would occur. All federal, state, and local protocols would be followed during abatement activities, including adequate containment of any releases, and as such, **no effects** to air quality are anticipated.

Fugitive dust emissions from partial or full demolition of the existing buildings, site excavation for potential construction of underground secure parking, and other construction activities (grading, stockpiling, etc.), and emission of criteria pollutants during the operation of construction equipment would result in **direct, short-term, minor, localized** and **adverse** effects to air quality and could particularly affect the sensitive receptors in close proximity to the Woodland Site listed in **Table 3.5-2**. **Direct, short-term, negligible, regional**, and **adverse** effects from fugitive dust and criteria pollutants would occur during the transport of construction and waste materials by haul trucks to and from the Woodland Site, as well as from the POVs of construction personnel commuting daily to and from the construction site. These effects would occur during the construction period and would end once these activities are completed.

BMPs would be implemented to control PM<sub>10</sub> and PM<sub>2.5</sub> emissions from fugitive dust during construction, as well as the release of other pollutants. Examples of measures that may be used to reduce fugitive dust and control pollution include:

- Using water for dust control when grading roads or clearing land;
- Applying water on dirt roads, materials stockpiles, and other surfaces that could create airborne dust;
- Paving roadways (when feasible) and maintaining them (e.g., periodic sweeping); and
- Covering open hauling equipment (e.g., haul trucks) when conveying or transporting material likely to create wind-blown dust.

Under Alternative 1, operation of the new courthouse would have **direct, long-term, negligible**, and **localized** and **regional** effects on air quality. Under Alternative 1, the new courthouse would be constructed to meet the LEED Gold and SITES Silver certification requirements. As a result, the new

building would be substantially more energy efficient compared to the existing state office building which operates several equipment units that have reached the end of their useful life. The new facility would run on electricity supplied by a local utility and would minimally rely on fossil fuels, such as for emergency power backup. This would reduce the number of sources of criteria pollutants at the new building compared to the existing facility, resulting in lower emissions and **negligible, localized, and beneficial** effects. The use of grid-supplied electricity, which would be generated offsite, may lead to pollutant emissions at the energy source, resulting in **negligible, regional, and adverse** effects due to the anticipated increase in electricity consumption at the new courthouse compared to existing conditions, as discussed in Section 3.3 Utilities.

The Project would implement a landscape plan using native plantings with a goal of improving riparian vegetation on portions of the existing parking lot that experience frequent flooding. This could potentially provide beneficial effects by reducing fugitive dust.

Alternative 1 would result in the relocation of the Court Program from the Ribicoff FB and CH. Additionally, some of the Court operations at New Haven and Bridgeport would relocate to the new courthouse. This may result in slightly reduced emissions associated with POV commuter and visitor trips to and from the Ribicoff FB and CH, the New Haven facility, and the Bridgeport facility. The full-time employee count at the new courthouse would be similar to the existing building; additionally, there would be approximately 200 to 500 daily courthouse visitors to the Woodland Site under Alternative 1, resulting in **negligible, regional, and adverse** effects from criteria pollutant emissions associated with mobile sources, though such emissions would be slightly reduced at the other three existing courthouse sites. As such, effects to air quality from Alternative 1 are not expected to violate any federal, state, or local standards, or conflict with Connecticut's SIP.

### **3.5.2.2 Alternative 2 – Allyn Site**

For the purpose of analysis, the assumptions made under Alternative 1 to calculate emissions from on-road and nonroad sources would also apply to Alternative 2 with one notable difference. There would be no demolition under Alternative 2 but the asphalt parking lot would be removed. As such, the total annual emissions associated with the construction phase of Alternative 2 would be similar to Alternative 1 emission levels and would not exceed the *de minimis* threshold rate for any of the criteria pollutants analyzed. Therefore, further analysis under the GCR is not required.

**Direct, short-term, negligible to minor, localized to regional, and adverse** effects from fugitive dust emissions and emissions of criteria pollutants during construction would be similar to the effects described under Alternative 1. BMPs described in Section 3.5.2.1 would also be implemented under Alternative 2 to control fugitive dust and other criteria pollutants. It should be noted that Alternative 2 would produce fewer quantities of construction waste compared to Alternative 1 (since no structural demolition would occur) and would therefore require fewer trips to transport waste materials from the site. However, for a conservative estimate of criteria pollutants, the number of waste truck trips were assumed to be the same as Alternative 1.

Under Alternative 2, operation of the new courthouse would have **direct, long-term, negligible to minor, localized to regional, and adverse** effects on air quality. There are currently no stationary sources of criteria pollutants at the Allyn Site. Under Alternative 2, the operation of the new courthouse would result in pollutant emissions from electricity use, which would be supplied by a local utility. There would be some fossil fuel use for emergency power backup as needed and emissions associated with generator test runs, resulting in **minor, localized, and adverse** effects. The new courthouse would be constructed to meet the LEED Gold and SITES Silver certification requirements, which would minimize adverse effects to



air quality as facility operations would have a high level of energy efficiency. The use of grid-supplied electricity, which would be generated offsite, may result in pollutant emissions at the energy source, resulting in **minor, regional, and adverse** effects.

As with Alternative 1, relocation of court operations from the Ribicoff FB and CH, the New Haven facility, and the Bridgeport facility would result in **negligible, regional, and adverse** effects from criteria pollutant emissions associated with mobile sources. As such, effects to air quality from Alternative 2 are not expected to violate any federal, state, or local standards, or conflict with Connecticut's SIP.

### **3.5.2.3 No Action Alternative**

Under the No Action Alternative, the Court would continue to operate across the state at its current facilities in Hartford, New Haven, and Bridgeport, and would not relocate its headquarters to Hartford. These Court facilities would continue to use aging, underperforming equipment for facility operations. The number of employees and visitors at these facilities would not change from existing levels. Thus, the existing sources of air pollutants at the three sites such as electricity usage and operation of equipment (boilers, emergency generators, HVAC, etc.), as well as emissions from employee and visitor POVs, would continue to have **direct, long-term, negligible, localized to regional, and adverse** effects to air quality under the No Action Alternative.

## **3.6 CLIMATE CHANGE**

### **3.6.1 Affected Environment**

Climate change refers to any substantial changes in the measurement of climate that last for an extended period of time. These changes could include temperature, precipitation, wind patterns, or other effects that occur over several decades or longer. Greenhouse gas (GHG) emissions released from human activities (e.g., burning of fossil fuel, deforestation) are widely recognized as a significant contributing factor to climate change. The area of analysis for climate change is Hartford County as the activities associated with the alternatives could have potential local air quality effects (discussed in Section 3.5 Air Quality), but associated GHG emissions could also expand to contribute effects on a wider global scale.

In 2021 GHG emissions for the U.S. totaled over 6,340 million metric tons of carbon dioxide equivalent<sup>5</sup> (MMT $\text{CO}_2\text{e}$ ) (EPA, 2023h). The largest source of human-generated GHG emissions in the U.S. were from the burning of fossil fuels for electricity, heat, and transportation, largely from economic sectors. Transportation accounted for 28 percent of the total GHGs emitted, followed by electric power (25 percent), industry (23 percent), residential and commercial (13 percent), and agriculture (10 percent). GHG emissions from transportation primarily come from burning fossil fuels for cars, trucks, ships, trains, and planes, while electric power emissions come from burning mostly coal and natural gas to produce power for other sectors, such as industry (EPA, 2023h).

GHG emissions for Connecticut totaled 39.3 MMT $\text{CO}_2\text{e}$  in 2019. Emissions reduced to 32.7 MMT $\text{CO}_2\text{e}$  in 2020 due to the effects of the global COVID-19 pandemic and increased to an estimated 34.7 MMT $\text{CO}_2\text{e}$  in 2021 as the economy began to rebound. As shown in **Table 3.6-1**, transportation accounted for the highest GHG emissions in the state in 2021, with emissions more than twice as high as residential emissions. The commercial sector was the third-highest source of GHG emissions. Other sectors contributing to Connecticut's GHG emissions include electric power consumption, industrial, waste

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<sup>5</sup> Carbon dioxide equivalent, or  $\text{CO}_2\text{e}$ , means the number of metric tons of  $\text{CO}_2$  emissions with the same global warming potential as one metric ton of another GHG (EPA, No Date-a).

management, agriculture, and natural gas leakage (CT DEEP, 2023c). Connecticut’s GHGs accounted for a small fraction (0.5 percent) of overall U.S. GHG emissions.

**Table 3.6-1. Connecticut GHG Emissions by Economic Sector in 2021\***

| Sector                                    | MMTCO <sub>2</sub> e | Percent of Total (%) |
|---|----------------------|----------------------|
| Transportation                            | 14.77                | 42.5                 |
| Residential                               | 6.72                 | 19.3                 |
| Commercial                                | 4.00                 | 11.5                 |
| Industrial                                | 3.38                 | 9.7                  |
| Electric Power (Consumption)              | 3.04                 | 8.8                  |
| Waste                                     | 2.24                 | 6.4                  |
| Agriculture                               | 0.35                 | 1.0                  |
| Natural Gas Leakage                       | 0.24                 | 0.8                  |
| <b>CT GHG Emissions Total</b>             | <b>34.74</b>         | <b>100.0</b>         |
| U.S. GHG Emissions Total (2021)           | 6,340                | N/A                  |
| CT GHG Emissions as Percent of U.S. Total | N/A                  | 0.5                  |

Sources: CT DEEP, 2023c; EPA, 2023h.

\*Connecticut’s GHG inventory relies on data sets compiled by the EPA and released annually in its State Inventory Tool (SIT). The latest SIT was released in 2023 and contains some data for 2021 that were used to produce preliminary estimates for 2021 GHG emissions as shown in this table. Complete data for 2021 were not available at the time of drafting this document.

For over two decades, Connecticut has engaged in efforts to address climate change by tracking and reducing its GHG emissions. The state first established GHG targets in its 2008 Global Warming Solutions Act (GWSA), Connecticut Public Act 08-98, which established a mandate to reduce statewide GHG emissions 10 percent below 1990 levels by 2020 and 80 percent below 2001 levels by 2050. GWSA was amended in 2018 to add a medium-term target of 45 percent emissions reductions below the 2001 levels by 2030. Additionally in 2022, the state passed legislation requiring Connecticut’s electrical grid to be carbon free by 2040. The CT DEEP regularly tracks its progress toward the statutory GHG emissions reduction targets by publishing GHG emissions inventories at frequent intervals.

Similarly, the federal government has invested substantially in climate change and energy through two major bills: the Infrastructure Investment and Jobs Act and the Inflation Reduction Act. Together, these are expected to reduce nationwide emissions to 30 – 43 percent below 2005 levels by 2030. Additionally, pursuant to EO 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, agencies are encouraged to use appropriate tools and methodologies for quantifying GHG emissions for any projects they may undertake (IWG-SCGHG, 2021).

Currently, the primary GHG emission sources contributing to climate change from the area of analysis are the same sources described in Section 3.5.1 for Air Quality: operation of building systems, electricity usage, and POVs at the Woodland Site; POVs at the Allyn Site; and operation of building systems, electricity usage, and POVs at the Ribicoff FB and CH.

### 3.6.2 Environmental Consequences

#### 3.6.2.1 Alternative 1 – Woodland Site

Alternative 1 would generate GHG emissions during construction activities, and in the **short term** would have a **direct, negligible, regional, and adverse** effect on climate change. Short-term GHG emissions associated with Alternative 1 would primarily result from the use of fuel in construction equipment, worker vehicles, and haul trucks. GHG emissions were estimated using EPA’s MOVES3.1 model and EPA’s 2023 GHG emission factors and are presented in **Table 3.6-2**.

**Table 3.6-2. Estimated Construction-Related GHG Emissions under Alternative 1**

| Source  | Metric Tons of CO <sub>2e</sub> |
|---|---------------------------------|
| Construction and Demolition   | 4,005.1                         |
| Personal vehicles   | 1,678.1                         |
| Haul Trucks   | 2,288.6                         |
| Total Annual GHGs   | 7,971.8                         |
| Total Project GHGs  | 23,915.3                        |
| Connecticut’s 2021 GHG Emissions  | 34,700,000                      |
| <b>Alternative 1’s Percentage of Connecticut’s 2021 Emissions (Annual)</b>          | <b>0.02</b>                     |
| <b>Alternative 1’s Percentage of Connecticut’s 2021 Emissions (Total – 3 years)</b> | <b>0.07</b>                     |

Sources: CT DEEP, 2023c; EPA, 2023f; EPA, 2023i.

As shown in **Table 3.6-2**, construction related GHG emissions under Alternative 1 would represent a very small fraction of Connecticut’s annual GHG emissions at 2021 levels, approximately 0.02 percent annually.

As discussed in Section 3.5.2.1 for Air Quality, the new courthouse would incorporate sustainable, climate-resilient, and operationally efficient designs. GSA would seek to meet or exceed energy and sustainability goals established by federal guidelines and policies, along with industry standard building codes and best practices. The new courthouse would receive a LEED Gold and a SITES Silver certificate, indicating that the building’s sustainable design helps to improve energy efficiency and reduce its carbon emissions. The new facility would run on electricity supplied by a local utility and would only minimally rely on fossil fuels (e.g., for emergency power backup), and as such, would be more operationally-efficient compared to the existing building which operates several equipment units that have reached the end of their useful life. As such, Alternative 1 would provide **direct, long-term, minor, regional, and beneficial** effects to climate change.

There would be an increase in the GHG emissions from POV sources and grid-supplied electricity at the energy source, as described in Section 3.5.2.1 for Air Quality, resulting in **direct, long-term, negligible, regional, and adverse** effects to climate change.

#### 3.6.2.2 Alternative 2 – Allyn Site

For the purpose of analysis, the assumptions made under Alternative 1 to calculate GHG emissions from construction and related activities would also apply to Alternative 2. Annual GHG emissions over the 3-year construction period would only represent a small fraction of the total Connecticut emissions compared to 2021 levels. Thus, Alternative 2 would result in **direct, short-term, negligible, regional, and adverse** effects to climate change from GHG emissions.

Under Alternative 2, operation of the new courthouse would result in **direct, long-term, negligible, regional, and adverse** effects to climate change from the use of building systems and employees and visitors commuting to and from the site. However, the new courthouse would incorporate sustainable, climate-resilient, and operationally efficient designs and would receive a LEED Gold and a SITES Silver certificate, indicating that the building's sustainable design helps to improve energy efficiency and reduce its carbon emissions.

### **3.6.2.3 No Action Alternative**

Under the No Action Alternative, the Court would continue to operate across the state at its current facilities in Hartford, New Haven, and Bridgeport, and would not relocate its headquarters to Hartford. These Court facilities would continue to use aging and underperforming equipment for facility operations. The number of employees and visitors at these facilities would not change from existing levels. Thus, the existing sources of GHGs at the three sites including electricity usage and operation of equipment (boilers, emergency generators, HVAC, etc.), as well as emissions from employee and visitor POVs, would continue to have **direct, long-term, negligible, regional, and adverse** effects to climate change under the No Action Alternative.

## **3.7 SOLID AND HAZARDOUS WASTE AND MATERIALS**

### **3.7.1 Affected Environment**

GSA facilities may generate both nonhazardous and hazardous solid waste that require proper management under the Resource Conservation and Recovery Act (RCRA). "Solid waste" is defined under 40 CFR Part 261.2 as any garbage or refuse; sludge from a wastewater treatment plant, water supply treatment plant, or air pollution control facility; and other discarded material resulting from industrial, commercial, mining, and agricultural operations, or from community activities (EPA, 2024a). Solid waste encompasses more than physically solid materials, and can also be in liquid, semi-solid, and contained gas form. "Hazardous waste" is a subset of solid waste that (1) exhibits hazardous characteristics of ignitability, corrosivity, reactivity, or toxicity that pose a substantial threat to human health, the environment, or both; or (2) is a listed RCRA hazardous waste (EPA, 2024a; 40 CFR Part 261.3). Within hazardous waste, there are additional "universal" wastes which are commonly generated (i.e., batteries, pesticides, mercury-containing equipment, lamps, aerosol cans, and electronics) [GSA, 2023a].

Specific environmental statutes and regulations govern hazardous waste management activities at federal operations and facilities. RCRA Subtitle C establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal, i.e., "cradle to grave." RCRA, as amended (42 U.S.C. 6901, et seq.), and in particular, RCRA hazardous waste generator regulations in 40 CFR Part 262, establish criteria for the identification of hazardous waste and standards for hazardous waste generators. Generators are classified as 'Very Small Quantity' generators, 'Small Quantity' generators, or 'Large Quantity' generators based on how much waste they generate each month (40 CFR Part 262). Permitted facilities are identified by their EPA ID number and subject to onsite accumulation quantity, time limits, and management requirements. There are requirements for personnel training, emergency planning, container emissions, land disposal restrictions, closure, waste minimization, packaging and labeling, tracking, reporting, and recordkeeping. RCRA Subtitle D and implementing regulations encourage states to develop waste management plans, set criteria for solid waste disposal facilities, and prohibit the open dumping of solid waste.

Additional environmental statutes and regulations exist to govern hazardous materials such as the Toxic Substances Control Act (TSCA). TSCA (15 U.S.C. 2601 et seq.) provides EPA with the authority to regulate

the production, use, and disposal of chemicals that have the potential to cause harm to human health or the environment. TSCA Section 8(b) requires EPA to compile, keep current, and publish a list of chemical substances that are manufactured or processed, including imports, in the U.S. for uses under TSCA. Hazardous materials, if improperly stored, produced, transported, handled, or disposed of, may affect air quality, water quality, and human health and safety.

Further federal regulations covering solid and hazardous waste and materials, such as the Occupational Safety and Health Act of 1970 and EO 12088, *Federal Compliance with Pollution Control*, mandate all federal facilities and activities to comply with all state and local environmental requirements, including solid and hazardous waste and materials programs and requirements (EPA, 2022a). Connecticut General Statutes Section 22a-228(b) established Connecticut's solid waste program (SWP) and the state's waste management hierarchy. The Connecticut Comprehensive Materials Management Strategy (CMMS) is the state's current SWP and is implemented by the Connecticut Solid Waste Management Advisory Committee with assistance from the CT DEEP. The CMMS is continuously being updated to identify emerging issues and solutions relating to solid waste in Connecticut (CT DEEP, 2022b). The Hartford Waste and Recycling Division works to ensure safe and sanitary collection of solid waste and recyclables for the City of Hartford (City of Hartford, No Date-c).

To ensure the proper management and control of hazardous waste and materials, the CT DEEP maintains a Connecticut hazardous waste program (HWP) for petroleum products, industrial chemicals, radioactive materials, pesticides, polychlorinated biphenyls (PCBs), and other hazardous wastes. Collectively, these programs protect environmental quality and public health by promoting waste minimization, recycling, beneficial reuse of solid wastes, and spill prevention and control methods (CT DEEP, 2021b). The CT DEEP's HWP is authorized under 40 CFR Part 271 and includes modifications which make Connecticut's HWP more stringent and broader in scope than the federal program. Connecticut's HWP includes specific regulations for substances of special interest, noted as hazardous materials. These hazardous materials include (CT DEEP, 2007):

- **Asbestos** is a naturally occurring mineral fiber historically used in a wide variety of building construction materials due to its fiber strength and heat resistance. However, when disturbed or damaged, asbestos-containing materials (ACMs) can release asbestos fibers into the air leading to serious human health conditions if inhaled (EPA, 2023j). The Connecticut HWP and Department of Public Health coordinate with the EPA to maintain an Asbestos Program according to 40 CFR Part 61, Subpart M, the National Emission Standards for Hazardous Air Pollutants (NESHAP) [Connecticut DPH, No Date-a]. The asbestos NESHAP is primarily executed by the EPA as the CT DEEP has partially withdrawn from implementation and enforcement; however, before any demolition of buildings that contain a certain threshold number of ACM sources, an Asbestos Demolition Notification must be submitted to the CT DEEP and a Notification of Demolition and Renovation must be submitted to the EPA (CT DEEP, 2018a).
- **PCBs** are organic chlorine compounds that were once widely employed as dielectric and coolant fluid in electrical equipment and other technologies involving heat transfer. In 1976, concern over the toxicity and persistence of PCBs in the environment led Congress to ban their domestic production, as detailed in the TSCA. The EPA and CT DEEP work jointly to conduct Connecticut's PCB Program including establishing a maximum contaminant level for PCBs (0.2 ppb) (CT DEEP, 2021c).
- **Lead** is a highly toxic metal that was once commonly used as an ingredient in paint. Due to concerns about the toxicity of lead dust that is released when lead-based paint (LBP) is damaged, the U.S. Consumer Product Safety Commission banned LBP in residential and public

properties in 1978. Structures built before 1978 are likely to contain LBP, which is classified as paint that contains greater than or equal to 0.5 percent lead by weight, or 1.0 milligram per square centimeter lead by x-ray fluorescence (EPA, 2023k). The EPA Lead Renovation, Repair, and Painting (RRP) Program establishes a program of compliance for lead-safe work practices in any home or building constructed before 1978. In the State of Connecticut, LBP debris, dust, chips, or sludge wastes are subject to the toxicity criteria in 40 CFR Part 261.24, which is demonstrated using the Toxicity Characteristic Leaching Procedure (TCLP) test. Wastes with a TCLP concentration for lead of less than 5 milligrams per liter (mg/L) may be disposed of at a permitted municipal solid or inert waste landfill. Wastes with a TCLP concentration for lead of greater than 5 mg/L must be managed as a hazardous waste (CT DEEP, 2023d; Connecticut DPH, No Date-b).

The following sections describe the solid and hazardous wastes currently generated and stored in the area of analysis and the hazardous materials used, stored, or disposed. The area of analysis for solid and hazardous wastes and materials encompasses the Woodland Site, Allyn Site, and the Ribicoff FB and CH.

### **3.7.1.1 Woodland Site**

The primary source of solid and hazardous wastes and materials at the Woodland Site is the state office building which was constructed in 1950 and renovated in 1974. The site generates typical solid waste for an office building. Solid waste includes paper, plastic, and food which is separated into trash and recyclables for regular pickup by a municipal waste disposal company. Typical maintenance activities generate small amounts of hazardous waste from disposal of universal waste while cleaning activities include the use and storage of hazardous cleaning supplies. Hazardous wastes and substances from cleaning and maintenance activities are disposed of and stored according to federal, state, and local regulations.

A Phase 1 Environmental Site Assessment conducted in September 2023 and updated in March 2024 by BETA Group, Inc. determined details about the site's current and historic usage and environmental condition as relevant to this Draft EIS. From the early 1900s until 1950, the property contained two to three dwellings and three to four greenhouses potentially associated with the use and storage of small quantities of pesticides. The state office building contains hazardous materials including ACM and LBP. The ACM and LBP are monitored and materials disturbed during maintenance activities are properly abated in compliance with all applicable federal and state regulations. The site is known to contain one active diesel 500-gallon integral aboveground storage tank (AST) for an emergency generator and one inactive 550-gallon underground storage tank (UST). The site contained a 30,000-gallon heating oil UST that was replaced in 1989 after a fuel oil release was identified by the Fire Marshal. According to the 1989 spill report, no corrective actions were taken. In 2003, an additional discharge occurred from the 30,000-gallon heating oil UST resulting in the release of less than 1 gallon of oil and water which was cleaned up. The tank is listed as permanently closed with the last reported use of the tank in November 2012. Due to the lack of closure documentation and assessment, the 30,000-gallon UST may still exist onsite, and a release may have occurred. An additional fuel oil UST may have been historically used to supply fuel to the heating system in the ancillary building, though no tanks were observed during the Phase 1 site visit and no closure documents were identified for the UST. The Phase I Environmental Site Assessment report recommended ground penetrating radar (GPR) surveys to confirm the removal of these USTs. The site also contains two transformers noted to contain dielectric fluid with less than 2.0 ppm of PCBs and no visible leaks or recorded spills (BETA, 2024).

### **3.7.1.2 Allyn Site**

A Phase 1 Environmental Site Assessment conducted by Solv, LLC in January 2023 determined details about the Allyn Site's current and historic usage and environmental condition as relevant to this Draft EIS. Solid waste is present on the site and includes discarded bricks, broken rocks, and a length of piping. Hazardous wastes and materials are not currently generated or stored on the site. However, the Allyn Site may contain hazardous wastes due to its historic usage. Businesses previously located on the site included filling stations from the 1930s through 1980s; automotive service between the 1930s and 1940s; and a steam laundry service from the 1930s through 1960s. A total of ten USTs were installed and removed from the site over its history with nine gasoline USTs of varying size from 1,000 to 10,000 gallons, and one 550-gallon UST containing heating oil. As a result of the USTs and historic property uses, the Allyn Site may contain contamination in exceedance of Connecticut's Remediation Standard Regulations (RSR) in several locations. Contamination concentrations that exceed Connecticut's RSRs include polycyclic aromatic hydrocarbons (PAHs), VOCs, extractable total petroleum hydrocarbon (ETPH), lead, and arsenic. With an absence of reports of control or remediation, contamination may still be present on the Allyn Site (Solv, 2023).

### **3.7.1.3 Ribicoff FB and CH**

The Ribicoff FB & CH generates typical solid waste for an office building. Solid waste includes paper, plastic, and food which is separated into trash and recyclables for regular pickup by a municipal waste disposal company. Similar to the Woodland Site, typical maintenance activities generate small amounts of hazardous waste and cleaning activities include the use and storage of hazardous cleaning supplies which are disposed of and stored according to federal, state, and local regulations. The site was determined to contain hazardous materials including ACM and LBP by Asbestos Survey Reports and LBP screenings. ACM occurs throughout the building in pipe insulation, floor tiles, HVAC sealant, countertops, and boiler insulation. LBP is located exclusively within the stairways. Hazardous materials are managed according to all relevant federal and state regulations (EYP, 2020).

## **3.7.2 Environmental Consequences**

### **3.7.2.1 Alternative 1 – Woodland Site**

Prior to site preparation activities at the Woodland Site under Alternative 1, additional surveys and subsurface investigation, such as a GPR survey, would occur to verify the presence of the former 30,000-gallon fuel oil UST and to determine if a UST is present in the vicinity of the ancillary building. Measures would be taken to determine if further remediation is necessary and if so, remediation activities such as soil injection and drenching or soil removal and disposal would occur. Any contamination found onsite would be managed per all applicable federal, state, and local regulations.

Under Alternative 1, the existing buildings may be demolished or reused as part of the construction of the new courthouse, and the existing 500-gallon diesel AST and 550-gallon UST (in addition to the 30,000-gallon UST, if found to be present) would be removed. If evidence of the 1989 UST spill is identified, the contamination would be remediated and all associated hazardous waste would be disposed of according to federal, state, and local regulations. The removal and disposal of the AST and UST(s) would be conducted using licensed contractors and all proper closure procedures. Even with licensed contractors and proper closure procedures, there may be a chance of accidental spills and releases, which may result in **direct, short-term, negligible, site-specific, and adverse** effects to soil and/or water resources. However, any additional spill events would be addressed through the implementation of a Spill Prevention, Control, and Countermeasure (SPCC) plan.

If full demolition of the buildings were to proceed, it would disturb all ACM, LBP, and PCBs present in the building, resulting in **direct, short-term, moderate, localized, and adverse** effects. Demolition and construction methods with proper adherence to federal, state, and local regulations and industry BMPs would mitigate the potential for most adverse effects. The asbestos NESHAP would be adhered to during the demolition of the existing buildings under Alternative 1, which may include removing or adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable (EPA, 2023I). The EPA RRP Rule does not apply to total demolition projects, but lead-safe practices would be employed during demolition (EPA, 2022b). The two transformers noted to contain dielectric fluid would be removed and any PCBs would be disposed of according to all applicable regulations. Strict adherence to Occupational Safety and Health Administration (OSHA) standards and other relevant safety laws, rules, and regulations would be observed by construction workers to reduce the risk of ACM, LBP, and PCB exposure. Any other hazardous waste produced during construction and demolition would be disposed of properly, following appropriate City of Hartford, State of Connecticut, and federal regulations and disposal procedures. Disposal of all hazardous waste and materials would be carried out by licensed contractors.

Under Alternative 1, if reuse of the existing buildings were to proceed, there would be minor disturbances to the buildings. The repurposing of the existing buildings may have varied effects on ACM, LBP, and PCBs depending on the level of renovation. Hazardous materials such as ACM, LBP, and PCBs would continue to be managed and mitigated according to the most up-to-date standards. Similar OSHA standards would be followed as in the full demolition. For reuse of the existing buildings at the Woodland Site, there would be **direct, short-term, moderate, localized, and adverse** effects on hazardous waste and materials, though effects may be less severe compared to full demolition of the buildings as the site would be disturbed to a lesser extent and fewer quantities of waste would be generated.

Construction activities would require the onsite use and storage of hazardous materials, such as diesel fuel, paint, adhesives, thinners, and solvents, all of which would inherently increase the risk of an accidental spill. Additionally, construction vehicles and heavy machinery operating onsite may occasionally contribute to small oil and fuel leaks. Any hazardous materials associated with construction would be used in accordance with federal, state, and local regulations. Effects from these sources would be minimized by following BMPs, such as regular vehicle inspections and maintenance, proper storage of hazardous materials, maintaining a clean working environment, and adherence to a SPCC plan.

The demolition or reuse of the existing buildings and construction of a new courthouse under Alternative 1 would result in the generation of varying quantities of solid and hazardous waste. It is estimated that approximately 74,000 to 100,000 cubic yards of excavated soils may result from the Project and up to 61,000 cubic yards of demolition waste may be generated. The storage, containment, and disposal of demolition/construction debris, excavated soils, universal waste, and hazardous waste generated during demolition and construction would be addressed in accordance with applicable regulations. Standing waste may contribute to potential effects on soil and water from residual contaminant runoff. To mitigate contaminant runoff, waste generated during construction/demolition activities would be removed frequently and disposed of locally. As such, the **adverse** effects to solid and hazardous waste management from demolition and construction under Alternative 1 would be **direct, short-term, moderate, and localized**. For potential reuse of the existing building, the generation of demolition/construction debris may be slightly less than for a full demolition but the overall effects would be similar.

Under Alternative 1, the waste generated at the new courthouse would continue to be managed by the City of Hartford. The new courthouse may generate slightly greater quantities of solid and hazardous waste compared to the existing facility since it would have a higher combined count of employees, daily



visitors, and other personnel, though the difference would not be appreciable. The new courthouse would continue to dispose of its waste according to federal, state, and local regulations. Additionally, the new building would implement more efficient waste management strategies to fulfill GSA's sustainability goals. As such, operation of the new courthouse would have **no long-term effects** on solid and hazardous waste and materials management compared to existing conditions at the Woodland Site.

### **3.7.2.2 Alternative 2 – Allyn Site**

As with Alternative 1, there may be a chance of accidental spills and releases of hazardous materials during construction, which may result in **direct, short-term, negligible, site-specific, and adverse** effects to soil and/or water resources.

As described in Section 3.7.1.2, the Allyn Site appears to have a history of contamination from previous uses. The resulting contamination may exceed Connecticut's RSR for PAHs, VOCs, ETPH, lead, and arsenic. Prior to site preparation and construction, measures would be taken to determine the extent of remediation necessary, including GPR surveys in addition to the ones conducted previously, to confirm the absence of USTs and determine the source of contamination (whether from offsite or previous petroleum spill) in the northwest corner of the site. Any contamination (or USTs, if identified) found onsite would be managed per all applicable federal, state, and local regulations. An additional assessment of the northwest corner of the site is recommended to determine supplemental information on any site contamination. If further contaminated soils are identified, they would likely require removal and disposal, resulting in additional hazardous waste from remediation.

Alternative 2 would also generate solid waste from the removal of the existing asphalt parking lot. The quantity of solid waste generated would likely be less than under Alternative 1 as there would be no demolition of any structures; however, effects would still be **direct, short-term, moderate, localized, and adverse** due to the degree of contamination of the waste. It is estimated that approximately 50,000 to 75,000 cubic yards of excavated soils would result from the Project. The BMPs described in Section 3.7.2.1 would be followed.

In contrast to the Woodland Site, the Allyn Site does not have any full-time employees, rather it receives a variable number of POVs each day for parking. Operation of the new courthouse would result in a considerable change in the generation of solid waste from employees and visitors compared to the existing site. Solid waste and recycling would be managed by the City of Hartford municipal waste disposal. Alternative 2 would generate small amounts of hazardous waste from typical maintenance while cleaning activities would include the use and storage of hazardous cleaning supplies, unlike the current site. Under Alternative 2, the Allyn Site would experience an increase in solid and hazardous waste generation and hazardous materials use compared to existing conditions, resulting in **direct, long-term, minor, localized, and adverse** effects to solid and hazardous waste and materials management.

### **3.7.2.3 No Action Alternative**

Under the No Action Alternative, disposal practices for hazardous and solid waste would not change. Hazardous waste from cleaning and maintenance activities would continue to be produced and managed according to federal, state, and local regulations at the Ribicoff FB and CH and the other Court facilities in New Haven and Bridgeport. Hazardous materials such as ACMs and LBP would continue to be managed and mitigated according to the most up-to-date standards. If solid and hazardous waste and materials continue to be managed according to federal, state, and local regulations and BMPs, there would be **direct, long-term, minor, localized, and adverse** effects from solid and hazardous waste and materials management.

### 3.8 SOCIOECONOMICS

The analysis of socioeconomic effects identifies those aspects of the social and economic environment that are sensitive to changes and that may be affected by actions associated with the Project alternatives. Socioeconomic factors describe the local demographics, income characteristics, and employment of the region of influence (ROI) that could be potentially affected by an undertaking.

The two potential sites for the new courthouse are located within the City of Hartford in Hartford County, CT. Potential economic effects to employment and spending with the greatest magnitude or intensity would be focused in Hartford County. Therefore, Hartford County is defined as the ROI for any direct and indirect effects that may be associated with the implementation of the Project. For purposes of comparison, the State of Connecticut is defined as the region of comparison (ROC), or the “general population.”

#### 3.8.1 Affected Environment

The data supporting this analysis were collected from standard sources, including the U.S. Census Bureau (USCB), the Bureau of Economic Analysis, and the Bureau of Labor Statistics. Demographic data for Hartford County are presented and compared to the State of Connecticut overall. Economic data presented in this section focus on Hartford County.

##### 3.8.1.1 Population and Housing

###### Population

**Table 3.8-1** shows past and current population data for Hartford County and the State of Connecticut (USCB, 2010; USCB, 2015; USCB, 2020a; USCB, 2021a). The overall population in Hartford County increased by 1.2 percent over the 11-year period from 2010 to 2021. During the same time period, the total population in the State of Connecticut increased by 1.7 percent.

**Table 3.8-1. Population Growth in Hartford County and the State of Connecticut from 2010 to 2021**

| Location        | 2010      | 2015      | 2020      | 2021      | Population Percent Change (2010 – 2021) |
|-----------------|-----------|-----------|-----------|-----------|---|
| Hartford County | 887,976   | 896,943   | 892,153   | 898,636   | 1.2%                                    |
| Connecticut     | 3,545,837 | 3,593,222 | 3,570,549 | 3,605,330 | 1.7%                                    |

Source: USCB, 2010; USCB, 2015; USCB, 2020a; USCB, 2021a.

**Table 3.8-2** shows the projected future population data for Hartford County and the State of Connecticut. The overall population in Hartford County is projected to increase by 5.6 percent between 2021 and 2040. During the same time period, the total population in the State of Connecticut is only projected to increase by 1.4 percent (Connecticut, 2023b).

**Table 3.8-2. Projected Future Population Growth in Hartford County and the State of Connecticut from 2021 to 2040**

| Location        | 2021 <sup>1</sup> | 2025 <sup>2</sup> | 2030 <sup>2</sup> | 2035 <sup>2</sup> | 2040 <sup>2</sup> | Projected Population Percent Change (2021 – 2040) |
|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|---|
| Hartford County | 898,636           | 920,241           | 930,629           | 939,754           | 948,876           | 5.6%  |
| Connecticut     | 3,605,330         | 3,618,763         | 3,633,994         | 3,645,370         | 3,654,015         | 1.4%  |

Source: 1. USCB, 2021a; 2. Connecticut, 2023b.

### Housing

A housing unit refers to a house, an apartment, a mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters, or if vacant, intended for occupancy as separate living quarters (USCB, No Date). Both occupied and vacant housing units are included in the total housing unit inventory. A housing unit is classified as occupied if it is the usual place of residence of a person or group of people; conversely, a housing unit is classified as vacant if it is not the usual place of residence of a person or group of people. The rental vacancy rate is the proportion of the rental inventory which is vacant for rent<sup>6</sup> (USCB, No Date).

**Table 3.8-3** shows the total housing units, occupied housing units, and rental vacancy rates in Hartford County and Connecticut. In Hartford County, there are a total of 385,307 housing units, of which 94.0 percent are occupied. The rental vacancy rates in Hartford County are 6.8 percent, which is slightly higher than Connecticut’s rate of 6.6 percent (USCB, 2020b).

**Table 3.8-3. Housing Characteristics in Hartford County and the State of Connecticut**

| Location        | Total Housing Units | Occupied Housing Units | Rental Vacancy Rate (%) |
|-----------------|---------------------|------------------------|-------------------------|
| Hartford County | 385,307             | 362,021                | 6.8                     |
| Connecticut     | 1,530,197           | 1,418,069              | 6.6                     |

Source: USCB, 2020b

#### 3.8.1.2 Labor and Earnings

Socioeconomic effects could potentially include the addition of direct, indirect, or induced jobs. Direct jobs are those created and paid through project funds, such as the wages paid to construction workers. Indirect jobs include secondary effects caused by the purchase of materials, such as a private firm hiring new workers to supply raw materials for construction. Induced jobs are those supported or created indirectly through a general increase in economic activity due to project activities. An example would be

<sup>6</sup>The rental vacancy rate is computed by dividing the number of vacant units for rent by the sum of the number of renter-occupied units, the number of vacant units for rent, and the number of rented not yet occupied units, and then multiplying by 100 (USCB, No Date).

a local diner that hires more waitstaff due to a higher number of customers. Direct, indirect, and induced jobs could be created if Alternative 1 or 2 is selected. Therefore, labor force and employment statistics are presented for Hartford County. Labor in the ROI is discussed in this section by subtopic: civilian labor force, unemployment, employment by industry, and earnings (by per capita personal income and by industry compensation).

### Civilian Labor Force

The size of a county’s civilian labor force is measured as the sum of those currently employed and unemployed. All people 16 years and older are classified as unemployed if they do not have a job, have actively looked for work in the prior four weeks, and are currently available for work (USCB, No Date). As shown in **Table 3.8-4**, Hartford County’s labor force shrunk by 2.2 percent from 2010 to 2021. Similarly, the labor force in the State of Connecticut decreased by 2.9 percent in the same period (BLS, 2010; BLS, 2015; BLS, 2020; BLS, 2021). The labor force in both areas declined substantially from 2020 to 2021, likely due to the COVID-19 pandemic. However, the shrinking civilian labor force should not substantially affect the potential number of construction workers available for the Project. Connecticut’s drop in labor force is likely indicative of an older, higher-income cohort choosing to retire rather than return to work post the pandemic (CT Examiner, 2021).

**Table 3.8-4. Civilian Labor Force 2010 – 2021**

| Location        | 2010      | 2015      | 2020      | 2021      | Percent Change in Labor Force (2010-2021) |
|-----------------|-----------|-----------|-----------|-----------|---|
| Hartford County | 479,530   | 474,825   | 482,601   | 468,861   | -2.2%                                     |
| Connecticut     | 1,911,291 | 1,892,085 | 1,897,782 | 1,855,923 | -2.9%                                     |

Source: BLS, 2010; BLS, 2015; BLS, 2020; BLS 2021.

### Unemployment

The unemployment rate is calculated based on the number of unemployed persons divided by the labor force, where the labor force is the number of unemployed persons plus the number of employed persons. **Table 3.8-5** shows the annual unemployment rates in Hartford County and the State of Connecticut overall for the years 2010, 2015, 2020, and 2021. Unemployment rates in Hartford County and the State of Connecticut have fluctuated through the years from 2010 through 2021, likely due to lingering effects from broader socioeconomic trends such as the 2008 financial crisis and the COVID-19 pandemic. The unemployment rates in Hartford County and the State of Connecticut were comparable throughout the period, although unemployment rates in Hartford County were consistently slightly higher than those for the State of Connecticut.

**Table 3.8-5. Unemployment Rate (%) 2010 – 2021**

| Location        | 2010 | 2015 | 2020 | 2021 |
|-----------------|------|------|------|------|
| Hartford County | 9.9  | 5.8  | 8.0  | 6.5  |
| Connecticut     | 9.6  | 5.6  | 7.8  | 6.3  |

Source: BLS, 2010; BLS, 2015; BLS, 2020; BLS, 2021.

## Employment by Industry

**Table 3.8-6** shows the employment by industry in 2021 for Hartford County. The leading industries in Hartford County are healthcare and social assistance; finance and insurance; government and government enterprises; retail trade; and manufacturing. These five industries accounted for a little over half of total employment in the ROI in 2021 (BEA, 2022a).

**Table 3.8-6. Employment by Industry in Hartford County, 2021**

| Industry   | Employment     | Percent of Total (%) |
|--|----------------|----------------------|
| Healthcare and social assistance   | 90,646         | 14.0                 |
| Finance and insurance  | 73,446         | 11.4                 |
| Government and government enterprises                                    | 70,915         | 11.0                 |
| Retail trade   | 53,842         | 8.3                  |
| Manufacturing  | 53,056         | 8.2                  |
| Professional, scientific, and technical services                         | 46,256         | 7.2                  |
| Transportation and warehousing   | 34,415         | 5.3                  |
| Administrative and support and waste management and remediation services | 34,394         | 5.3                  |
| Accommodation and food services  | 33,109         | 5.1                  |
| Real estate and rental and leasing                                       | 28,504         | 4.4                  |
| Construction   | 27,373         | 4.2                  |
| Other services (except government and government enterprises)            | 27,047         | 4.2                  |
| Wholesale trade  | 19,245         | 3.0                  |
| Educational services   | 15,938         | 2.5                  |
| Management of companies and enterprises                                  | 14,016         | 2.2                  |
| Arts, entertainment, and recreation                                      | 10,996         | 1.7                  |
| Information  | 10,275         | 1.6                  |
| Farm employment  | 1,675          | 0.3                  |
| Utilities  | 712            | 0.1                  |
| Forestry, fishing, and related activities                                | 350            | 0.1                  |
| Mining, quarrying, and oil and gas extraction                            | 208            | 0.0                  |
| <b>Total</b>   | <b>646,418</b> | <b>100</b>           |

Source: BEA, 2022a

## Earnings

Several measures are used to describe earnings, including per capita personal income (PCPI) and compensation by industry. Personal income data are measured and reported for the county of residence. Compensation data, however, is measured and reported for the county of work location and is typically reported on a per job basis. Compensation data indicates the wages and salaries for work done in a particular place (e.g., a county), but if the worker does not live in the county where the work occurred then a sizable portion of the compensation will be spent elsewhere. These expenditures will not remain in or flow back into the economy of the county where the work is done. Total compensation includes

wages and salaries as well as employer contribution for employee retirement funds, social security, health insurance, and life insurance.

### Per Capita Personal Income

PCPI is the total personal income for county residents divided by the county’s total population. Personal income is the income received by a person from all sources, representing the sum of net earnings by place of residence, property income, and personal current transfer receipts or government social benefits. This includes earnings from work, interest and dividends received, as well as government transfer payments, such as social security checks. Personal income is measured before the deduction of income taxes and other personal taxes and is reported in current dollars.

**Table 3.8-7** shows 2010, 2015, 2020, and 2021 annual PCPI for Hartford County and the State of Connecticut. All dollar estimates are in current dollars (adjusted for inflation to 2023 dollars). In 2021, the PCPI value in Hartford County was \$82,563, representing a percent average annual increase of 1.3 percent since 2010. The State of Connecticut’s PCPI value was \$98,007 in 2021 and increased by an average of 1.0 percent per year from 2010 to 2021. As such, the average PCPI value in Hartford County was consistently about \$10,000 lower than the average PCPI value for Connecticut.

**Table 3.8-7. Per Capita Personal Income 2010 – 2021**

| Location        | 2010     | 2015     | 2020     | 2021     | Average Annual Growth Rate (2010 – 2021) |
|-----------------|----------|----------|----------|----------|--|
| Hartford County | \$71,773 | \$76,771 | \$80,183 | \$82,563 | 1.3%                                     |
| Connecticut     | \$87,702 | \$88,661 | \$93,615 | \$98,007 | 1.0%                                     |

Source: BEA, 2022b; BEA 2022c; Note that dollar amounts were adjusted for inflation to 2023 dollars.

### Industry Compensation

The term “Total Industry Compensation,” often used in economic data, is somewhat of a misnomer in that a portion of the “industry earnings” stems from government-related activity. For example, government and government enterprises account for 14.7 percent of the total compensation to employees in Hartford County. Nevertheless, total industry compensation provides a good picture of the relative sizes of market-related economic activity or business activity performed in a county.

Income is generated by economic activity in the ROI through a variety of sectors, including various types of business, as well as the government. This income is not always received by a person living in the county; for example, a person from a neighboring county may cross county lines when commuting to work. The employee compensation by industry, however, is a measure of economic activity generated in the county, regardless of where the employee resides.

The sources of economic activity in the ROI are shown in **Table 3.8-8**. Compensation data for certain industries in the ROI were not available due to their confidential nature. Healthcare and social assistance; finance and insurance; government and government enterprises; and manufacturing accounted for majority of the total compensation to employees in the ROI in 2021.

**Table 3.8-8. Compensation to Employees by Industry in Hartford County, 2021**

| Industry Description   | Compensation (\$000) | Percent of Total (%) |
|--|----------------------|----------------------|
| Finance and insurance  | 8,900,422            | 18.5                 |
| Government and government enterprises                                    | 7,042,719            | 14.7                 |
| Healthcare and social assistance   | 6,083,816            | 12.7                 |
| Manufacturing  | 5,776,900            | 12.0                 |
| Professional, scientific, and technical services                         | 4,267,770            | 8.9                  |
| Retail trade   | 2,126,636            | 4.4                  |
| Wholesale trade  | 2,067,319            | 4.3                  |
| Management of companies and enterprises                                  | 2,050,288            | 4.3                  |
| Construction   | 1,676,904            | 3.5                  |
| Administrative and support and waste management and remediation services | 1,603,413            | 3.3                  |
| Transportation and warehousing   | 1,431,071            | 3.0                  |
| Information  | 1,393,519            | 2.9                  |
| Other services (except government and government enterprises)            | 1,042,936            | 2.2                  |
| Accommodation and food services  | 1,008,445            | 2.1                  |
| Educational services   | 757,203              | 1.6                  |
| Real estate and rental and leasing                                       | 466,941              | 1.0                  |
| Arts, entertainment, and recreation                                      | 209,917              | 0.4                  |
| Utilities  | 105,580              | 0.2                  |
| Farm compensation  | 24,875               | 0.1                  |
| Forestry, fishing, and related activities                                | 5,666                | 0.0                  |
| Mining, quarrying, and oil and gas extraction                            | 2,768                | 0.0                  |
| <b>Total Compensation of Employees</b>                                   | <b>48,045,108</b>    | <b>100</b>           |

Source: BEA, 2022d

### 3.8.1.3 Tax Rates and Property Values

The City of Hartford receives income to provide city services and amenities through levying local property taxes. A sizable portion of real estate in the City of Hartford is untaxed. In 2018, approximately 59 percent of properties were untaxed because the owners were nonprofits or other tax-exempt entities (HBJ, 2019). Further reductions of local tax incomes could lead to local budget cuts or higher local taxes on remaining taxable properties. The local budget of the City of Hartford funds items such as road repair, infrastructure, and public schools. In Hartford for the fiscal year of 2024, the mill rate is 68.95 for real property and the effective mill rate for residential real estate is 36.20 (Connecticut, 2023c). A mill is equal to \$1.00 of tax for each \$1,000 of assessment. To calculate the property tax, multiply the assessment of the property by the mill rate and divide by 1,000.

**Table 3.8-9** lists the assessed property values and the potential yearly tax revenue for the parcels that are under consideration for acquisition for each Project alternative. Note that the Woodland Site with an address of 61 Woodland Avenue is owned by the State of Connecticut and exempt from local taxation.

The potential yearly revenue of the Woodland Site is instead based on the estimated annual value the property provides to the City of Hartford under the State of Connecticut’s PILOT program. The state’s PILOT program provides annual grants to local municipalities to make up for real property tax losses due to exemptions, including state-owned real property.

According to the Connecticut Office of Policy and Management, the PILOT program is not calculated for individual properties, but rather as an aggregate for all eligible properties within a municipality. Thus, the following is the best possible estimate for a single parcel based on the PILOT program’s municipality-level formula (Connecticut General Assembly, 2023). The Woodland Site qualifies under the PILOT program as a state-owned property, which is reimbursed at a rate of 45 percent of the assessed tax value to the City of Hartford. However, the appropriated state funding is not enough to fully fund the PILOT program each year and thus each municipality only receives a portion of their designated PILOT grants on a tiered basis. The City of Hartford is a tier one municipality under the program, which means that Hartford would receive 53 percent of the designated PILOT grant funding in 2024 (Connecticut General Assembly, 2023). **Table 3.8-10** presents the total assessed property value of each potential Project site, the total estimated yearly tax revenue (or PILOT grant), and each site’s potential tax revenue as a percentage of Hartford’s total property tax revenue.

**Table 3.8-9. Tax Values and Property Values for Properties Under Consideration for Acquisition**

| Site          | Address            | Parcel Use | Parcel Number | Parcel Value | Estimated Yearly Tax Revenue |
|---------------|--------------------|------------|---------------|--------------|------------------------------|
| Woodland Site | 61 Woodland Avenue | State      | 155312004     | \$22,009,960 | \$350,000*                   |
| Allyn Site    | 108 Allyn Street   | Commercial | 245332078     | \$140,910    | \$9,716                      |
| Allyn Site    | 112 Allyn Street   | Commercial | 245332077     | \$411,320    | \$28,361                     |
| Allyn Site    | 128 Allyn Street   | Commercial | 245332076     | \$961,170    | \$66,273                     |
| Allyn Site    | 154 Allyn Street   | Commercial | 245332006     | \$309,470    | \$21,338                     |
| Allyn Site    | 98 High Street     | Commercial | 245332005     | \$458,080    | \$31,585                     |
| Allyn Site    | 106 High Street    | Commercial | 245332004     | \$117,600    | \$8,109                      |
| Allyn Site    | 112 High Street    | Commercial | 245332003     | \$135,730    | \$9,359                      |
| Allyn Site    | 122 High Street    | Commercial | 245332002     | \$165,130    | \$11,386                     |
| Allyn Site    | 329 Church Street  | Commercial | 245332082     | \$143,290    | \$9,880                      |
| Allyn Site    | 339 Church Street  | Commercial | 245332083     | \$155,820    | \$10,744                     |

Source: City of Hartford, 2023

\*Based on an estimate of the actual PILOT grants received by Hartford (Parcel value \* [mill rate/1000] \* 0.45 \* 0.53).



**Table 3.8-10. Total Tax Value and Percent Value for Sites Under Consideration for Acquisition**

| Site          | Total Property Value | Total Estimated Yearly Tax Revenue | Percent of Total Hartford Tax Revenue |
|---------------|----------------------|------------------------------------|---------------------------------------|
| Woodland Site | \$22,009,960         | \$350,000                          | 0.12%                                 |
| Allyn Site    | \$2,998,520          | \$206,751                          | 0.07%                                 |

Source: City of Hartford, 2023

### 3.8.2 Environmental Consequences

#### 3.8.2.1 *Alternative 1 – Woodland Site*

##### Population and Housing

Under Alternative 1, approximately 320 temporary construction workers would be hired for the Project. GSA anticipates using Project Labor Agreements to execute the construction. Construction workers are expected to commute to the Woodland Site, an approximately 5-minute drive from downtown Hartford, and would not need to relocate to new housing. As such, the population is not expected to grow, and the demand on local housing is not expected to increase during the construction phase. Thus, **no short-term effects** are expected on population and housing in the vicinity of the Woodland Site, the city, or in the larger Hartford County.

Once completed, GSA anticipates that the new courthouse would be occupied by approximately 220 to 240 full-time employees. A majority of the employees at the new courthouse would be existing staff that are currently employed at the federal courthouses in Hartford, New Haven, and Bridgeport. GSA anticipates that approximately seventy-five to 120 employees would relocate to the new courthouse from the Ribicoff FB and CH in Hartford, approximately thirty to sixty employees would relocate from New Haven, and around ten to twenty employees would relocate from Bridgeport. A majority of these employees would be members of the Court Program. Employees from the New Haven and Bridgeport courthouses would report to multiple facilities and would not work exclusively at the new courthouse, though that would be their primary place of work. A very small percentage of these employees are expected to relocate to Hartford permanently. Workers relocating to the area could cause slight increases in the demand for housing within Hartford County, but this increase would be very small compared to the overall population size of Hartford County. Additionally, Hartford County had a rental vacancy rate of 6.8 percent in 2020, or 9,969 vacant units available for rent (USCB, 2020b). Therefore, there would be units available for workers relocating to Hartford County in the long term or permanently. Relocating workers would not cause a shortage in the amount of available housing for rent. Thus, operations of the new courthouse would have **no effects** on housing availability.

Locating a courthouse at the Woodland Site may facilitate community engagement by providing opportunities for collaboration between the Court and students from UConn Law School and Classical High School. The Project may give rise to educational events, such as faculty workshops, conferences, and symposia, which could be made accessible to students, educators, court personnel, and other interested parties. The courthouse may employ students as judicial interns and law clerks. Additionally, the Law School may provide opportunities to judges to serve as members of its adjunct faculty. This would result in **direct, long-term, negligible, localized, and beneficial** socioeconomic effects.

## Labor and Earnings

Alternative 1 would create direct jobs for architecture/engineering (A/E) firms and construction companies for the duration of the construction period, which would last approximately 3 years. The cost of all aspects of the Project, including labor, design, and construction, would be an estimated \$335 million and would require approximately 320 temporary construction workers. GSA will pursue Project Labor Agreements for this Project. Additionally, GSA has contracted with local A/E firms to work on the design of the new courthouse. As described in Section 3.8.1.2, compensation data are measured and reported for the county of work location. Because many workers are expected to be hired locally from within Hartford County, most of their wages for the duration of their employment would remain in or flow back into Hartford County's economy. Labor usually accounts for approximately 40 percent of the total construction cost, so construction workers would likely receive a substantial amount of wages and benefits which would largely be spent within Hartford County (ProEst, 2022). The PCPI and compensation of employees in the construction sector in Hartford County, which was approximately \$1.7 billion in 2021, would be expected to increase slightly during the 3-year construction period (BEA, 2022d). During this time, the unemployment rate in Hartford County, which was 6.5 percent in 2021, would likely decrease slightly (BLS, 2021). **Direct** socioeconomic effects from slight increases in PCPI and industry compensation, and a slight decrease in unemployment would result in **short-term, minor, regional, and beneficial** socioeconomic effects.

Indirect socioeconomic effects would result from directly impacted industries purchasing supplies and materials from other industries. For the purpose of this analysis, it is assumed that at least a portion of materials and equipment would be purchased from local vendors. All purchased materials and products would fall under the Buy American Act, which requires federal agencies to procure domestic materials and products when they are reasonably available and of a satisfactory quality. Indirect jobs would be created when the design and build firm purchases construction materials from local vendors. Induced effects would occur when employees of the directly and indirectly affected industries spend the wages they receive. The types of indirect and induced jobs that could be created during the construction phase would likely be relatively low-wage jobs, such as restaurant workers or convenience store clerks. In 2021, the unemployment rate in Hartford County was 6.5 percent, or 30,476 of the 468,861-person civilian labor force. With the number of unemployed individuals in Hartford County, it is likely that any indirect or induced jobs created as a result of this alternative would be filled by job-seekers in the County. Beneficial effects on the labor force or employment would be most felt by those in search of a job in Hartford County. Jobs and income are strongly associated with a number of beneficial health outcomes, such as an increase in life expectancy, improved child health status, improved mental health, and reduced rates of chronic and acute disease morbidity and mortality (HDA, 2004; Cox et al., 2004). Unemployment rates would likely decrease slightly during the construction phase, and compensation of employees in retail trade; accommodation and food services; and arts, entertainment, and recreation would experience slight increases. **Indirect** socioeconomic effects from slight increases in industry compensation and a slight decrease in unemployment would result in **short-term, minor benefits** over a **regional** scale.

Once completed, GSA anticipates that the new courthouse would be occupied by approximately 220 to 240 full-time employees, and a majority would be staff that are currently employed at the existing three federal courthouses in Connecticut. Additionally, operations could result in some induced socioeconomic effects depending on the number of staff that relocate to Hartford County from New Haven and Bridgeport. Due to the potential relocation of employees, there could be corresponding decreases in induced socioeconomic activity in New Haven and Bridgeport. However, any long-term effects would likely be small compared to the overall economic activity of Hartford County and the State of Connecticut.

Therefore, operations of the new courthouse would have **direct** and **indirect, long-term, negligible, and beneficial** socioeconomic effects over a **regional** scale.

### **Tax Rates and Property Values**

Under Alternative 1, GSA would acquire the Woodland Site assessed at \$22,009,960 (City of Hartford, 2023). This property is owned by the State of Connecticut and houses state agency tenants (GSA, 2023b). This acquisition would result in the transfer of the 10.19-acre parcel from state ownership to federal ownership. The Woodland Site is not currently taxed by the City of Hartford, but the State of Connecticut provides grants through the state PILOT program (Connecticut, 2023c). The Woodland Site represents approximately \$350,000 of yearly income for the City of Hartford through the PILOT grant program. For context, the City of Hartford collected \$297,194,132 in general property taxes in Fiscal Year 2021 (City of Hartford, 2022c). The removal of the Woodland Site from the PILOT program would represent an approximately 0.12 percent decrease in the City of Hartford's tax base. Therefore, acquisition of state property for the new courthouse under Alternative 1 would have **direct, long-term, negligible, and adverse** socioeconomic effects over a **localized** scale.

#### **3.8.2.2 Alternative 2 – Allyn Site**

### **Population and Housing**

Effects on population and housing under Alternative 2 would be similar to the effects under Alternative 1. There would be **no effects** on population and housing in Hartford County over the **short** and **long term**.

### **Labor and Earnings**

Effects on labor and earnings under Alternative 2 would be similar to the effects under Alternative 1. There would be **direct** and **indirect, short-term, minor** socioeconomic **benefits** to labor and earnings over a **regional** scale. Operations of the new courthouse would have **direct** and **indirect, long-term, negligible, and beneficial** socioeconomic effects over a **regional** scale due to a slight increase in the economic activity in Hartford County.

### **Tax Rates and Property Values**

Under Alternative 2, GSA would acquire ten parcels that make up the Allyn Site. This acquisition would transfer the parcels from private ownership to federal ownership. Federal properties are exempt from state and local taxation. As of 2023, the total value of the Allyn Site parcels is assessed to be \$2,998,520 (City of Hartford, 2023). The parcels are taxed at the standard mill rate, 68.95, for real property in Hartford (Connecticut, 2023c). Thus, the parcels represent approximately \$206,751 of yearly property tax income for the City of Hartford. For context, the City of Hartford collected \$297,194,132 in general property taxes in Fiscal Year 2021 (City of Hartford, 2022c). The removal of the Allyn Site parcels would represent an approximately 0.07 percent decrease in the City of Hartford's tax base. Therefore, acquisition of private properties for the new courthouse under Alternative 2 would have **direct, long-term, negligible, and adverse** socioeconomic effects over a **localized** scale.

#### **3.8.2.3 No Action Alternative**

Under the No Action Alternative, potential social and economic benefits from direct, indirect, and induced jobs described under Alternatives 1 and 2 would not occur in the short or long term. Therefore, there would be **no effects** on socioeconomics under the No Action Alternative.

### **3.9 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN’S HEALTH AND SAFETY**

The EPA defines environmental justice (EJ) as “the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, tribal affiliation, or disability, in agency decision-making and other federal activities that affect human health and the environment so that people:

- are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices” (EPA, 2024b).

Since potential effects with the greatest magnitude, duration, and extent would occur in the vicinity of the potential Project sites, Hartford County is defined as the ROI for any direct and indirect effects that may be associated with the implementation of the action alternatives. For purposes of comparison, the State of Connecticut is defined as the ROC, or the “general population” as it corresponds to the CEQ definition. In addition, due to the site-specific nature of the action alternatives, census tract data from the USCB are then used to identify high concentration “pockets” of populations with EJ concerns near the potential Project sites within the ROI. Census tracts are small, relatively permanent units of a county or equivalent entity, generally with a population size between 1,200 and 8,000 people. The primary purpose of census tracts is to divide counties into smaller units for the collection and presentation of population data (USCB, No Date).

#### **3.9.1 Affected Environment**

##### **3.9.1.1 Environmental Justice**

###### **Minority Populations**

The CEQ defines “minority” as including the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic Origin; or Hispanic (CEQ, 1997). The CEQ defines a minority population in the following ways:

- “...If the percentage of minorities exceeds 50 percent... (CEQ, 1997).” As this definition applies to the Project, if more than 50 percent of the Hartford County population consists of minorities, this would qualify as a population with EJ concerns.
- “... [If the percentage of minorities] is substantially higher than the percentage of minorities in the general population or other appropriate unit of geographic analysis (CEQ, 1997).” For purposes of this analysis, a discrepancy of 10 percent or more between minorities (the sum of all minority groups) in Hartford County and the State of Connecticut would be considered meaningfully higher and would categorize the ROI as constituting a population with EJ concerns. This approach also applies to individual minority groups. A discrepancy of 10 percent or more between the percentage of individual minority groups in Hartford County and the percentage of the corresponding individual minority groups in the State of Connecticut would be considered meaningfully higher and would categorize the ROI as constituting a population with EJ concerns.

As **Table 3.9-1** indicates, minorities do not represent more than 50 percent of the ROI’s total population, nor are they meaningfully higher in number than the corresponding values for the ROC (USCB, 2021a). Therefore, the ROI does not constitute a population with EJ concerns on this basis.

**Table 3.9-1. Summary of Minorities in the ROI and ROC in 2017 – 2021**

| Location                          | Total Population | Minority (%) | American Indian and Alaska Native (%) | Black or African American (%) | Asian (%) | Native Hawaiian and Other Pacific Islander (%) | Other Races (%) | Hispanic or Latino (%) |
|-----------------------------------|------------------|--------------|---------------------------------------|-------------------------------|-----------|--|-----------------|------------------------|
| Hartford County <sup>a</sup>      | 898,636          | 40.9         | 0.1                                   | 12.9                          | 5.7       | 0.0  | 3.4             | 18.8                   |
| State of Connecticut <sup>b</sup> | 3,605,330        | 35.1         | 0.1                                   | 10.0                          | 4.6       | 0.0  | 3.4             | 16.9                   |

Source: USCB, 2021a

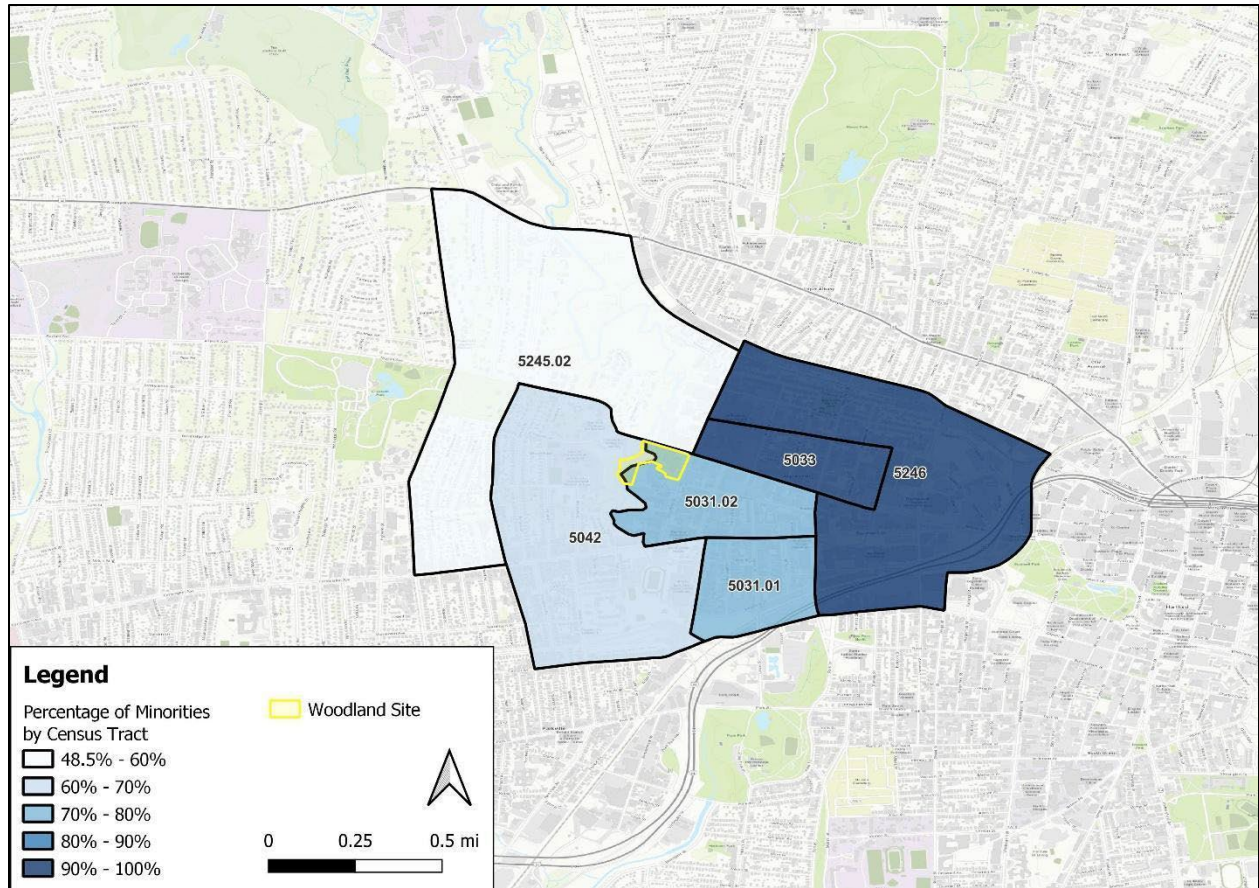
<sup>a</sup>ROI

<sup>b</sup>ROC

Note that the sum of values for individual races and ethnicities may not add up to the total value shown in the “Minority (%)” column for some rows due to ± 0.2 percent margin of error in the dataset.

### Minority Populations by Census Tracts

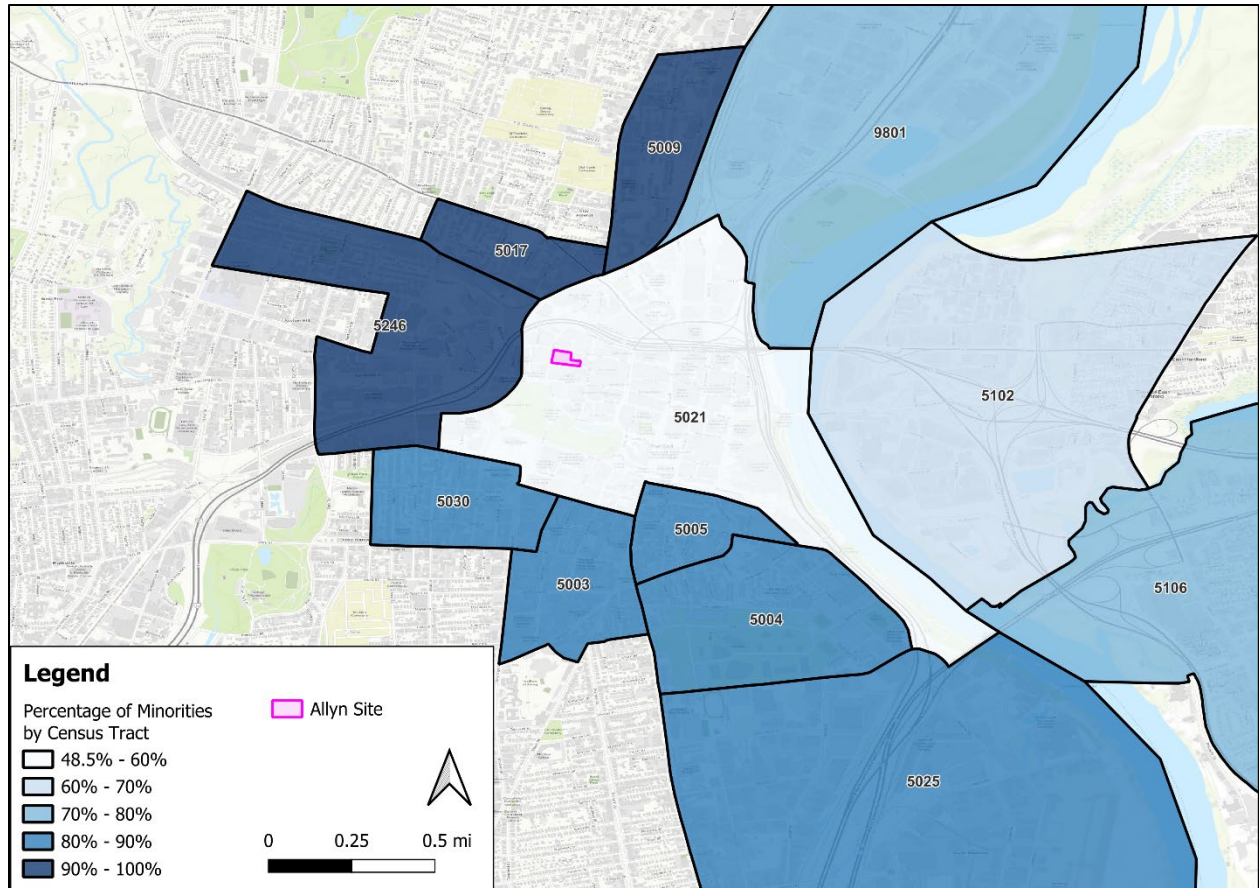
Due to the site-specific nature of the Project alternatives, census tract data are used to identify any high concentration “pockets” of minority populations and describe the distribution of minorities in the vicinity of the Project sites (EPA, 1998). It should be noted that although **Table 3.9-2** and **Table 3.9-3** present census data for a geographic area within the ROI, the ROI is still defined as Hartford County. Since populations located near the proposed Project sites would have the highest potential to experience effects from Project activities, data are presented for the census tract containing the proposed Project site and all neighboring census tracts. The Woodland Site is located within census tracts 5031.02 and 5042, and the Allyn Site is located within census tract 5021. However, construction at the Woodland Site would only occur within census tract 5031.02, so that is the census tract used for the purpose of this analysis. Thus, two distinct groups of census tracts are compared to Hartford County, with one group containing census tract 5031.02 and its surrounding census tracts, and one group containing census tract 5021 and its surrounding census tracts. **Figure 3.9-1** displays the census tract containing the majority of the Woodland Site, 5031.02, and all surrounding census tracts.



Source: USCB, 2020c

**Figure 3.9-1. Census Tracts in the Vicinity of the Woodland Site**

The percentage(s) of minorities in the aggregated group of census tracts are compared to the percentage(s) of minorities in the larger Hartford County to determine whether the census tracts constitute a population with EJ concerns. The census tracts would be identified as a population with EJ concerns based on the same CEQ definition(s) from above. **Figure 3.9-2** displays the census tract containing the Allyn Site, 5021, and all surrounding census tracts.



Source: USCB, 2020c

**Figure 3.9-2. Census Tracts in the Vicinity of the Allyn Site**

To determine the percentage of minorities in the six census tracts near the Woodland Site, the aggregate estimate of minorities in these census tracts is divided by the total population for the six census tracts. As shown in **Table 3.9-2**, the percentage of minorities in the combined six census tracts is 76.8 percent, which exceeds 50 percent of the population. Furthermore, the percentage of minorities in these census tracts is more than 10 percent higher than the percentage of minorities in Hartford County, which is 40.9 percent (USCB, 2021a). Therefore, the six census tracts in the vicinity of the Woodland Site constitute a population with EJ concerns by both CEQ definitions of a minority population.

**Table 3.9-2. Summary of Minorities by Census Tracts  
 in the Vicinity of the Woodland Site in 2017 – 2021**

| Location (Census Tract)    | Total Population | Minority (%) | American Indian and Alaska Native (%) | Black or African American (%) | Asian (%) | Native Hawaiian and Other Pacific Islander (%) | Other Races (%) | Hispanic or Latino (%) |
|----------------------------|------------------|--------------|---------------------------------------|-------------------------------|-----------|--|-----------------|------------------------|
| 5031.02*                   | 2,334            | 79.2%        | 1.5%                                  | 45.8%                         | 7.9%      | 0.0%   | 5.2%            | 18.8%                  |
| 5031.01                    | 1,988            | 78.0%        | 0.0%                                  | 25.4%                         | 0.0%      | 0.0%   | 0.6%            | 52.0%                  |
| 5033                       | 2,765            | 95.8%        | 0.0%                                  | 55.1%                         | 0.5%      | 0.0%   | 5.7%            | 34.5%                  |
| 5042                       | 5,485            | 67.7%        | 0.0%                                  | 20.7%                         | 3.8%      | 0.0%   | 5.2%            | 38.0%                  |
| 5245.02                    | 1,946            | 48.5%        | 0.5%                                  | 17.0%                         | 2.7%      | 0.0%   | 6.8%            | 21.5%                  |
| 5246                       | 3,348            | 91.8%        | 0.2%                                  | 57.0%                         | 7.6%      | 0.0%   | 9.3%            | 17.7%                  |
| Aggregate of Census Tracts | 17,866           | 76.8%        | 0.4%                                  | 36.8%                         | 3.8%      | 0.0%   | 5.5%            | 30.4%                  |
| Hartford County            | 898,636          | 40.9%        | 0.1%                                  | 12.9%                         | 5.7%      | 0.0%   | 3.4%            | 18.8%                  |

Source: USCB, 2021a

\*The majority of the Woodland Site is located within this census tract.

As shown in **Table 3.9-3**, the percentage of minorities in the combined twelve census tracts near the Allyn Site is 82.87, which exceeds 50 percent of the population. Furthermore, the percentage of minorities in the twelve census tracts is more than 10 percent higher than the percentage of minorities in Hartford County (USCB, 2021a). Therefore, the twelve census tracts in the vicinity of the Allyn Site constitute a population with EJ concerns by both CEQ definitions of a minority population.



**Table 3.9-3. Summary of Minorities by Census Tract  
in the Vicinity of the Allyn Site in 2017 – 2021**

| Location<br>(Census<br>Tract)    | Total<br>Population | Minority<br>(%) | American<br>Indian and<br>Alaska<br>Native (%) | Black or<br>African<br>American<br>(%) | Asian<br>(%) | Native<br>Hawaiian and<br>Other Pacific<br>Islander (%) | Other<br>Races<br>(%) | Hispanic<br>or Latino<br>(%) |
|----------------------------------|---------------------|-----------------|--|--|--------------|---|-----------------------|------------------------------|
| 5021*                            | 2,429               | 52.1%           | 0.0%   | 12.9%                                  | 21.2%        | 0.0%  | 2.8%                  | 15.2%                        |
| 5003                             | 2,105               | 89.4%           | 0.0%   | 39.1%                                  | 0.9%         | 0.0%  | 0.0%                  | 49.4%                        |
| 5004                             | 1,873               | 84.7%           | 0.0%   | 19.0%                                  | 1.3%         | 0.0%  | 1.5%                  | 62.9%                        |
| 5005                             | 1,401               | 81.8%           | 0.0%   | 16.1%                                  | 31.6%        | 0.0%  | 6.3%                  | 27.8%                        |
| 5009                             | 2,031               | 99.4%           | 0.0%   | 38.0%                                  | 0.0%         | 0.0%  | 0.0%                  | 61.4%                        |
| 5017                             | 1,514               | 100.0%          | 0.0%   | 55.0%                                  | 0.0%         | 0.0%  | 1.1%                  | 43.9%                        |
| 5025                             | 1,847               | 81.5%           | 0.30%  | 24.10%                                 | 0.00%        | 0.00%   | 1.20<br>%             | 55.90%                       |
| 5030                             | 2,706               | 89.3%           | 0.0%   | 33.7%                                  | 1.1%         | 0.0%  | 0.4%                  | 54.1%                        |
| 5102                             | 2,533               | 69.3%           | 0.3%   | 28.1%                                  | 5.2%         | 0.0%  | 0.6%                  | 35.1%                        |
| 5106                             | 4,871               | 79.7%           | 0.00%  | 35.80%                                 | 7.00%        | 0.00%   | 2.00<br>%             | 34.90%                       |
| 5246                             | 3,348               | 91.8%           | 0.2%   | 57.0%                                  | 7.6%         | 0.0%  | 9.3%                  | 17.7%                        |
| 9801                             | 992                 | 75.4%           | 0.0%   | 40.0%                                  | 0.0%         | 0.0%  | 0.0%                  | 35.4%                        |
| Aggregate<br>of Census<br>Tracts | 27,650              | 82.87%          | 0.07%  | 33.23%                                 | 6.33%        | 0.00%   | 2.10<br>%             | 41.14%                       |
| Hartford<br>County               | 898,636             | 40.9%           | 0.1%   | 12.9%                                  | 5.7%         | 0.0%  | 3.4%                  | 18.8%                        |

Source: USCB, 2021a

\*The Allyn Site is located within this census tract.

### Low-Income Populations

Low-income populations are defined as households with incomes below the federal poverty level. Hartford County would be defined as a low-income population or a population with EJ concerns if:

- More than 50 percent of Hartford County consists of persons or families below the poverty threshold; or
- The percentage of low-income persons or families in Hartford County is substantially higher than the percentage in the State of Connecticut. A discrepancy of 10 percent or more between Hartford County and the State of Connecticut would be considered meaningfully higher and would categorize the ROI as constituting a low-income population.

As **Table 3.9-4** indicates, the percentages of all people and all families below the poverty threshold in the ROI neither exceed the 50 percent threshold, nor are they meaningfully higher than the corresponding values for the State of Connecticut (USCB, 2021b; USCB, 2021c). As such, the ROI does not constitute a population with EJ concerns on this basis.

**Table 3.9-4. Summary of Income and Poverty Statistics  
 in the ROI and ROC in 2017 – 2021**

| Location                          | People Below the Poverty Threshold (%) | Families Below the Poverty Threshold (%) |
|-----------------------------------|--|--|
| Hartford County <sup>a</sup>      | 10.9                                   | 7.5                                      |
| State of Connecticut <sup>b</sup> | 10.0                                   | 6.8                                      |

Sources: USCB, 2021b; USCB, 2021c.

<sup>a</sup>ROI

<sup>b</sup>ROC

**Low-Income Populations by Census Tracts**

As with minority populations, due to the site-specific nature of the Project alternatives, census tract data are used to identify high concentration “pockets” of low-income populations and describe the distribution of low-income populations (EPA, 1998). Similar to the approach used to analyze minority populations in the nearby census tracts, poverty statistics for the two census tract groups are compared to poverty statistics in Hartford County overall to determine whether the census tracts constitute a population with EJ concerns.

As shown in **Table 3.9-5**, the percentage of low-income populations does not exceed 50 percent of the population for the six census tracts in the vicinity of the Woodland Site. However, the difference in low-income populations between the combined six census tracts and Hartford County is greater than 10 percent for both the percentages of all people (28.2 percent) and all families (19.1 percent) [USCB, 2021b; USCB, 2021c]. Therefore, the six census tracts containing and surrounding the Woodland Site constitute a population with EJ concerns on this basis.

**Table 3.9-5. Summary of Income and Poverty Statistics by Census Tract  
 in the Vicinity of the Woodland Site in 2017 – 2021**

| Location (Census Tract)    | People Below the Poverty Threshold (%) | Families Below the Poverty Threshold (%) |
|----------------------------|--|--|
| 5031.02*                   | 33.8                                   | 11.4                                     |
| 5031.01                    | 29.6                                   | 26.4                                     |
| 5033                       | 17.9                                   | 7.5                                      |
| 5042                       | 48.8                                   | 47.5                                     |
| 5245.02                    | 18.7                                   | 5.8                                      |
| 5246                       | 20.3                                   | 15.7                                     |
| Aggregate of Census Tracts | 28.2                                   | 19.1                                     |
| Hartford County            | 10.9                                   | 7.5                                      |

Source: USCB, 2021b; USCB, 2021c.

\*The majority of the Woodland Site is located within this census tract.

As shown in **Table 3.9-6**, the percentage of low-income populations does not exceed 50 percent of the population for the combined twelve census tracts in the vicinity of the Allyn Site. However, the difference in low-income populations between the twelve census tracts and Hartford County is greater than 10 percent for both the percentages of all people (29.3 percent) and all families (23.5 percent) [USCB, 2021b;

USCB, 2021c]. Therefore, the twelve census tracts containing and surrounding the Allyn Site constitute a population with EJ concerns on this basis.

**Table 3.9-6. Summary of Income and Poverty Statistics by Census Tract in the Vicinity of the Allyn Site in 2017 – 2021**

| Location (Census Tract)    | People Below the Poverty Threshold (%) | Families Below the Poverty Threshold (%) |
|----------------------------|--|--|
| 5021*                      | 15.0                                   | 9.1                                      |
| 5003                       | 49.2                                   | 34.1                                     |
| 5004                       | 24.7                                   | 12.6                                     |
| 5005                       | 24.6                                   | 23.8                                     |
| 5009                       | 50.3                                   | 46.2                                     |
| 5017                       | 42.9                                   | 50.0                                     |
| 5025                       | 21.9                                   | 16.8                                     |
| 5030                       | 31.3                                   | 24.6                                     |
| 5102                       | 17.7                                   | 8.6                                      |
| 5106                       | 23.9                                   | 16.7                                     |
| 5246                       | 20.3                                   | 15.7                                     |
| 9801**                     | N/A                                    | N/A                                      |
| Aggregate of Census Tracts | 29.3                                   | 23.5                                     |
| Hartford County            | 10.9                                   | 7.5                                      |

Source: USCB, 2021b; USCB, 2021c.

\*The Allyn Site is located within this census tract.

\*\*Data were unavailable for census tract 9801.

### Disadvantaged and Medically Underserved Areas

This analysis incorporates data from CEQ’s Climate and Economic Justice Screening Tool and EPA’s Environmental Justice Screening and Mapping Tool to fully characterize the ROI. The purpose of the Climate and Economic Justice Screening Tool is to help federal agencies identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution, as directed by EO 14008, *Tackling the Climate Crisis at Home and Abroad* (CEQ, 2023). EPA’s Environmental Justice Screening and Mapping Tool provides environmental and demographic data that agencies use to identify potential communities with EJ concerns.

Data from CEQ’s Climate and Economic Justice Screening Tool indicate that census tract 5031.02, which contains the Woodland Site, is considered to be a disadvantaged community because it meets seven burden thresholds and also surpasses the two associated socioeconomic thresholds for low income and high school education rates. The tool uses datasets as indicators of environmental, climate, or other burdens and indicates whether census tracts are overburdened relative to other census tracts. The associated socioeconomic burden is to indicate whether those communities, on average, have the socioeconomic ability to address those burdens accordingly. The census tract is in the 84<sup>th</sup> percentile for unemployment, which is above the threshold set at the 65<sup>th</sup> percentile. Additionally, 14 percent of people aged 25 years or older in the census tract do not possess a high school diploma, which is above the 10 percent threshold. Census tract 5021, which contains the Allyn Site, is not considered a disadvantaged

community because it surpasses the low-income threshold, but census tract 5021 is surrounded by census tracts that are considered disadvantaged (CEQ, 2023).

The Climate and Economic Justice Screening Tool also assesses climate risk via five measures – expected agriculture loss rate from natural hazards, expected building loss rate from natural hazards, expected population loss rate due to fatalities or injuries resulting from natural hazards, projected flood risk, and projected wildfire risk. These five measures indicate the census tract’s tendency to experience environmental burdens due to fourteen types of natural hazards, which may be exacerbated due to climate change. An area can be identified as disadvantaged when it experiences environmental burdens that are over defined thresholds and also surpasses the associated socioeconomic threshold. Neither census tract 5031.02 nor 5021 contains both environmental burdens and the associated socioeconomic thresholds (CEQ, 2023).

EPA’s Environmental Justice Screening and Mapping Tool uses a combination of environmental and socioeconomic data to compare the census tracts to the State of Connecticut by calculating thirteen EJ indexes, which include categories such as proximity to hazardous waste, traffic, and lead paint. The EJ indexes use percentiles, which describe the percentage of the population in Connecticut that has an equal or lower value in that category. Higher values indicate a higher exposure to pollution sources, a higher percentage of minority communities, or both. Census tract 5031.02, which contains the Woodland Site, has a value at or above 80 percent for nine of the thirteen EJ indexes, including particulate matter, toxic releases to air, and proximity to traffic and hazardous waste (EPA, 2023m). Census tract 5021, which contains the Allyn Site, has a value at or above 80 percent for seven of the thirteen EJ indexes, including toxic releases to air and proximity to traffic and hazardous waste (EPA, 2023m). Data presented from this tool suggest that the communities in the vicinity of the Woodland and Allyn Sites should be considered to be communities with EJ concerns.

### **3.9.1.2 Protection of Children’s Health and Safety**

Children are more sensitive than adults to adverse environmental health and safety risks because they are still undergoing physiological growth and development. EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, defines “environmental health risks and safety risks [to] mean risks to health or to safety that are attributable to products or substances that the child is likely to come in contact with or ingest (such as the air we breathe, the food we eat, the water we drink or use for recreation, the soil we live on, and the products we use or are exposed to).” Children are more susceptible to exposure to mobile source air pollution, such as particulate matter from construction or diesel emissions (EPA, 2012). Children also exhibit behaviors such as spending extensive amounts of time in contact with the ground and frequently putting their hands and objects in their mouths that can lead to much higher exposure levels to environmental contaminants.

### **Youth Populations**

As shown in **Table 3.9-7**, in general, the population of Hartford County is slightly younger than that of the State of Connecticut. Approximately 5.3 percent of Hartford County’s population and 5.1 percent of Connecticut’s population are children under the age of 5. Approximately 18.4 percent and 18.5 percent of the population are between the ages of 5 and 19 in Hartford County and Connecticut, respectively.

**Table 3.9-7. Youth Populations in the ROI and ROC**

| Location                          | Total Population | Percent of Children Under 5 Years | Percent of Children 5 to 19 Years |
|-----------------------------------|------------------|-----------------------------------|-----------------------------------|
| Hartford County <sup>a</sup>      | 898,636          | 5.3%                              | 18.4%                             |
| State of Connecticut <sup>b</sup> | 3,605,330        | 5.1%                              | 18.5%                             |

Source: USCB, 2021a

<sup>a</sup>ROI

<sup>b</sup>ROC

### Youth Populations by Census Tracts

As with minority and low-income populations, because of the site-specific nature of the Project, data are used to identify high concentration “pockets” of youth populations and describe the distribution of children across Hartford County.

As shown in **Table 3.9-8**, the population of children under the age of 5 is about 2.4 percent higher in the six census tracts than in Hartford County, and the representation of children between the ages of 5 and 19 in the six census tracts is about 2.4 percent lower than that in Hartford County (USCB, 2021a).

**Table 3.9-8. Youth Populations by Census Tract in the Vicinity of the Woodland Site**

| Location (Census Tract)    | Total Population | Percent of Children Under 5 Years | Percent of Children 5 to 19 Years |
|----------------------------|------------------|-----------------------------------|-----------------------------------|
| 5031.02*                   | 2,334            | 3.2%                              | 12.0%                             |
| 5031.01                    | 1,988            | 10.1%                             | 23.4%                             |
| 5033                       | 2,765            | 5.4%                              | 20.9%                             |
| 5042                       | 5,485            | 8.4%                              | 14.0%                             |
| 5245.02                    | 1,946            | 8.0%                              | 10.1%                             |
| 5246                       | 3,348            | 9.8%                              | 17.1%                             |
| Aggregate of Census Tracts | 17,866           | 7.7%                              | 16.0%                             |
| Hartford County            | 898,636          | 5.3%                              | 18.4%                             |

Sources: USCB, 2021a

\*The majority of the Woodland Site is located within this census tract.

As shown in **Table 3.9-9**, in general, the population of the twelve census tracts in the vicinity of the Allyn Site is slightly younger than that of Hartford County. The representation of children under the age of 5 is about 0.1 percent higher in the aggregated twelve census tracts than in Hartford County, and the representation of children between the ages of 5 and 19 in the aggregated twelve census tracts is about 0.2 percent higher than in Hartford County (USCB, 2021a).

**Table 3.9-9. Youth Populations by Census Tract in the Vicinity of the Allyn Site**

| Location<br>(Census Tract) | Total Population | Percent of Children<br>Under 5 Years | Percent of Children<br>5 to 19 Years |
|----------------------------|------------------|--------------------------------------|--------------------------------------|
| 5021*                      | 2,429            | 2.7%                                 | 3.1%                                 |
| 5003                       | 2,105            | 3.1%                                 | 21.1%                                |
| 5004                       | 1,873            | 4.6%                                 | 28.5%                                |
| 5005                       | 1,401            | 9.5%                                 | 5.6%                                 |
| 5009                       | 2,031            | 5.1%                                 | 29.3%                                |
| 5017                       | 1,514            | 10.1%                                | 26.4%                                |
| 5025                       | 1,847            | 7.6%                                 | 16.0%                                |
| 5030                       | 2,706            | 5.9%                                 | 18.1%                                |
| 5102                       | 2,533            | 5.6%                                 | 13.2%                                |
| 5106                       | 4,871            | 2.3%                                 | 26.8%                                |
| 5246                       | 3,348            | 9.8%                                 | 17.1%                                |
| 9801                       | 992              | 0.0%                                 | 0.9%                                 |
| Aggregate of Census Tracts | 27,650           | 5.4%                                 | 18.6%                                |
| Hartford County            | 898,636          | 5.3%                                 | 18.4%                                |

Source: USCB, 2021a

\*The Allyn Site is located within this census tract.

### 3.9.2 Environmental Consequences

Consideration of the potential consequences for EJ requires three main components:

1. A demographic assessment of the affected community to identify the presence of minority or low-income and youth populations that may be potentially affected.
2. An assessment of all potential effects identified to determine if any result in significant adverse effects to the affected environment.
3. An integrated assessment to determine whether any disproportionately high and adverse effects exist for minority or low-income groups and youth populations present in or near the Project.

As described in the affected environment, Hartford County is not considered a population with EJ concerns. However, the census tracts in the vicinity of the Woodland and Allyn Sites contain populations with EJ concerns because those areas meet the regulatory definition of a minority and low-income population. Places where children “learn, live, and play” are the focus of this analysis for effects as it relates to their health and safety.

#### 3.9.2.1 Alternative 1 – Woodland Site

##### Minority and Low-Income Populations

##### Noise Disturbances

Under Alternative 1, construction of the new courthouse would have **direct, short-term, minor, localized,** and **adverse** effects on communities with EJ concerns. Construction activities would generate noise from the use of heavy equipment, construction vehicles, and haul trucks. Noise generated during construction

would adhere to the City of Hartford noise ordinance and all other applicable regulations. However, noise from construction activities, even if below the regulatory threshold, can still distract and annoy local residents, employees working in nearby buildings, and other sensitive receptors in the vicinity. There are a number of sensitive receptors in the immediate vicinity of the Woodland Site, including the Classical High School and the Saint Francis Hospital, which are located approximately 0.1 mile away (see **Table 3.5-2** in Section 3.5 Air Quality). Construction noise could cause distraction or annoyance to nearby sensitive receptors, but any effects would be temporary and difficult to distinguish from other sources of noise in the vicinity of the Woodland Site, such as traffic and other potential construction or roadwork projects. Operation of the new courthouse over the long-term would not be anticipated to cause any noticeable effects to the ambient noise levels in the vicinity of the Woodland Site.

### ***Air Quality Effects***

As described in Section 3.5 Air Quality, the on-road and nonroad vehicle emissions and fugitive dust associated with the construction and demolition phase of Alternative 1 would cause **short-term, minor** increases to air pollutant emissions in the immediate vicinity of the Woodland Site. Thus, short-term air quality effects would be felt most by residents and sensitive receptors in census tract 5031.02, which contains the Woodland Site. **Direct, short-term, minor, localized, and adverse** effects are expected to disproportionately affect resident minority and low-income populations. Additionally, air quality effects would occur on a larger scale due to the transportation of construction and waste materials by haul trucks to and from the Woodland Site, and from the daily commute of the construction personnel; however, this would not be expected to have any noticeable health effects on communities with EJ concerns since these effects would not be concentrated in a particular location. No long-term effects are expected on communities with EJ concerns due to the operation of the new courthouse.

### ***Congestion***

Construction of the new courthouse could result in increased levels of traffic due to potential lane restrictions, closures, or detours of usual traffic patterns. Additionally, construction activities would require additional truck trips to transport waste materials off site for disposal and to deliver construction materials to the site, increasing congestion at and near the Woodland Site. As a result, employees, residents, students, patients, and other members of the community near the Woodland Site could be delayed when accessing local job sites, homes, schools, hospitals, and other destinations. These delays could disproportionately affect minority and low-income populations in the vicinity of the Woodland Site in census tract 5031.02 and populations in the surrounding census tracts.

As discussed above, the Saint Francis Hospital is the closest hospital to the Woodland Site. Increased congestion at or near the Woodland Site could potentially affect the ambulances' routes in returning to the hospital with patients. However, there is a low likelihood that potential congestion would hinder ambulances from responding to emergencies. **Direct, short-term, minor, localized, and adverse** effects would be expected to disproportionately affect resident minority or low-income populations due to increased congestion and therefore potential delays in accessing emergency and urgent care facilities. In the long term, operation of the new courthouse would add approximately 321 average daily trips to the Woodland Site. Therefore, effects on EJ communities would be **direct, long-term, minor, localized, and adverse** during operations of the new courthouse.

### ***Job Opportunities***

As discussed in Section 3.8 Socioeconomics, Alternative 1 would create construction jobs in the short term. Potential economic and health benefits associated with jobs could disproportionately benefit minorities or low-income groups in the area that are in search of a job. The availability of job opportunities

for communities with EJ concerns would result in **direct** and **indirect, short-term, minor, and regional benefits**. A majority of the personnel employed at the new courthouse over the long term would be existing staff that are currently employed at the existing three federal courthouses in Connecticut. Operation of the new courthouse would have **direct** and **indirect, long-term, minor, regional, and beneficial** effects on communities with EJ concerns due to the increased economic activity in Hartford.

### **Protection of Children’s Health and Safety**

As discussed in Section 3.8.2.1, locating a courthouse at the Woodland Site may facilitate community engagement by providing opportunities for collaboration between the Court and students from Classical High School. The Project may give rise to educational events, such as faculty workshops, conferences, and symposia which could be made accessible to students, educators, court personnel, and other interested parties. This would result in **direct, long-term, negligible, localized, and beneficial** socioeconomic effects.

### **Noise Disturbances**

As discussed above, increased noise levels would occur during construction activities. Locations more than 1,000 feet from project areas seldom experience appreciable levels of construction noise (EPA, 1981). As shown in **Table 3.5-2** in Section 3.5 Air Quality, Classical High School and the Connecticut Technical Education and Career System are located less than 1,000 feet from the Woodland Site. In the 2022-2023 school year, a majority of students at Classical High School were members of a minority group and qualified for free or reduced-price lunches (NCES, 2023). This school and its students represent a community that is especially vulnerable to adverse effects and would be disproportionately affected under Alternative 1. Noise from construction activities could distract or annoy students trying to learn and study during school hours. Under Alternative 1, construction of the new courthouse would have **direct, short-term, minor, localized, and adverse** effects on the health and safety of children. Operation of the new courthouse over the long-term would not be anticipated to cause any noticeable effects to the ambient noise levels in the vicinity of the Woodland Site.

### **Air Quality Effects**

Children would be especially vulnerable to air quality effects because they experience higher relative doses of air pollution and spend more time outdoors close to ground-level sources of vehicle exhaust (EPA, 2012). As shown in **Table 3.5-2**, eight schools and four daycare facilities are located within 0.5 miles of the Woodland Site. Children walking or playing outside (e.g., during recess) at daycares and schools could experience adverse effects in the short term. In particular, children at Classical High School and the Connecticut Technical Education and Career System could potentially experience respiratory issues due to the nearby increases in air pollutant emissions. **Direct, short-term, minor, localized, and adverse** effects on children living, learning, and playing at parks and schools near the Woodland Site are expected due to emissions associated with construction activities. Once construction ceases, the associated emissions would no longer occur. No long-term effects are expected on the health and safety of children due to the operation of the new courthouse.

### **Congestion**

As discussed above, congestion could increase around the Woodland Site in the short term. This could diminish or restrict the opportunities for children to exercise outdoors or walk to school. Construction would primarily occur during normal weekday business hours and therefore would primarily affect students at Classical High School and the Connecticut Technical Education and Career System. Although unlikely, increased levels of traffic could also cause a higher risk of vehicle collisions involving children in



the vicinity of the Woodland Site. Thus, Alternative 1 would have **direct, short-term, minor, localized, and adverse** effects on the health and safety of children.

In the long term, operation of the new courthouse would add approximately 321 average daily trips to the Woodland Site. Therefore, increases in congestion levels would cause **direct, long-term, negligible, localized, and adverse** effects to the health and safety of children due to slightly increased levels of traffic.

### ***Crime and Public Safety***

Under Alternative 1, construction and operation of the new courthouse would have **no effects** on children's health and safety due to the proximity of detainees. The new courthouse would contain a detainee circulation system and would comply with all current security standards. The USMS and Federal Protective Service provide full time security to the courthouse. The USMS would transport detainees to and from the courthouse in secure vehicles and detainees would be returned to detention facilities the same day as their court proceeding. As such, operation of a courthouse would not result in increased crime in the neighborhood.

### **3.9.2.2 Alternative 2 – Allyn Site**

#### **Minority and Low-Income Populations**

##### ***Noise Disturbances***

Under Alternative 2, construction of the new courthouse would result in similar levels of noise as described under Alternative 1. Like Alternative 1, the census tract containing the Allyn Site contains low-income and minority populations and thus is also identified as a community with EJ concerns. There are still nearby sensitive receptors in the form of residences, but there are fewer schools, daycares, and hospitals in the vicinity of the Allyn Site as compared to the Woodland Site. Alternative 2 would have **direct, short-term, negligible, localized, and adverse** effects on communities with EJ concerns due to noise. Operation of the new courthouse over the long-term would not be anticipated to cause any noticeable effects to the ambient noise levels in the vicinity of the Allyn Site.

##### ***Air Quality Effects***

As described in Section 3.5 Air Quality, the total emissions associated with the construction phase of Alternative 2 would be similar to levels under Alternative 1. Thus, short-term air quality effects would be felt most by residents and sensitive receptors in census tract 5021, which contains the Allyn Site. **Direct, short-term, minor, localized, and adverse** effects are expected to disproportionately affect resident minority and low-income populations. Effects in the broader region from the transportation of construction and waste materials by haul trucks and the use of POVs by construction personnel would be less intense than those felt in the immediate vicinity of the Allyn Site. No long-term effects are expected on communities with EJ concerns due to the operation of the new courthouse.

##### ***Congestion***

As discussed above, construction of the new courthouse could result in increased levels of traffic in the immediate vicinity of the Allyn Site and in the broader region. Delays as a result of the construction activities could disproportionately affect minority and low-income populations in the vicinity of the Allyn Site in census tract 5021 and similar populations in the surrounding census tracts. **Direct, short-term, minor, localized, and adverse** effects would be expected to affect resident minority or low-income populations due to increased congestion. In the long term, operation of the new courthouse would add

approximately 2,851 average daily trips to the Allyn Site. Therefore, effects on communities with EJ concerns would be **direct, long-term, moderate, localized, and adverse**.

### ***Job Opportunities***

As discussed in Section 3.8 Socioeconomics, job opportunities provided under Alternative 2 would be largely similar to those under Alternative 1. Therefore, the availability of job opportunities would result in **direct** and **indirect, short- and long-term, minor, and regional benefits** for communities with EJ concerns.

### **Protection of Children's Health and Safety**

#### ***Noise Disturbances***

As discussed above, increased noise levels would occur during construction activities. As shown in **Table 3.5-2** in Section 3.5 Air Quality, all daycare centers, pre-schools, elementary schools, middle schools, and high schools are located over 1,000 feet ( around 0.19 mile) from the Allyn Site. Additionally, the Allyn Site is located in downtown Hartford, which has a high baseline of noise. Children playing in parks near the Allyn Site could experience noise effects in the short term. **Direct, short-term, negligible, localized, and adverse** effects on children playing in the Bushnell Park near the Allyn Site are expected due to noise from construction activities.

#### ***Air Quality Effects***

As shown in **Table 3.5-2** in Section 3.5 Air Quality, two schools and one daycare facility are located within 0.5 mile of the Allyn Site. Additionally, a large park and green space, Bushnell Park, is located within 300 feet of the Allyn Site. Children walking or playing outside could experience adverse air quality effects in the short term. **Direct, short-term, negligible, localized, and adverse** effects on children playing in parks near the Allyn Site are expected due to emissions associated with construction activities. Once construction ceases, the associated emissions would no longer occur. No long-term effects are expected on the health and safety of children due to the operation of the new courthouse.

#### ***Congestion***

As discussed above, congestion could increase around the Allyn Site in the short term. Although unlikely, increased levels of traffic could cause a higher risk of vehicle collisions involving children in the vicinity of the Allyn Site. Thus, Alternative 2 would have **direct, short-term, minor, localized, and adverse** effects on the health and safety of children.

In the long term, operation of the new courthouse would add approximately 2,851 average daily trips to the Allyn Site, resulting in **direct, long-term, minor, localized, and adverse** effects to the health and safety of children due to increased levels of traffic.

#### ***Crime and Public Safety***

Under Alternative 2, construction and operation of the new courthouse would have **no effects** on children's health and safety due to the proximity of detainees. As shown in **Table 3.5-2** in Section 3.5 Air Quality, there are no daycare centers, pre-schools, elementary schools, middle schools, or high schools adjoining the Allyn Site. Similar to Alternative 1, under Alternative 2, the new courthouse would contain a detainee circulation system and would comply with all current security standards.

### **3.9.2.3 No Action Alternative**

Under the No Action Alternative, effects on minority and low-income populations due to noise disturbances, increased air emissions, congestion, and job opportunities would not occur. Similarly, potential effects due to noise disturbances, air quality emissions, congestion, or crime and public safety would not affect where children live, work, and play under the No Action Alternative. Thus, there would be **no effects** on communities with EJ concerns under the No Action Alternative.

## **3.10 CULTURAL RESOURCES**

Cultural resources are associated with the human use of an area and may include archaeological sites, locations of ethnographic interest, or historic architectural properties associated with the past and present use of an area. A cultural resource can represent past cultures or present, modern-day cultures, and can be composed of physical remains, intangible traditional use areas, or an entire landscape. Physical remains of cultural resources are usually referred to as archeological sites, while buildings or structures are usually referred to as historic architectural resources. Archaeological sites can be split into pre-contact and post-contact sites. Pre-contact archaeology focuses on the remains of indigenous American societies as they existed before substantial contact with Europeans and post-contact archaeology focuses on sites and structures dating from time periods since significant contact between Native Americans and Europeans (PAL, 2024). Historic architectural resources refer to properties built from the 17<sup>th</sup> century up to approximately 50 years ago.

The National Historic Preservation Act (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to consider the effects of their activities on such properties. As part of this process, federal agencies are required to consult with State Historic Preservation Offices (SHPO), Native American tribes and Alaska Native villages, representatives of local government, the public, and other interested groups (36 CFR Part 800.3). SHPOs reflect the interests of their state and its citizens in the preservation of their cultural heritage and are responsible for reviewing undertakings for their effect on historic properties and evaluating and nominating historic buildings, sites, structures, and objects to the NRHP. The Section 106 process helps ensure that the presence of historic properties, and possible effects to these properties, are considered as early as possible in the federal project planning process.

For cultural resources, the area of potential effects (APE) is the geographic area where a project could cause direct or indirect alterations to the character or use of cultural or historic resources. To reflect differences in the potential for effects on different cultural resources, distinct APEs were developed for both subsurface archaeological resources and aboveground historic architectural resources. The recommended APE for archaeological resources is defined as the area of analysis at each location where direct ground disturbance would occur during construction of the new courthouse. For historic architectural resources, the recommended APE is composed of a direct and an indirect APE. The recommended direct APE for historic architectural resources includes the Project area limits of work at the two potential sites where direct effects of construction may occur. The recommended indirect APE for historic architectural resources is dependent on the possible viewshed of the new facility and is described in more detail in Section 3.10.1. The APE for historic architectural resources is based on the historic properties in the vicinity of the Project and the potential for the Project to affect those resources through noise, vibration, air quality effects, or visual changes (PAL, 2024).

### **3.10.1 Affected Environment**

The Public Archaeology Laboratory, Inc. (PAL) completed a Phase IA archaeological and historic architectural resources assessment survey in March 2024 on behalf of GSA. This investigation, which included archival research and a walkover survey, surveyed the entirety of the Woodland Site and Allyn Site to identify site characteristics and assess the archaeological sensitivity of the two sites. The report explains the research design and fieldwork methods employed by PAL; describes the environmental, cultural, and historical context of the area; summarizes the results of the Phase IA survey; and provides recommendations for further actions. The results of this survey for each site are described further below.

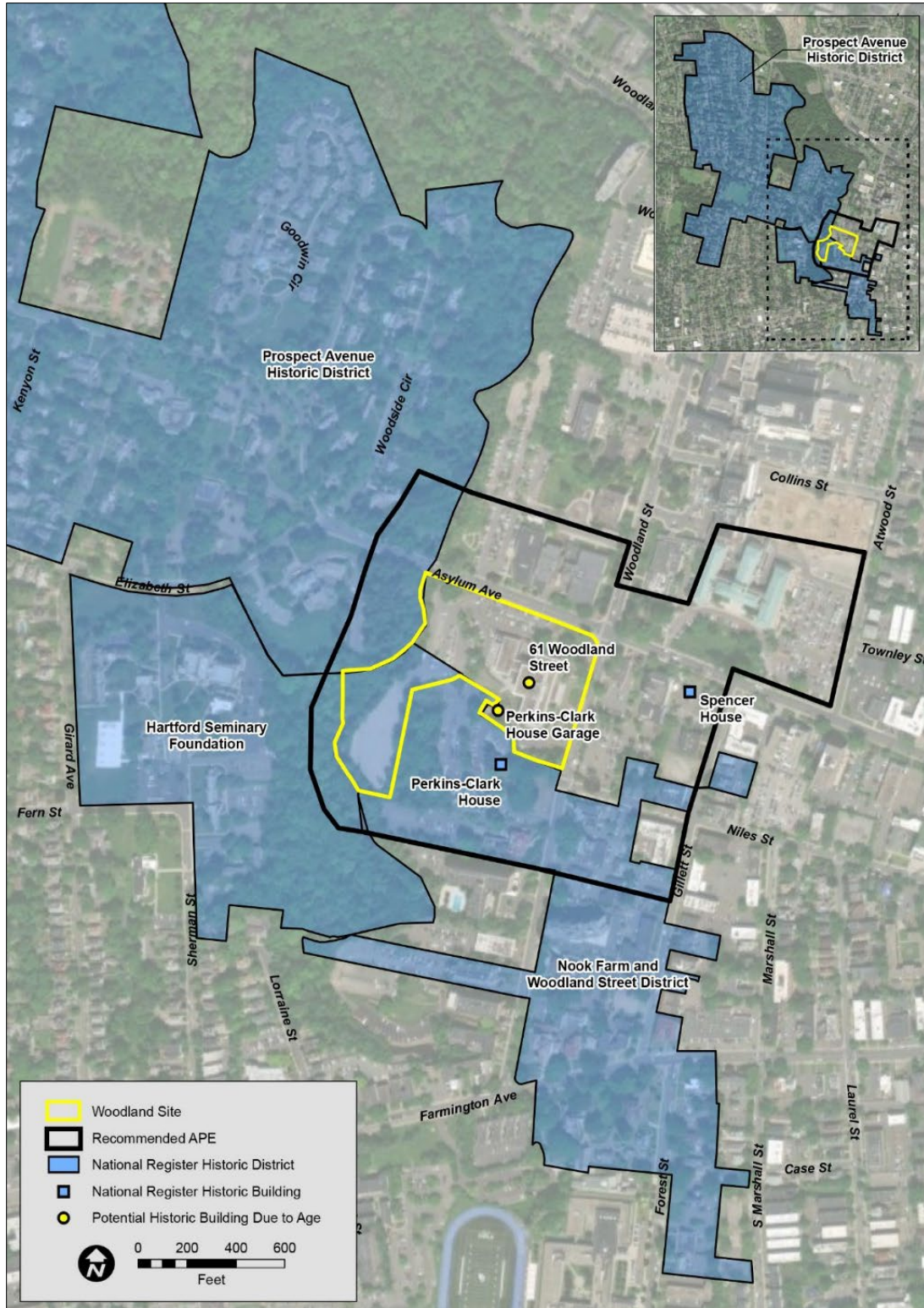
The Phase IA survey is part of GSA's due diligence in trying to understand the Project's potential effects on cultural resources at both sites. Formal consultations with the SHPO and further investigations would be conducted following the final selection of a Project site.

#### **3.10.1.1 Woodland Site**

By 1880, the Woodland Site had been subdivided into several lots and contained residential buildings. The pace and character of development in the neighborhood surrounding the Woodland Site slowly began to change from residential to institutional and corporate in the 1910s. This trend continued through the 1950s, when businesses continued to build new offices in and around the Woodland Site. In 1949 to 1950, the Phoenix Insurance Company constructed the office building that is still present on the Woodland Site. The Woodland location reached its current configuration by the beginning of the 1960s, when the 10.19-acre property was altered for the construction of new parking lots. In 1974, the property was purchased by the State of Connecticut, which now uses the former insurance office building for the offices of several state government departments (PAL, 2024).

For archaeological resources, the APE encompasses the Project site where direct ground disturbance would occur for the construction of the new courthouse. The recommended APE for historic architectural resources is depicted in **Figure 3.10-1** and is roughly bounded on the north by the rear parcel lines of properties on the north side of Asylum Avenue; on the east by the east parcel lines of properties on the east side of Woodland Street; on the south by the south parcel line of 39 Woodland Street; and on the west by a line passing through wooded areas (PAL, 2024).

Five National Register-listed resources are located within the recommended APE for the Woodland Site, including two individual National Register-listed buildings and portions of three National Register-listed historic districts. One of the National Register-listed resources, Nook Farm and Woodland Street District, partially overlaps with the recommended APE. Two resources built before 1981 located within the Woodland Site which do not have existing inventory documentation were identified and will be evaluated if this site is selected for the Project. A summary of the five inventoried and the two uninventoried resources is included in **Table 3.10-1** (PAL, 2024).



Source: PAL, 2024

**Figure 3.10-1. Recommended APE and Historic Architectural Resources at Woodland Site**

**Table 3.10-1. Historic Resources within the Recommended APE of the Woodland Site**

| Name  | Distance from Woodland Site   | NRHP Status           |
|---|-------------------------------|-----------------------|
| Nook Farm and Woodland Street District                                | Partially Within Project Site | Currently listed      |
| Phoenix Insurance Company Building<br>61 Woodland Street              | Within Project Site           | Currently unevaluated |
| Perkins-Clark House Garage<br>61 Woodland Street (ancillary building) | Within Project Site           | Currently unevaluated |
| Prospect Avenue Historic District                                     | Directly Adjoining            | Currently listed      |
| Hartford Seminary Foundation  | Directly Adjoining            | Currently listed      |
| Perkins-Clark House<br>49 Woodland Street                             | Directly Adjoining            | Currently listed      |
| Spencer House<br>1039 Asylum Avenue                                   | 0.09 miles                    | Currently listed      |

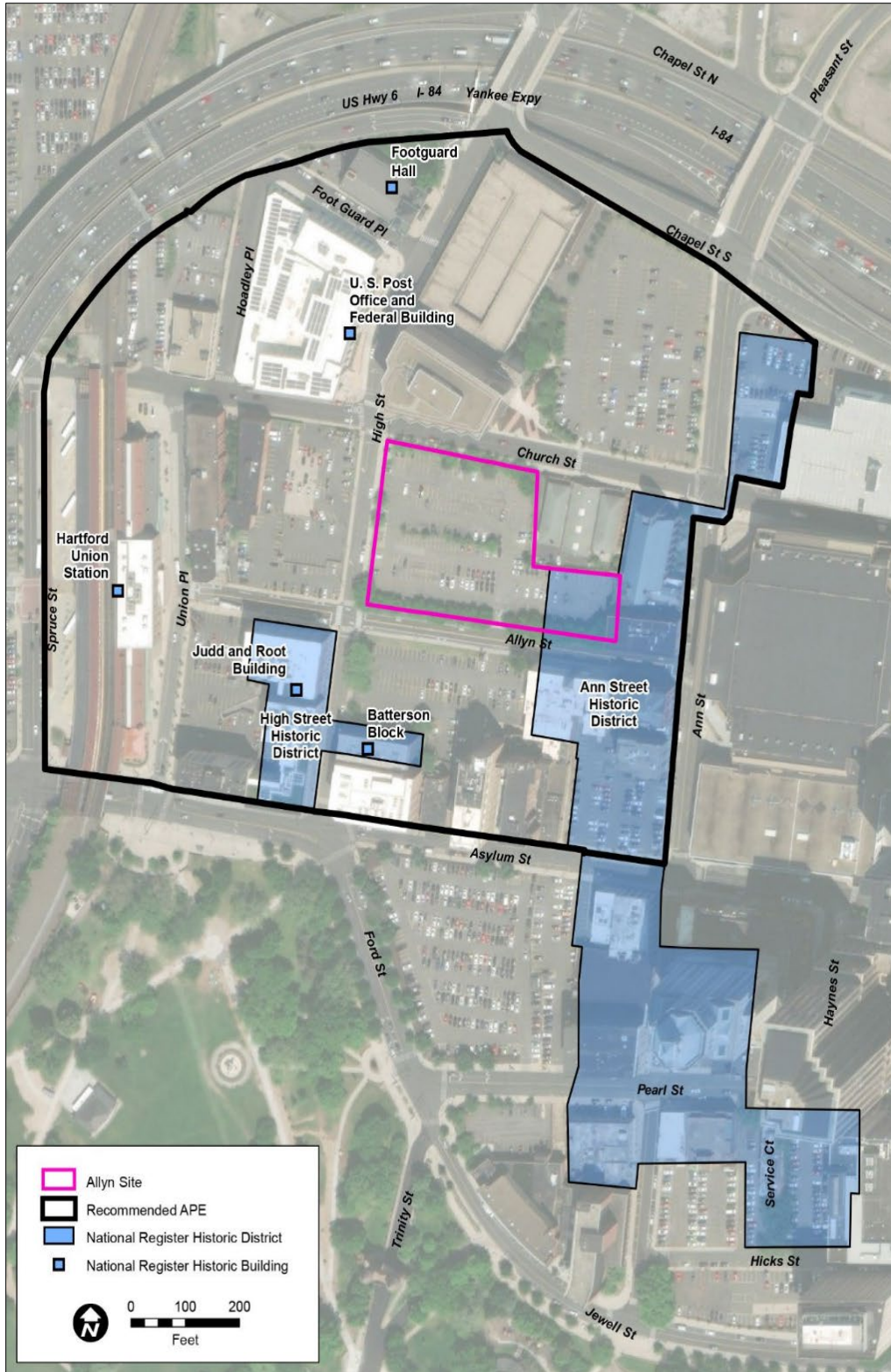
Source: PAL, 2024

**3.10.1.2 Allyn Site**

By 1640, the Allyn Site was being used for farmland and did not appear to experience substantial development until Hartford experienced rapid urbanization in the mid-1800s. By 1850, the Allyn Site was in the vicinity of developing residential, commercial, and industrial areas west of Main Street. In the early 1920s, previous nineteenth-century commercial and industrial buildings were demolished and replaced with larger buildings designed to meet the specialized needs of the automobile and electrical industries. By the mid-1960s, buildings at the Allyn Site began to be removed and replaced by parking lots as the area slowly began to transition to its current configuration. Through the third quarter of the twentieth century, an increasing number of buildings at the Allyn Site were razed and the parking lots continued to expand. By 1992, the Allyn Site had reached its current configuration and exclusively contained surface parking lots (PAL, 2024).

For archaeological resources, the APE encompasses the Project site where direct ground disturbance would occur for the construction of the new courthouse. The recommended APE for historic architectural resources is depicted in **Figure 3.10-2** and is bounded on the north and northwest by I-84, which forms a visual barrier separating downtown Hartford from the neighborhoods to the north; Spruce Street and the right-of-way of Amtrak’s Northeast Regional rail on the west; Asylum Street on the south; and Ann Uccello Street on the east (PAL, 2024).

Seven National Register-listed resources are located within the recommended APE for the Allyn Site, including five individual buildings and portions of two National Register-listed historic districts. One of the National Register-listed historic districts, the Ann Street Historic District, partially overlaps with the recommended APE. A summary of these historical resources is included in **Table 3.10-2** (PAL, 2024).



Source: PAL, 2024

**Figure 3.10-2. Recommended APE and Historic Architectural Resources at the Allyn Site**

**Table 3.10-2. Historic Resources within the Recommended APE of the Allyn Site**

| Name   | Distance from Allyn Site      | NRHP Status      |
|--|-------------------------------|------------------|
| Ann Street Historic District                                 | Partially Within Project Site | Currently listed |
| High Street Historic District                                | Directly Adjoining            | Currently listed |
| Judd and Root Building<br>175–189 Allyn Street               | Directly Adjoining            | Currently listed |
| U.S. Post Office and Federal Building<br>135–149 High Street | Directly Adjoining            | Currently listed |
| Batterson Block<br>26-28 High Street                         | 0.05 miles                    | Currently listed |
| Footguard Hall<br>159 High Street                            | 0.07 miles                    | Currently listed |
| Hartford Union Station<br>5 Union Place                      | 0.08 miles                    | Currently listed |

Source: PAL, 2024

### 3.10.2 Environmental Consequences

#### 3.10.2.1 *Alternative 1 – Woodland Site*

##### Archaeological Resources

The Woodland Site has been extensively disturbed by previous construction, including the rerouting of the North Branch Park River to its current location, which likely would have destroyed any archaeological deposits that may have been present on the property. As a result, the Woodland Site location is assessed as having low archaeological sensitivity for both pre-contact and post-contact resources. If the Woodland Site were selected for the proposed new courthouse building, no further archaeological investigations would be recommended (PAL, 2024). Thus, there would be **no effects** to archaeological resources as a result of construction activities under Alternative 1.

Although unlikely, if cultural materials were to be discovered during construction activities, all earth-moving activity within and around the immediate discovery area would be avoided until a qualified archaeologist can assess the nature and significance of the find.

##### Historic Resources

Under Alternative 1, there could be **direct, permanent, moderate to major, localized, and adverse** effects on historic resources in the recommended APE. The Woodland Site contains two buildings, the state office building (the Phoenix Insurance Company Building) and the vacant ancillary building (the Perkins-Clark House Garage), that were built over 50 years ago and have not been surveyed by the City of Hartford or evaluated for eligibility to the NRHP (PAL, 2024). Under Alternative 1, the two buildings may be demolished or reused as part of the construction of the new courthouse. If these structures are determined eligible for listing on the NRHP, then demolition would be considered an adverse effect. In addition, demolition of the Perkins-Clark House Garage may affect the character of the National Register-listed Nook Farm and Woodland Street Historic District and the nearby individually National Register-listed Perkins-Clark House.



If the Woodland Site were acquired for the proposed new courthouse building, GSA would ensure compliance with the NHPA. GSA would do a formal evaluation of the properties to determine if they are eligible for listing on the NRHP. If the properties are found to be eligible, compliance with Section 106 of the NHPA would involve consultation with interested parties, including the SHPO, to evaluate the impact on any historic properties and identify potential mitigation measures to minimize adverse effects. GSA would memorialize the findings and mitigation measures in a Memorandum of Agreement (MOA) with the Connecticut SHPO and consulting parties. If the Phoenix Insurance Company building and the Perkins Clark House garage are determined ineligible for the National Register, there would be **no effects** to historic resources within the direct APE.

There would be **indirect, long-term, negligible, and localized** effects on historic resources in the vicinity of the Woodland Site. These effects may be beneficial or adverse depending on the design of the new courthouse. As listed in **Table 3.10-1**, there are five National Register-listed historic resources present in the recommended APE, including three historic districts and two individual buildings. Field observations indicate that all five resources would have full views or partially obstructed views of the new courthouse on the Woodland Site (PAL, 2024). New construction of any building could indirectly affect historic properties by introducing visual architectural elements, shadows, and any other changes that could affect the character of the historic properties or the historic districts and their settings. However, the courthouse would most likely be designed such that it blends in with the other urbanized features in the viewshed of the historic resources in the recommended APE, such as other commercial and residential buildings, schools, churches, and parking lots. Since the Woodland Site currently houses a six-story building, the new courthouse most likely would not attract attention or dominate the visual landscape. Therefore, the construction of the new courthouse would result in **negligible** effects to historic resources in the indirect APE.

### **3.10.2.2 Alternative 2 – Allyn Site**

#### **Archaeological Resources**

Under Alternative 2, there would be **direct, permanent, negligible to moderate, site-specific, and beneficial or adverse** effects on archaeological resources. The Allyn Site was determined to have a moderate post-contact archaeological sensitivity due to the persistence of historical buildings on the site until the 1990s and prior discoveries of post-contact archaeological resources within 0.5 mile of the Allyn Site (PAL, 2024). If the Allyn Site were acquired for the proposed new courthouse building, GSA would pursue additional studies and Section 106 consultation to identify any potentially significant archaeological resources that may be affected by the Project.

If cultural materials were to be discovered during construction activities, all earth-moving activity within and around the immediate discovery area would be avoided until a qualified archaeologist could assess the nature and significance of the find. Although unlikely, if archaeological resources are discovered, the effects would be **negligible to moderate** in magnitude depending on the importance of the resource and could be considered either **adverse** or **beneficial**. The effect would be beneficial if the discovery led to the identification of a historically or culturally important resource. The effect would be adverse if the resource were destroyed in the process of conducting site work; however, measures would be taken to protect the resource in the event of discovery. Even with moderate post-contact archaeological sensitivity, it is more likely that no cultural resources are discovered during ground-disturbing activities. If no cultural resources are discovered, there would be **no effects** on archaeological resources.

## Historic Resources

The Allyn Site does not contain any historic resources within the direct APE that could be affected under Alternative 2. A portion of the Allyn Site at the southeast corner is within the boundary of the National Register-listed Ann Street Historic District; however, any historic buildings formerly located there have been demolished. Therefore, any physical effects from construction within the Ann Street Historic District would not affect any of the resources contributing to the historic district.

There would be **indirect, long-term, negligible, and localized** effects on historic resources in the vicinity of the Allyn Site under Alternative 2. These effects may be beneficial or adverse depending on the design of the new courthouse. As listed above in **Table 3.10-2**, there are a total of seven National Register-listed historic resources present in the recommended indirect APE, including two historic districts and five individual buildings. Field observations indicate that all resources would have full views or partially obstructed views of the new courthouse on the Allyn Site (PAL, 2024). Construction of the new courthouse would have similar effects on historic resources in the indirect APE as under Alternative 1. While the new courthouse would be a new addition to the landscape, its presence in the viewshed of the historic resources most likely would blend in with the other urbanized features in the landscape, such as other commercial and residential buildings, schools, churches, and parking lots, depending on the design of the structure. Although alterations to the characteristic landscape would be seen and noticeable, the new courthouse would not dominate the visual landscape.

### 3.10.2.3 No Action Alternative

Under the No Action Alternative, site acquisition and the subsequent design, construction, and operation of a new courthouse would not occur. GSA would complete minor repairs and renovations at the Court facilities, as needed, but no substantial ground disturbances would occur. As such, there would be **no effects** on archaeological or historic resources.

## 3.11 GEOLOGY, TOPOGRAPHY, AND SOILS

### 3.11.1 Affected Environment

The three areas of analysis for geology, topography, and soils are the Woodland Site, the Allyn Site, and the Ribicoff FB & CH.

The 10.19-acre Woodland Site includes areas of complete or partial disturbance. The state office building, ancillary building, parking lot, and the gravel area are entirely disturbed and covered by impervious and semi-impervious surfaces while the landscaped areas and the riparian area along the North Branch Park River of the Woodland Site are also disturbed, though they maintain surface permeability. The 2.19-acre Allyn Site has a history of disturbance from property usage as a gasoline filling station, auto sales/repair, auto body repair shop, printing operations, a machine shop, steam laundry, and other commercial uses. The property has previously been disturbed and is entirely covered by impervious surfaces with minimal landscaping around the site boundary. The area of analysis for the Ribicoff FB & CH includes one parcel that is entirely disturbed and developed with minimal landscaping on the site.

#### 3.11.1.1 Geology

Geology is the science of the Earth and the study of related dynamics and composition. Geologic features range from mountains and plateaus to valleys. Regional geology additionally refers to the composition of the underlying bedrock and the distribution of materials at or near Earth's surface in a specific area (VT DEC, 2018).

The areas of analysis reside within the Connecticut Central Lowlands of the New England Uplands of the New England physiographic province (CT GNHS and USGS, 1985; Fenneman, 1938). The Connecticut Central Lowlands are predominated by the Connecticut River which starts approximately 250 miles north-northwest of the areas of analysis. The Connecticut River meanders south, separating the White Mountains of New Hampshire to the east from the Green Mountains of Vermont to the west – both of which are subranges of the Appalachian Mountains. As the Connecticut River enters central Massachusetts approximately 48 miles north of the areas of analysis, the region surrounding the river widens to encompass the Connecticut River Valley (Google Earth, 2023).

The New England Uplands are an upraised plain underlain by granite, gneiss, schist, and shales extending from the northern tip of Maine to eastern New York. The region contains several thousand scattered lakes and isolated hard rock hills as remnants of the Last Glacial Maximum (LGM)<sup>7</sup>. The New England Upland typically ranges from 500 to 1,500 feet; however, the region encloses three lower-lying areas including the areas of analysis within the 20-mile-wide Connecticut River Valley (Reynolds, 2010). Within the areas of analysis, the depth to bedrock varies greatly, between 10 and 150 feet below the surface; however, all of the Project sites are located near bedrock outcroppings (Handman and Hildreth, 1972).

The bedrock geology of the areas of analysis is underlain by the Portland Arkose from the Lower Jurassic period. Portland Arkose is a sedimentary geologic formation containing major components of reddish-brown to maroon micaceous arkose<sup>8</sup> and minor components of red to black silt shale and sedimentary conglomerate (CT GNHS & USGS, 1985).

### **3.11.1.2 Topography**

Topography refers to the three-dimensional arrangement of physical attributes (e.g., shape, height, and depth) of a land surface in a certain location (Bailey, 2014). For the purpose of this Draft EIS, topography may relate to the geologic features of a region but is specific to the physical attributes of parts or all of the areas of analysis. Based on Google Earth elevation data and the Environmental Database Reports (EDR) on physical setting, the areas of analysis range from approximately 23 to 84 feet above mean sea level (amsl) (EDR, 2022a; EDR, 2022b; EDR, 2023). The general topography of the areas of analysis is flat. Within 5 miles of all three areas of analysis, the topography has a local maximum elevation at Johnson Hill, approximately 205 feet amsl. The lack of significant topographic features in the areas of analysis is consistent with the characteristics of the Connecticut Central Lowlands (USGS, 2021).

The topography of the areas of analysis is relatively flat with no site having a slope above 3.3 percent grade. The topography of the Woodland Site has a maximum elevation of 90 feet and gradually slopes downwards from the northwest to the southwest to the North Branch Park River, a tributary of the Connecticut River, at 57 feet amsl. The topography of the two sites located in downtown Hartford (the Allyn Site and the Ribicoff FB & CH) gradually decreases in elevation towards the buried portion of the Park River, a tributary of the Connecticut River, flowing west to east through downtown Hartford. At a maximum elevation of 75 feet amsl, the elevation of the Allyn Site decreases to the south to 46 feet amsl and at a maximum of 68 feet amsl, the elevation at the Ribicoff FB & CH decreases to the northeast to 44 feet amsl (Google Earth, 2023).

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<sup>7</sup> The LGM occurred about 20,000 years ago when the average global temperature was approximately 11°F colder than current day and glaciers extended south to modern-day Manhattan, New York (USGS, No date).

<sup>8</sup> Micaceous arkose is a mica-containing sandstone with at least 25 percent feldspar (CT GNHS & USGS, 1985).

### 3.11.1.3 Soils

Soil is a collective term for the inorganic and organic substrate covering bedrock which supports vegetation growth and vegetative cover for wildlife habitat. Soil properties are determined by five factors (USDA, No Date):

- 1) physical and mineralogical composition of the parent material;
- 2) climate under which the soil material accumulated and has existed since accumulation;
- 3) plant and animal life atop and within the soil;
- 4) topography; and
- 5) length of time that these forces of soil formation have acted on the parent material.

The areas of analysis are located within the Connecticut River Valley which contains predominantly deep, fine sandy loam to silt loam soils high in fine sand and silt (Lull, 1968). The soils in the region drain well and have developed in floodplains and/or glaciofluvium<sup>9</sup> (Reynolds, 2010).

The U.S. Department of Agriculture's Natural Resources Conservation Service's Web Soil Survey and National Cooperative Soil Survey's Soil Survey Geographic Database were used to determine the composition of soils within the areas of analysis (USDA, 2023). The primary soil in the areas of analysis at all sites is defined by urban land. Soils classified as urban land are located in areas of high population density with largely built environments. These soils can be significantly changed by human-transported materials and human-altered materials or may be minimally altered or intact undisturbed soils. Urban land soil exhibits a wide variety of conditions and properties and may be covered by impervious surfaces, such as buildings and pavement (USDA, 2019). Additionally, given the condition and disturbance of urban land, effects to urban land soil are generally minimal relating to its productivity and function as they have previously been disturbed to a great extent. However, with remediation, beneficial effects on urban soil can be significant (e.g., reestablishing organic productivity). Urban land is a general term applied to such soils throughout the U.S. and differs greatly by location. Additional soil classification and distribution information for the Project sites are presented in **Table 3.11-1**.

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<sup>9</sup> Glaciofluvium sediments are deposited by glacial meltwater in a floodplain environment and consist of sand, gravel, cobble, boulders, and till. They were deposited in ice contact or near-ice positions by glacial meltwater during the last phase of glaciation when glaciers were stagnant or retreating (VSSLR, No date).

**Table 3.11-1. Soil Characteristics and Disturbance for Project Sites**

| Site             | Acres | Acres Disturbed | Soils Classification          | Soil Distribution | Soil Characteristics   |
|------------------|-------|-----------------|-------------------------------|-------------------|--|
| Woodland Site    | 10.19 | 10.19           | Urban land                    | 53.5 percent      | 0 to 25 percent slope; varied infiltration rates; and varied draining.           |
|                  |       |                 | Saco silt loam                | 15.7 percent      | 0 to 2 percent slope; very slow infiltration rates; and very poorly-draining.    |
|                  |       |                 | Udorthents-urban land complex | 15.2 percent      | 0 to 25 percent slope; slow infiltration rates; and well-draining.               |
|                  |       |                 | Water                         | 14.1 percent      | Not Applicable   |
|                  |       |                 | Winooski silt loam            | 1.50 percent      | 0 to 3 percent slope; moderate infiltration rates; and moderately well-draining. |
| Allyn Site       | 2.19  | 2.19            | Urban land                    | 100 percent       | 0 to 25 percent slope; varied infiltration rates; and varied draining.           |
| Ribicoff FB & CH | 2.1   | 2.1             | Urban land                    | 100 percent       | 0 to 25 percent slope; varied infiltration rates; and varied draining.           |

Source: USDA, 2023; EDR, 2022a; EDR, 2022b; EDR, 2023.

### 3.11.2 Environmental Consequences

#### 3.11.2.1 *Alternative 1 – Woodland Site*

Under Alternative 1, the existing state office building and ancillary building may be demolished or reused as part of the construction of the new courthouse. GSA would incorporate some of the existing surface parking into its landscape plan. Construction would be limited to areas outside the floodplain. Site preparation may involve substantial excavation if underground parking is proposed for the new construction. Approximately 2 acres would be excavated, and 0.25 acres would be used as a staging area.

Site preparation techniques which may affect the site’s geology include rock excavation for the foundation of a building or underground parking. The Woodland Site is in an area of Hartford where the depth to bedrock geology is approximately 50 to 150 feet (Handman and Hildreth, 1972). Due to the historic disturbance and depth to bedrock on the Woodland Site, there would be **no effects** to geology under Alternative 1.

The topography of the Woodland Site would likely not be affected by the demolition, site preparation, or construction under Alternative 1. As the site has been previously developed, there would be limited need

for additional grading and filling to flatten the area. As such, if any grading and fill were conducted during construction under Alternative 1, there would be **negligible adverse** effects to topography given the site's history.

Heavy equipment used for demolition, site preparation, and construction under Alternative 1 would result in effects to soils within the area of analysis. With the implementation of the construction and stormwater BMPs described in Section 3.12 Water Resources, **adverse** effects to soils from heavy machinery and staging would be **direct** and **indirect, short-term, minor, and site-specific**. Site preparation (excavation, grading, etc.) and the presence of heavy equipment would compact, loosen, and destroy the structure and function of soils. Ground disturbance would cause soil detachment and wind and stormwater runoff would transport freshly disturbed soils causing the indirect effect of erosion.

After completion of construction under Alternative 1, impervious surfaces at the site would result in the loss of soil drainage, function, and structure due to compaction and covering of soils with concrete, asphalt, and other impermeable surfaces and from use of heavy equipment and vehicle and foot traffic. Impervious surfaces also increase the potential for water runoff. Under Alternative 1, there may be less overall impervious surface than currently exists on the site, and the portion of the existing parking lot that experiences frequent flooding may be improved with landscaping using native plantings with a goal of improving riparian habitat along the North Branch Park River. This would lead to **direct, long-term, minor, site-specific, and beneficial** effects.

### **3.11.2.2 Alternative 2 – Allyn Site**

Under Alternative 2, site preparation would be similar to Alternative 1. Approximately 2 acres would be excavated, and 0.25 acres may be used as staging area(s) for construction. Unlike Alternative 1, the staging area(s) may not be located onsite due to the limited availability of space at the Allyn Site; instead, paved vacant lots in the vicinity of the Allyn Site may be leased for staging.

The entirety of the Allyn Site for Alternative 2 has been previously disturbed. As such, the excavation for Alternative 2's underground parking levels would occur in areas of historic disturbance. The Allyn Site's history as a fueling station from 1969 to 1990 does not provide sufficient information on what depth the Allyn Site was disturbed (EDR, 2022a). Additionally, the Allyn Site is located within an area of Hartford with a depth to bedrock of 10 to 100 feet below the surface (Handman and Hildreth, 1972). Between the unknown level of historic disturbances and highly varied depth to bedrock, the effects to bedrock cannot be determined without additional sampling. If undisturbed bedrock lies within the Alternative 2 footprint for the underground parking, construction would require rock excavation in addition to typical excavation by conventional heavy equipment. The use of rock extracting heavy equipment would directly affect the excavated bedrock and stress-induced damage to surrounding rock mass may occur. Practices to reduce potential effects to surrounding rock mass would be adhered to, when possible, to ensure minimal effects to geology within the Allyn Site. As such, the **adverse** effects to geology from the excavation of the underground parking levels would be **direct, permanent, minor to moderate, and localized** depending on whether rock excavation is needed. **No effects** to geology would occur if bedrock excavation is deemed not necessary.

In addition to excavation for the underground parking, the Allyn Site would only require minor grading for the new courthouse due to the existing topography at the site being previously flattened. The area of analysis has an east to west slope of 3.4 percent. A slope of 0 to 5 percent indicates relatively level land with little to no issues for development. The Allyn Site has a local elevation of 75 feet amsl, and the topography decreases to the south to 46 feet amsl. The site does not contain any topographic features as the historic disturbances eliminated any nonurban characteristics. Overall, there would be **no effects** to

topography from Alternative 2 given that the grading of the site would be minimal and that the site does not contain any topographic features.

The Allyn Site is entirely composed of previously disturbed soils and with the exception of minimal landscaping, the site is covered by paved, impervious surfaces. Under Alternative 2, the new courthouse construction may include a 50-foot setback from the sidewalk which could be landscaped using native plantings. The effects of heavy equipment usage on soils during demolition, site preparation, and construction would be similar to Alternative 1. During site preparation, soil would likely be exposed, causing soil detachment, wind and stormwater runoff, and erosion. BMPs described in Section 3.12 Water Resources would be implemented to mitigate erosion at the site. Similar to Alternative 1, Alternative 2 would result in overall **direct** and **indirect, short-term, minor, site-specific**, and **adverse** effects to soils at the Allyn Site from construction activities.

### **3.11.2.3 No Action Alternative**

Under the No Action Alternative, no new effects to geology, topography, or soils in the area of analysis would occur as there would not be any ground disturbing activities. In the long term, negligible disturbance to soils would continue and would be limited in extent from maintenance activities (e.g., facility repairs, landscaping). These effects would not noticeably alter soil compaction, soil horizons, runoff, or erosion within the area of analysis. Overall, **no effects** to geology, topography, and soils are anticipated under the No Action Alternative.

## **3.12 WATER RESOURCES**

### **3.12.1 Affected Environment**

#### **3.12.1.1 Surface Water**

Surface water resources in northern Connecticut generally consist of lakes, rivers, streams, and wetlands. Surface water is important for its contributions to the economic, ecological, recreational, and human health of a community. Year-round presence of water in surface water features varies, falling into the categories of perennial, intermittent, and ephemeral.

Water quality describes the condition of water, including chemical, physical, and biological characteristics, usually with respect to its suitability for a designated use. The most common standards used to monitor and assess water quality define the health of ecosystems, safety of human contact, extent of water pollution, and condition of drinking water. Water quality standards (WQS) are provisions of state, territorial, authorized tribal, or federal law approved by the EPA that describe the desired condition of a water body and the means by which that condition is protected or achieved (EPA, No Date-b). Water bodies can be used for purposes such as recreation, scenic enjoyment, and fishing and are home to a wide variety of wildlife. To protect human health and aquatic life in these waters, states, territories, and authorized tribes establish WQS. WQS form a legal basis for controlling pollutants entering the waters of the U.S.

The Clean Water Act (CWA) requires the EPA to develop criteria for surface water quality that accurately reflect the latest scientific knowledge on the impacts of pollutants on human health and the environment. Section 303(d) of the CWA requires that states identify water quality segments that fail to meet water quality standards. Under Section 303(d) of the CWA, states are required to evaluate all available water quality-related data to develop a list of waters that do not meet established WQS (i.e., “impaired”) and those that currently meet WQS but may exceed it in the next reporting cycle (i.e., “threatened”). States

then must calculate the maximum amount of a pollutant that can occur in a waterbody and still meet WQS, which is known as a Total Maximum Daily Load (TMDL). A waterbody that is impaired or threatened and needs a TMDL restoration plan is called a listed impaired water or a Category 5 waterbody. When a waterbody has had a TMDL restoration plan developed but is still impaired, it no longer appears on the 303(d) list, and it is called a Category 4 water. A Category 3 water is one in which there is insufficient information available for all designated uses; Category 2 waters have some designated uses supported; and Category 1 waters have all designated uses fully supported.

### **Woodland Site**

The 10.19-acre Woodland Site drains to the west towards the North Branch Park River which comprises the western boundary of the parcel. This river segment flows in a southerly direction, combining with the South Branch Park River approximately 1.1 miles downstream of the site to form the Park River. The area of analysis for this site is located in the Lower Connecticut River Hydrologic Unit Code (HUC)-8 (01080205). The reach of the North Branch Park River near the Woodland Site is Assessment Unit ID CT4404-00\_02 in Connecticut's 2022 Integrated Water Quality Report, where it is listed as impaired under Section 303(d). This reach is a Category 5 waterbody and does not support its designated use for Habitat for Fish or Other Aquatic Life due to unknown causes (EPA, 2022c).

### **Allyn Site**

The 2.19-acre Allyn Site drains to the south, reaching a piped segment of the Park River via curb inlets and grates. This piped section is called the Gully Brook Conduit; it connects to the Park River Conduit before outfalling to the Connecticut River approximately 1.2 miles southeast of the Allyn Site. The area of analysis for this site is located in the Lower Connecticut River HUC-8 (ID 01080205). The reach of the Park River near the Allyn Site is Assessment Unit ID CT4400-00\_01. It is not listed in Connecticut's 2022 Integrated Water Quality Report, but it has been identified as impaired. It is a Category 4 waterbody which is "not supporting" for two designated uses (Habitat for Fish, Other Aquatic Life and Wildlife and Recreation) due to unknown causes (EPA, 2022c). Probable sources of impairment are noted to be channelization and combined sewer overflows (CSOs).

### **Ribicoff Federal Building and Courthouse**

The Ribicoff FB and CH generally drains to the north, reaching the Park River Conduit via curb inlets and grates. It drains to the same surface waters as the Allyn Site.

Stormwater runoff from all three sites reaches the Park River Conduit, which was constructed by the U.S. Army Corps of Engineers (USACE). The Park River Conduit outfalls to the Connecticut River, Unit ID CT4000-00\_03, which is 303(d) listed as impaired and is a Category 5 water. It is impaired for Fish Consumption and Recreation. The probable sources contributing to impairment from 2022 are CSOs, municipal point source discharges (PCBs and *Esherichia coli*), and unspecified urban stormwater (EPA, 2022c). The CT DEEP also developed water quality classification maps which classify the Connecticut River as "Class SB," which describes bodies of water with designated uses of habitat for marine fish and aquatic life and wildlife; commercial shellfish harvesting; recreational; industrial water supply; and navigation (CT DEEP, 2018b).

#### **3.12.1.2 Stormwater**

Stormwater is an important contributor to surface water systems and is a potential source of sediments and other contaminants that could degrade downstream receiving waters. Stormwater runoff in urban areas is one of the leading sources of water pollution in the U.S. Impervious areas such as parking lots,



roofs, and sidewalks are sources of contaminants including sediments from muddy tires, brake dust and leaked oil from vehicles, animal droppings, and litter. Impervious surfaces prevent rainwater from infiltrating into soils, and as a result, stormwater runs off at higher rates and volumes as compared to undeveloped sites without impervious surfaces. These higher flow rates and volumes can cause increased flooding and erosion.

Under Section 438 of the Energy Independence and Security Act of 2007 (EISA), federal agencies are required to reduce stormwater runoff from development and redevelopment projects to protect water resources. Federal agencies can comply using a variety of stormwater management practices often referred to as "green infrastructure" or "low impact development" practices, including reducing impervious surfaces or utilizing native vegetation, porous pavements, cisterns, or green roofs (EPA, No Date-c).

To prevent pollutants from being washed or dumped into municipal separate storm sewer systems (MS4s), certain operators are required to obtain National Pollutant Discharge Elimination System (NPDES) MS4 permits and develop stormwater management programs (SWMPs). A SWMP describes the stormwater control practices that will be implemented consistent with permit requirements to minimize the discharge of pollutants. A SWMP includes annual reporting of the operator's progress in implementing BMPs. These BMPs may include public participation; detection and elimination of illicit discharges; controlling construction site runoff; and managing post construction stormwater runoff. The City of Hartford is an MS4 permittee. The term BMP can be used to describe a non-structural practice to reduce pollution, such as frequent maintenance, or it can also be a structure, such as a rain garden or infiltration trench.

Part of the city's SWMP requirements involve managing runoff from construction sites. Construction projects must implement BMPs to mitigate the escape of sediment and other contaminants from construction sites and to prevent and mitigate spills. These BMPs are identified through the development of a Stormwater Pollution Prevention Plan (SWPPP) which must be in place before any land disturbing activities are underway.

The Metropolitan District Commission (MDC) owns and operates the combined storm and sanitary sewers as well as a number of separated storm sewer systems located within Hartford. The MDC is under consent order from the CT DEEP to address CSOs. The Clean Water Project is MDC's response to this order; this project is a multiphase effort in excess of \$2 billion which, in part, aims to reduce CSOs to streams and rivers. The project, which is currently underway, involves reducing the volume of stormwater entering the pipes; separating the older combined sewers; constructing two storage tunnels; installing interceptor pipes; and upgrading two treatment plants (Clean Water Project, No Date).

### **Woodland Site**

Stormwater at the Woodland Site is generally discharged from impervious surfaces on the site to collection structures, underground piping, and eventually to small outfalls and ditches or directly to the North Branch Park River. The runoff collection system includes both runoff from roof surfaces and paved areas; some of the site's runoff likely reaches combined sewers. The City of Hartford is currently partnering with the MDC on a drainage study of the North Branch Park River. The MDC is conducting a video inspection and sewer flow metering project in the vicinity of the Woodland Site as part of its drainage study (MDC, No Date).

## **Allyn Site**

The Allyn Site is covered almost fully by impervious surfaces which prevent rainwater from infiltrating into the soil. Runoff from the site drains to the south, reaching the Gully Brook Conduit via curb inlets and grates. The Gully Brook Conduit joins the Park River Conduit and eventually outfalls to the Connecticut River. The Gully Brook Conduit ranges from 72-inches to 132-inches in diameter and receives flow from approximately 1,330 acres (CDM Smith, 2016). The Park River Conduit was constructed by the USACE.

## **Ribicoff Federal Building and Courthouse**

The Ribicoff FB and CH generally drains to the north, reaching the Park River Conduit via curb inlets and grates. The site is already fully developed and impervious, preventing rainwater from infiltrating into the soil. The Ribicoff FB and CH adheres to a Stormwater Operations Plan that implements several types of stormwater management facilities, such as catch basins, drains in the window wells, a sump pump, and a sediment tank (GSA, No Date).

There are no known green infrastructure or low impact development practices currently employed at any of the proposed Project sites.

### **3.12.1.3 Wetlands**

Wetlands are areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time, including during the growing season. Water saturation largely determines how the soil develops and the types of plant and animal communities living in and on the soil. Wetlands support both aquatic and terrestrial species. Wetlands vary widely because of regional and local differences in soils, topography, climate, hydrology, water chemistry, vegetation, and other factors, including human disturbance.

The Cowardin system is one common approach to classifying wetlands; it categorizes landscape position (e.g., tidal, riverine, lacustrine, and palustrine) by cover type, including open water, submerged aquatic bed, emergent vegetation, shrub wetlands, and forested wetlands, and by hydrologic regime (e.g., permanently flooded, seasonally flooded, or temporarily flooded). The U.S. Fish and Wildlife Service (USFWS) has developed the National Wetlands Inventory (NWI) which maps some but not all portions of wetlands from aerial photography. Section 404 of the CWA regulates the discharge of dredged and fill materials into waters of the U.S., including wetlands, as discussed in Section 1.4.3.

## **Woodland Site**

At the Woodland Site, riverine wetlands are identified in the NWI in areas adjacent to the North Branch Park River (USFWS, No Date) as shown in **Figure 3.12-1**. As such, a wetland delineation was conducted in the winter of 2023 at the Woodland Site to collect more detailed information, and the delineated wetlands are presented in **Figure 3.12-2**.

In December 2023, ECS Mid-Atlantic, LLC conducted a wetland and stream delineation study at the Woodland Site (see Appendix D). The study identified two potentially jurisdictional wetland areas, totaling 0.20 acres, and one potentially jurisdictional stream, totaling 1,036 linear feet (the North Branch Park River), in the study area (ECS Mid-Atlantic, 2024). Wetland 1 was described as 0.01 acre of Palustrine emergent wetland located within a primarily wooded area along the southeast edge of the lower parking lot. Wetland 2 was described as 0.19 acre of Palustrine forested wetland located on the western overbank of the North Branch Park River. The delineated wetlands and stream are shown in **Figure 3.12-2**. Both wetland locations are also within the 1 percent annual chance flood hazard area of the North Branch Park

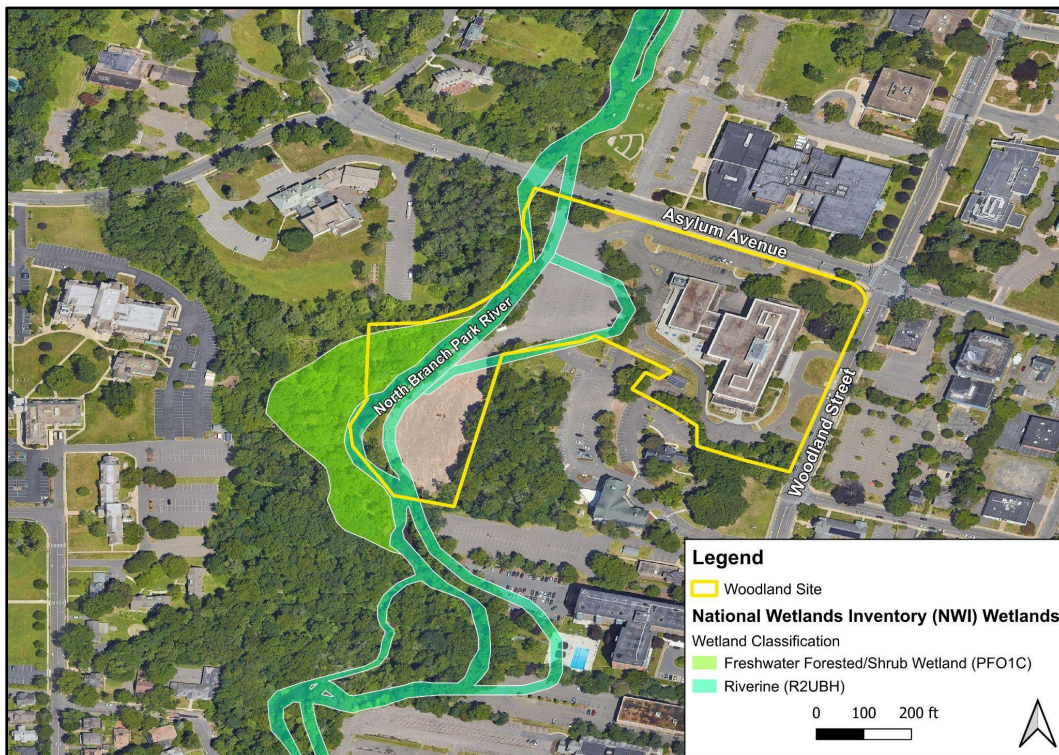
River. The wetland delineation also indicated the presence of additional Palustrine forested wetland areas outside the site boundary.

### Allyn Site

There are no wetlands in the vicinity of the Allyn Site, according to the NWI. This site is within highly urbanized areas and is almost entirely covered by impervious surfaces. The nominal areas that are not impervious are landscaped islands.

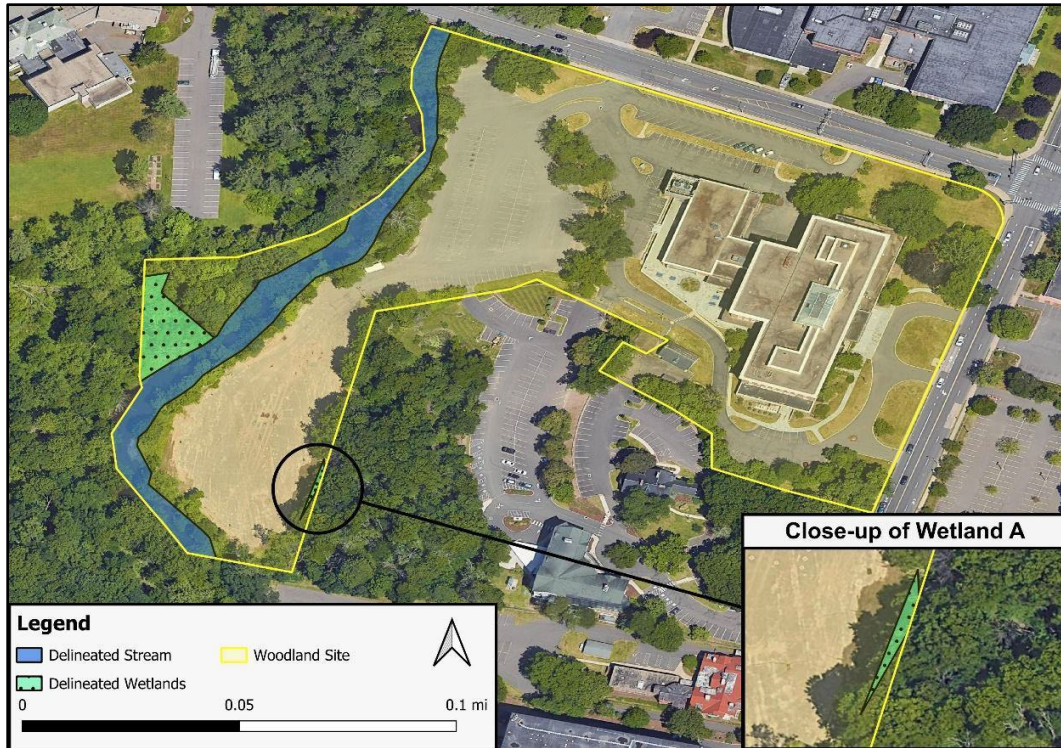
### Ribicoff Federal Building and Courthouse

There are no wetlands in the vicinity of the Ribicoff FB and CH, according to the NWI. This site is within highly urbanized areas and is almost entirely covered by impervious surfaces. The nominal areas that are not impervious are landscaped islands.



Source: USFWS, No Date

**Figure 3.12-1. NWI Wetlands near the Woodland Site**



Source: ECS Mid-Atlantic, 2024

**Figure 3.12-2. Delineated Wetlands at the Woodland Site**

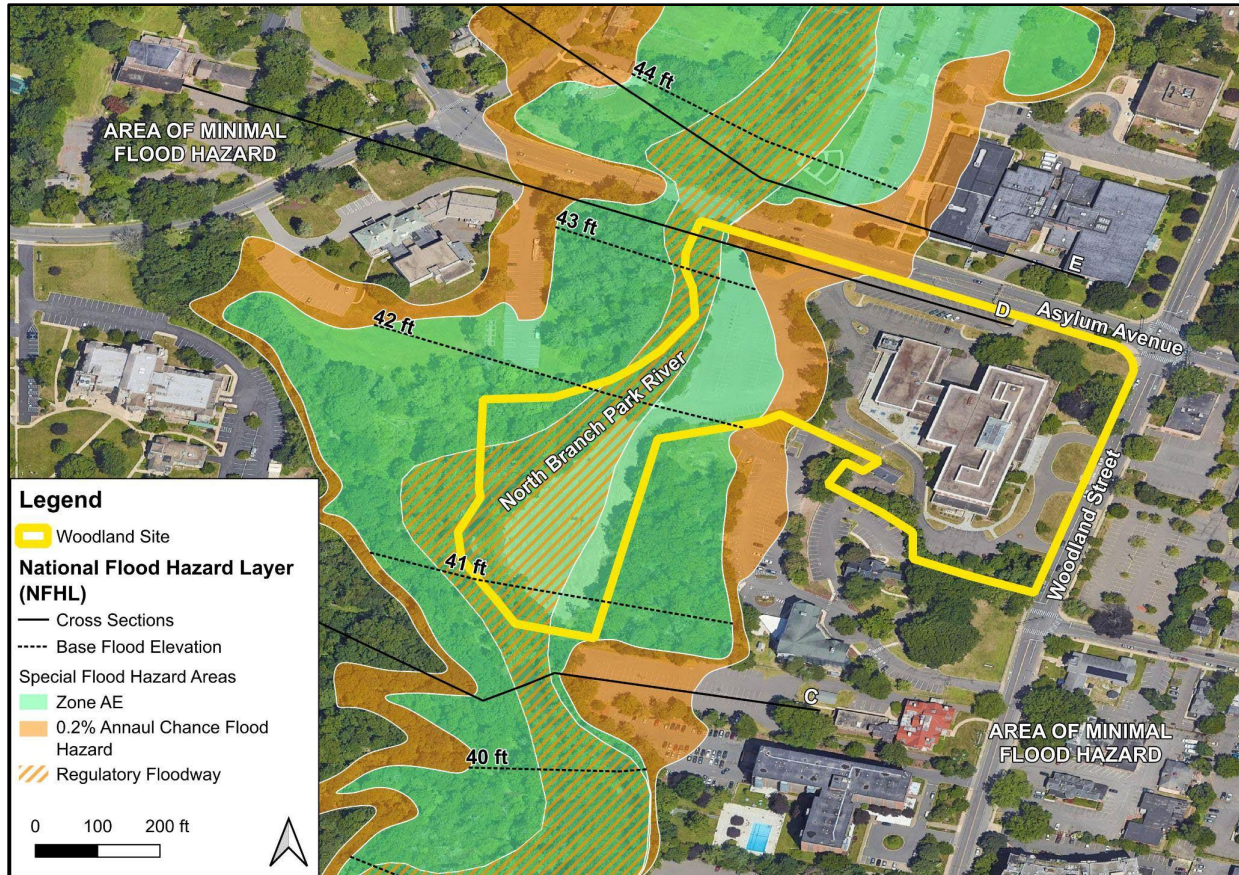
### 3.12.1.4 Floodplains

EO 11988, *Floodplain Management*, requires federal agencies to avoid adverse impacts associated with the occupancy and modification of floodplains. This EO requires agencies to determine if a proposed action will occur in a floodplain, and if so, to consider alternatives to avoid adverse effects.

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) which aims to reduce the impacts of flooding on private and public structures. The NFIP works with communities required to adopt and enforce floodplain management regulations to help mitigate the effects of flooding. FEMA publishes Flood Insurance Rate Maps (FIRMs) which depict areas across the country that are subject to flood risk.

#### Woodland Site

The area of analysis for the Woodland Site is depicted on FEMA FIRM panel 09003C0364F with an effective date of September 26, 2008. The western half of the site is located within the 0.2 percent annual chance flood hazard area, within Zone AE, or within the floodway of the North Branch Park River. Zone AE refers to locations subject to a 1 percent annual chance of flooding where base flood elevations are provided. The base flood elevations in the vicinity are approximately between 42 and 43 feet on the North American Vertical Datum (NAVD) of 1988, as shown in **Figure 3.12-3**. The floodway is an area that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. The surface parking lot closest to the North Branch Park River has a sign that warns drivers the area is subject to flooding.



**Figure 3.12-3. Special Flood Hazard Areas near the Woodland Site**

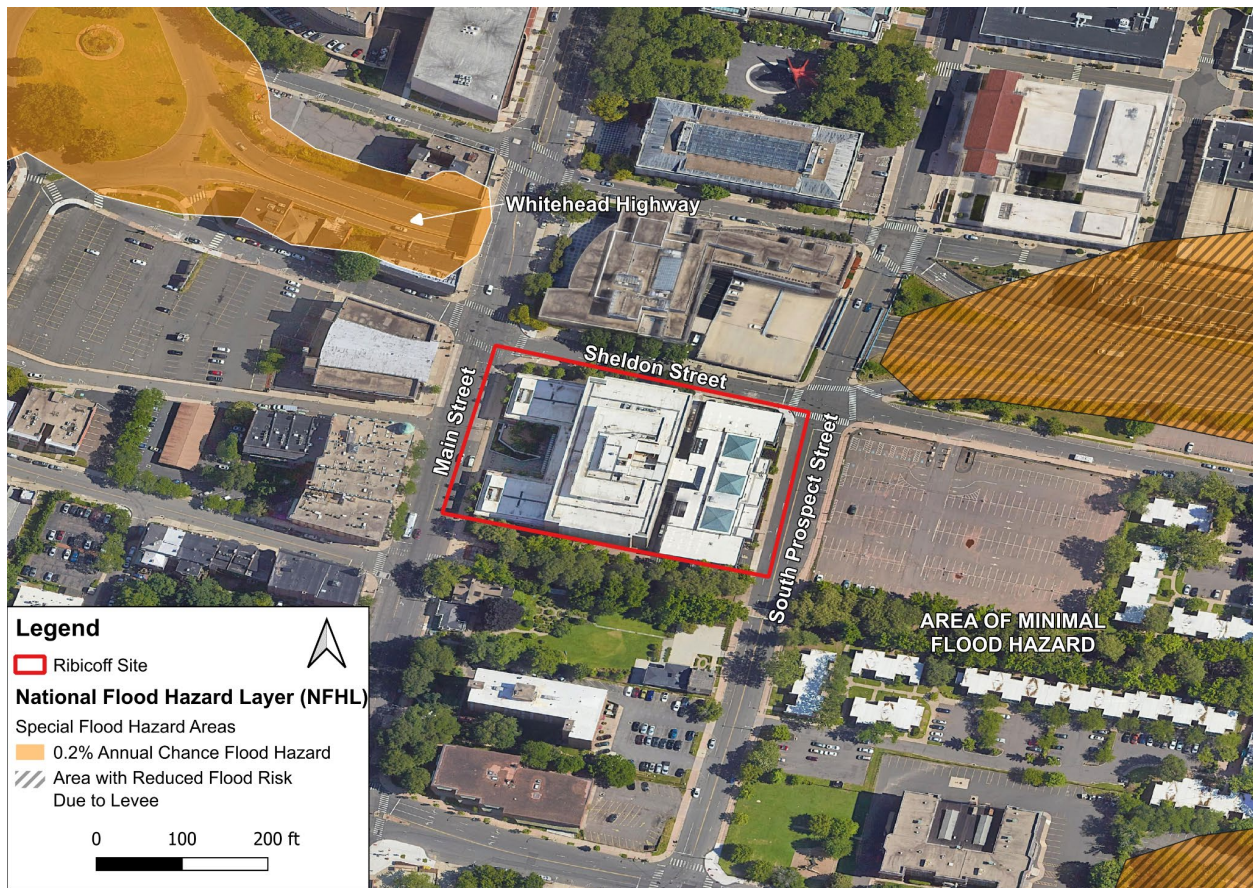
### Allyn Site

The Allyn Site is located in central Hartford on FIRM panel 09003C0368G, with an effective date of September 16, 2011. It is located within the zone of minimal flood hazard.

### Ribicoff Federal Building and Courthouse

The existing Ribicoff FB and CH is located in central Hartford on FIRM panel 09003C0368G, with an effective date of September 16, 2011. To the northeast of the site, some areas of the Whitehead Highway are mapped as “Area with Reduced Flood Risk Due to Levee.” To the northwest of the site, some areas of the Whitehead Highway are mapped as 0.2 percent annual chance flood event flood hazard areas. These areas are shown in **Figure 3.12-4**. The existence of these flood hazard areas does not obstruct ingress or egress from the Ribicoff FB and CH; multiple surface streets would be available to and from the site even if the mapped areas became inundated as shown on the FIRM.

The City of Hartford is actively rehabilitating the federally constructed levee system along the Connecticut River. The levee system and the Park River Conduit system protect large areas of the city from flooding of the Connecticut and Park Rivers (Hartford DPW, 2023).



**Figure 3.12-4. Special Flood Hazard Areas near the Ribicoff Federal Building and Courthouse**

## 3.12.2 Environmental Consequences

### 3.12.2.1 *Alternative 1 – Woodland Site*

#### Surface Water and Stormwater

Construction activities would disturb soils and remove some of the existing vegetative cover, which can cause or exacerbate erosion. Uncontrolled erosion during construction can lead to the escape of sediment or other contaminants from the site, which could degrade the quality of downstream surface water by increasing total suspended solids or by facilitating the transfer of contaminants bound to sediment particles.

For construction under Alternative 1, which would disturb more than 1 acre, a Construction General Permit would be required to satisfy the NPDES program. Permits contain limits on what can be discharged, monitoring and reporting requirements, and other provisions to ensure that the discharge does not harm water quality. Construction General Permits for locations that drain into listed impaired waters, such as for the Woodland Site, have more robust control measures required than those that drain to non-listed and non-impaired surface waters. These measures include disturbing no more than 3 acres at a time. A permit application for NPDES compliance involves the development of a SWPPP to document the BMPs to be used on the construction site to reduce or prevent the discharge of pollutants. Stormwater BMPs are practices to prevent or mitigate the escape of sediment from a site with disturbed soils and manage

or mitigate the risk of spills. Erosion control BMPs during the construction phase often include temporary seeding, use of silt fencing, installation of gravel construction entrances/exits, installation of temporary sediment basins, and other methods as determined during detailed design.

Accidental spills of chemicals, fuels, or other substances used during construction would have a low likelihood of occurring, however if they occur, they could contribute to small reductions in water quality depending on the volume and composition of spilled substances. Spill prevention BMPs would be implemented to reduce the risk of sediments escaping the site via erosion or the risk of spilled materials (e.g., diesel fuels or oils) escaping the site via stormwater runoff during the construction phase. Drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal are examples of BMPs that are often identified in a SWPPP to mitigate the risk of spills. The SWPPP would document where all BMPs are installed, the site's discharge points, the party responsible for implementing the SWPPP, and training and maintenance records associated with the SWPPP. Formulation and implementation of the SWPPP during the detailed design and construction phases would minimize effects of Alternative 1 on stormwater within the area of analysis.

These effects would occur during the estimated 3-year construction period and would end once construction activities are completed. Through the implementation of the SWPPP, the effects of construction to stormwater runoff would be minor because the risk of escape of sediment or other pollutants from the site would be minimal. Alternative 1 would have **direct, short-term, minor, localized,** and **adverse** effects to surface water and stormwater during construction-related activities. It should be noted that discharges to jurisdictional waters (which would be confirmed by the USACE upon coordination and consultation prior to Project construction), including from dredge and fill materials, stormwater runoff, excavation, clearing and grading, etc. are regulated by dredge and fill permits from the USACE, 401 Water Quality Certification from the CT DEEP, and must comply with the requirements of the CWA and Connecticut WQS. Additionally, Hartford requires an Inland Wetlands and Watercourses (IWW) permit when work is done within a wetland or watercourse or within the upland review area, defined as an area within 100 feet of a wetland, watercourse, or floodplain. IWW permit approval would be required prior to the approval of any site plan or special permit application.

Once construction is completed, ground disturbing activities would cease and soils on the site would be stabilized. Under Alternative 1, the portion of the existing parking lot that experiences frequent flooding may be improved via landscaping. Portions of the parking lot may be planted with native vegetation with a goal of improving riparian habitat. The new facilities may utilize the footprint of the existing buildings, thus, Alternative 1 may involve an overall reduction in impervious surface area. Stormwater system design during the detailed design phase would involve the installation of properly sized culverts, curbs, and gutters, as applicable, to allow for adequate collection and discharge of runoff and to ensure that no new connections to combined sewers are made. The quantity and quality of stormwater runoff during facility operation would be affected by the extent of impervious areas, runoff potential of the soils, site grading, and vegetative cover. Poor vegetative cover or steep slopes can increase erosion, causing sediments to become entrained in stormwater runoff. Impervious cover or poorly draining soils (e.g., clayey soils) reduce the potential for stormwater to infiltrate into the ground, resulting in the generation of a higher volume of stormwater runoff during operation of the facilities.

The possible reduction of impervious area and potential establishment of additional native vegetation may promote the ability of stormwater to infiltrate into the soils. Permanent stormwater BMPs and green infrastructure practices would be installed in compliance with federal, state, and local law, which includes adherence to guidance provided in the Connecticut Stormwater Quality Manual. Adherence to the manual would also support goals of the Clean Water Project. These features may include stormwater detention

or retention ponds with outlet control structures, underground stormwater systems, infiltration trenches, porous pavements, and rain gardens. These permanent stormwater BMPs would be regularly maintained by mowing, removing debris, and repairing damage to help maintain their long-term efficacy. While these site improvements would be beneficial, the overall effect to the North Branch Park River would be imperceptible due to the small area of this site compared to the overall large size of the river's drainage area.

Accidental spills from the use of landscaping equipment or from performing general building maintenance (e.g., cleaning products, landscaping tool fuels, paints) would have a low likelihood of occurrence; however, potential spills could contribute to small reductions of water quality through the same mechanisms as runoff from construction and depending on the volume and composition of spilled substances. The North Branch Park River and other downstream surface waters are, therefore, expected to experience **negligible** effects during the day-to-day operation of the courthouse facilities.

Through the design and construction of the stormwater system and associated improvements via green infrastructure, including permanent stormwater BMPs, Alternative 1 would have **direct, long-term, negligible, localized,** and **adverse** (due to the possible spills) and **direct, long-term, minor, localized,** and **beneficial** (due to green infrastructure implementation) effects to surface waters and stormwater during facility operations. The overall long-term effects would be beneficial.

## Wetlands

The Woodland Site is bound to the west by the North Branch Park River and its floodplain; the western overbank area contains Palustrine forested wetlands and on the eastern overbank is a small area of Palustrine emergent wetlands. Alternative 1 may remove some of the parking lot that is located within the floodplain and may include reseeding with native vegetation. During construction, the delineated wetlands would not be disturbed. Wetland 1 would be protected via BMPs as described in the SWPPP as it is located adjacent to the parking lot that may be improved via landscaping with native plantings. Wetland 2 is located on the opposite side of the North Branch Park River where no construction is planned. As such, Alternative 1 would have **no short-term** effects on wetlands. Prior to construction activities, GSA would coordinate and consult with the USACE to schedule a field meeting to verify the boundaries of the delineated resources on the Woodland Site and obtain a preliminary jurisdictional determination if required. The permit requirements described above under surface water and stormwater effects may also apply to wetlands, and this determination would be made during site design. Any work within 100 feet of wetlands would require an IWW permit.

The proposed courthouse facilities may be sited within the footprint of existing buildings, which are all located outside of the delineated wetlands. Removing pavement within the floodplain areas may facilitate the development of additional wetlands as the adjacent unpaved areas with similar soils, topography, and hydrology are currently delineated as wetlands. The removed parking areas would increase the pervious area along the eastern river overbank and allow for the re-establishment of hydrophytic vegetation over several growing seasons where reseeding occurs. Wetlands may benefit from improved hydrologic connectivity. Alternative 1 would therefore have **direct, long-term, minor, localized,** and **beneficial** effects to wetlands.

## Floodplains

The Woodland Site is bound to the west by the North Branch Park River and its floodplain. Alternative 1 may involve removing a portion of the parking lot that is located within the floodplain. Construction would be limited to areas outside of the floodplain and flood storage areas. Some revegetation may occur which



is desirable for floodplain resources as a vegetated state is more natural than constructed impervious areas. The design phase will identify the detailed siting requirements to ensure that the proposed Project complies with appropriate specifications, including GSA's Floodplain Desk Guide and Facilities Standards (P100). Ingress and egress to the proposed facilities would not be compromised in the event of a flood; access would be maintained via Asylum Street (from the east) and Farmington Avenue (from the east and west) even if the area experienced a 0.2 percent annual chance flood event as shown on the FEMA FIRM. The North Branch Park River floodplain encompasses a vast area. Changes to impervious areas or site layout for a relatively small percentage of its watershed, such as the Woodland Site, would have imperceptible effects to the shape, orientation, or depth of the floodplain. As such, Alternative 1 would have **direct, long-term, negligible, localized, and beneficial** effects to floodplain resources.

### **3.12.2.2 Alternative 2 – Allyn Site**

#### **Surface Water and Stormwater**

The Allyn Site is within a highly urbanized area where runoff from the construction site would discharge to a piped network before reaching the open surface waters of the Connecticut River. Erosion control strategies during the construction phase would likely include curb inlet protection (e.g., gravel bags, filter fabric-wrapped concrete blocks) to help filter runoff before it enters grates or drains as well as removing dirt or debris from construction equipment tires before exiting the site. Mitigation strategies and effects during construction would otherwise be similar to those described for Alternative 1. These effects would occur during the estimated 3-year construction period and would end once these activities are completed. Alternative 2 would have **similar effects** to surface waters and stormwater during construction-related activities as Alternative 1.

There would be imperceptible changes with respect to impervious area because the site is already fully paved. Redevelopment of this site would require adherence to the Connecticut Stormwater Quality Manual, which would improve stormwater quality and reduce stormwater quantity leaving the site as compared to existing conditions wherein no detention is occurring. Permanent stormwater BMPs and green infrastructure practices would be installed as described for Alternative 1, although underground stormwater detention or other BMPs with a relatively small footprint may be favored due to limited space onsite. While the addition of onsite stormwater detention and other BMPs would be beneficial, the overall effect to receiving waters would be negligible due to the small size of this site compared to the overall size and highly urbanized nature of the watershed.

Through the design and construction of the stormwater system and associated improvements via green infrastructure, including permanent stormwater BMPs, Alternative 2 would have **similar effects** to surface waters and stormwater during facility operations as Alternative 1.

#### **Wetlands**

There are no wetlands in the vicinity of the Allyn Site as this area is located in a highly urbanized area of central Hartford. As such, there would be **no effects** to wetlands associated with the implementation of Alternative 2.

#### **Floodplains**

There are no mapped floodplains in the vicinity of the Allyn Site. As such, there would be **no effects** to floodplains associated with the implementation of Alternative 2.

### **3.12.2.3 No Action Alternative**

#### **Surface Water and Stormwater**

There would be no changes with respect to impervious area, site grading, or site layout at the Ribicoff FB and CH. The existing impervious area would continue to impede the ability of stormwater to infiltrate into the soils and, therefore, contribute to the generation of stormwater runoff which can contribute to the degradation of surface water quality in downstream receiving waters. Stormwater runoff water from parking and rooftop areas could introduce small amounts of contaminants, such as leaked oil and fuel, which could reach surface waters. Accidental spills from regular building maintenance activities would have a low likelihood of occurrence but could also contribute to small reductions of water quality depending on the volume and composition of spilled substances. However, these contaminants would be minimal and would not noticeably affect water quality within the area of analysis, especially due to the overall small contribution this site makes to water quality compared to the very large watershed of the Connecticut River. The Ribicoff FB and CH implements a stormwater operations plan which would ensure any adverse effects from stormwater runoff are minimized. As such, the No Action Alternative would have **no effects** to surface water and stormwater resources.

#### **Wetlands**

There are no wetlands in the vicinity of the existing Ribicoff FB and CH site as this area is located in a highly urbanized part of Hartford. As such, there would be **no effects** to wetlands associated with the implementation of No Action Alternative.

#### **Floodplains**

There would be **no effects** to floodplains associated with the No Action Alternative at the Ribicoff FB and CH Site.

## **3.13 VISUAL RESOURCES AND AESTHETICS**

### **3.13.1 Affected Environment**

Visual resources are those natural or human-made visible elements of a landscape that define the characteristic landscape for an observer. Examples of visual resources include scenic water or land formations, trees, parks, buildings or clusters of buildings, or other distinct human-made elements such as bridges or public art installations. These resources are particularly valued by a community or protected by law for their contributions to the viewshed, which consists of all the areas and features visible from an observer's viewpoint. Alterations to the landscape can occur through physical changes based on how the land is used or through manipulation of viewing conditions (e.g., light or glare conditions); or both. These changes can either be beneficial or adverse depending on the characteristic landscape of a given area and the perspective of the observer.

This section presents an overview of the visual resources in the areas of analysis for this Project, which includes the following locations and their viewsheds: the Woodland Site; the Allyn Site; and the Ribicoff FB and CH. Visual resources are determined by assessing what visible elements are present and establishing the characteristic landscape at each site.

#### **3.13.1.1 Woodland Site**

The Woodland Site includes the six-story state office building and the ancillary building located in Hartford's Asylum Hill neighborhood. The building sits on the corner of Woodland Street and Asylum

Avenue, and the total site is about 10.19 acres. The building located on the property features red-colored brick exterior walls with a marble exterior wall that wraps around the northeastern corner of the building. The single-story entrance features glass doors and windows that are framed by red marble columns. Several stone steps lead down to a sidewalk, and a paved entrance allows cars to pull up to the front of the building and circle back out to Woodland Street as seen in **Figure 3.13-1**. There is a surface parking lot consisting of 510 spaces behind the building towards the west. Patches of trees and grass are scattered throughout the site, particularly on the northeast corner of the site and throughout the parking areas as seen in **Figure 3.13-2**.



Source: Google Earth, No Date

**Figure 3.13-1. West-facing Views of the Woodland Site**



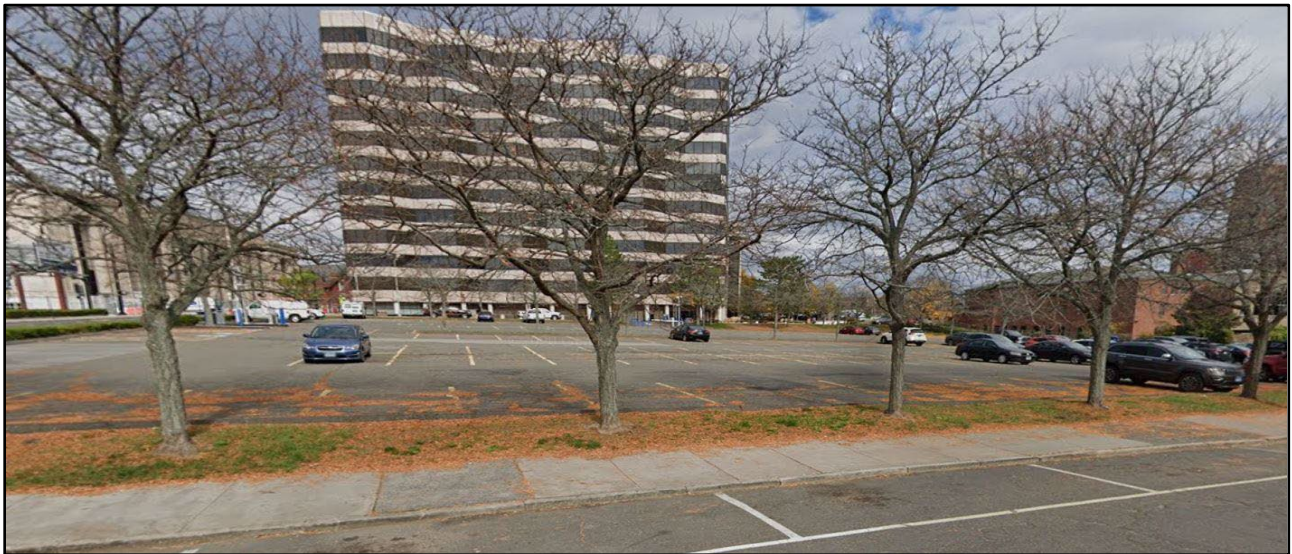
Source: Google Earth, No Date

**Figure 3.13-2. South-facing Views of the Woodland Site**

The characteristic landscape surrounding the Woodland Site is a mix of urban development and wooded areas along the North Branch Park River and its floodplain. Classical High School lies north of the site, and the school is a multi-story brick building with a surface parking lot on the west side of the building and parcels of trees, shrubs, and grass surrounding the exterior of the building. Saint Francis Hospital is located across the street from the Woodland Site to the east; the medical center is a single-story gray and tan building with trees, shrubs, and grass surrounding the building, with a small surface parking lot adjacent to the south. A larger surface parking lot encompassed by a black fence is located adjacent to the south of the medical center's parking lot. Two tall buildings affiliated with Connecticut Public Radio can be seen beyond the medical center and parking lots, with the taller of the two buildings featuring a radio tower and a large satellite dish on the roof. The viewshed to the south and west of the Woodland Site is mostly blocked by a dense treeline that surrounds the site's parking lot. There are schools and residential areas beyond the treeline to the south, and the North Branch Park River is located beyond the treeline to the west.

### **3.13.1.2 Allyn Site**

The Allyn Site lies in the central business district of Hartford, and the site is bounded by Church Street to the north, High Street to the west, Allyn Street to the south, and mixed-use buildings along its eastern perimeter. The Allyn Site is about 2.19 acres and consists of a surface parking lot that contains 290 lined parking spaces as seen in **Figures 3.13-3** and **3.13-4**. There are three small, automatic gates for the entry and exit of vehicles into the lot. There is some exterior landscaping that surrounds the parking lot, including trees, shrubs, and grass. There are no fences or other structures that encompass the property.



Source: Google Earth, No Date

**Figure 3.13-3. North-facing Views of the Allyn Site**



Source: Google Earth, No Date

**Figure 3.13-4. East-facing Views of the Allyn Site**

The characteristic landscape surrounding the site mostly consists of development and urbanization. There is a surface parking lot located to the south of the Allyn Site, and multi-story commercial and residential buildings can be seen in the distance, ranging from red-colored brick exteriors to stone or marble exteriors of varying heights. Another surface parking lot is located to the west of the Allyn Site, and more apartments and business buildings of varying heights, designs, and colors can be seen beyond the lot. A multi-story commercial center is located to the north of the Allyn Site, with a two-story entrance that features a large courtyard with stone and brick walkways, gardens, and art installations. A large, surface parking lot with a gated entryway sits adjacent to the east of the commercial center. The Franciscan Center for Urban Ministry is located directly adjacent to the east of the Allyn Site; the multi-story building consists of a red-colored brick exterior with a two-story, stone entrance.

### **3.13.1.3 Ribicoff Federal Building and Courthouse**

The Ribicoff FB and CH is a seven-story, low-rise building located in downtown Hartford. The building sits on the corner of Main Street and Sheldon Street and occupies the northern half of the city block. The building's design includes a granite foundation that supports tan-colored brick exterior walls with marble trim as seen in **Figure 3.13-5**. The two-story entrance features glass doors and windows that are framed by marble columns, along with a stone courtyard that features short trees and shrubs planted in marble plots as seen in **Figure 3.13-6**. A parking structure is located directly behind the building towards the east on South Prospect Street, and a small greenway known as Pulaski Mall is directly adjacent to the south of the building.



Source: Google Earth, No Date

**Figure 3.13-5. Southeast-facing Views of the Ribicoff Federal Building and Courthouse**



Source: Google Earth, No Date

**Figure 3.13-6. East-facing Views of the Ribicoff Federal Building and Courthouse**

The characteristic landscape surrounding the building mostly consists of development and urbanization with some natural areas, such as open space, parks, and vegetation. The Hartford Public Library is located north of the Ribicoff FB and CH; the library is a multi-story, tan-colored, brick building with a concrete parking deck directly behind the building towards the east. A public surface parking lot is located east of the Ribicoff FB and CH, and a short black fence surrounds the entire lot. A small greenway known as Pulaski Mall is directly adjacent to the south of the building, and includes paved paths, trees, grassy areas, and streetlamps. West of the Ribicoff FB and CH and directly across the street from the entrance are several multi-story, red- and tan-colored brick buildings consisting of businesses, residences, schools, and churches.

### 3.13.2 Environmental Consequences

#### 3.13.2.1 *Alternative 1 – Woodland Site*

Under Alternative 1, construction-related activities would have **direct, short-term, minor, localized**, and **adverse** effects on visual resources. Under Alternative 1, the buildings on the Woodland Site may be demolished or reused as part of the construction of the new courthouse. GSA would incorporate some of the existing surface parking into its landscape plan. Construction would be limited to areas outside the floodplain. The presence of construction vehicles and equipment, such as trucks, cranes, pavers, bulldozers, and service vehicles and machinery would alter the viewshed in the area during demolition and construction. Construction-related activities, such as demolition, earthwork, grading, paving, and framing and finishing, would physically alter the form of the land.

These effects would only last the duration of time it takes to demolish the existing building, prepare the site, and construct the new courthouse, and would cease after the construction period concluded. Construction vehicles and equipment would mostly blend in with the other urbanized features in the landscape, as the developed and urbanized landscape likely contains other heavy vehicles and equipment that can be seen throughout the landscape. Construction vehicles, equipment, and activities would not be visible beyond the vicinity of the Project area, and road barriers, detour routes, and other accessibility barriers would likely limit the construction site's visibility beyond the vicinity of the Project area. Construction of the new courthouse building and facilities would be limited to the existing development footprint to the extent possible. Existing vegetation may be removed as a new landscape plan is developed and implemented for the site.

Under Alternative 1, the presence of the new courthouse would have **direct, long-term, minor, localized**, and **beneficial** effects on visual resources. In addition, the portion of the existing parking lot that experiences frequent flooding may be improved with landscaping. Portions of the lot may be planted with native vegetation, which would be more aesthetically pleasing, blend in with other natural elements in the landscape, and provide beneficial effects. While these features would be new additions to the landscape, they would occur in areas with existing commercial use and structures, and their presence in the viewshed would mostly blend in with the other urbanized features in the landscape, such as other commercial and residential buildings, schools, churches, and parking lots. The visibility of these features would be limited to those who live, work, or pass through this block of the Asylum Hill Neighborhood, and the new, modernized courthouse could be perceived as an enhancement or benefit to the landscape, based on the perspective of the observer. Alterations to the characteristic landscape would not attract attention or dominate the landscape.

#### 3.13.2.2 *Alternative 2 – Allyn Site*

Under Alternative 2, construction-related activities would have **direct, short-term, minor, localized**, and **adverse** effects on visual resources. Similar to Alternative 1, the presence of construction vehicles and equipment would alter the viewshed in the area during construction, and construction-related activities would physically alter the form of the land. As discussed in Section 2.3, vacant lots in the vicinity of the Allyn Site may be used for staging, which would expand the visibility of construction activities to the surrounding vicinity.

Under Alternative 2, the presence of the new courthouse would have **direct, long-term, minor, localized**, and **beneficial** effects on visual resources. An underground parking lot would be located onsite to accommodate the Court Program and would not be visible within the landscape. The new courthouse would replace the site's surface parking lot and automatic gates and would stand as a new feature in the

landscape. That said, the new building and facilities would occur in areas with existing commercial use and structures, and their presence in the viewshed would mostly blend in with the other urbanized features in the landscape, such as commercial and residential buildings, religious buildings, and parking lots. The new, modernized courthouse and landscaping plan could be perceived as an enhancement or benefit to the landscape compared to the existing surface parking lot, based on the perspective of the observer. The visibility of these features would be limited to those who live, work, or pass through this block of Hartford's central business district. Alterations to the characteristic landscape would be seen and noticeable but would not dominate the landscape.

### **3.13.2.3 No Action Alternative**

The No Action Alternative would have **no effects** on visual resources because the Ribicoff FB and CH is already an established feature in the landscape and any repair or renovation that would occur would likely be imperceptible within the characteristic landscape.

## **3.14 RESOURCES CONSIDERED BUT DISMISSED FROM FURTHER EVALUATION**

### **Biological Resources (Vegetation, Wildlife, Threatened and Endangered Species, and Migratory Birds)**

According to the USFWS Information for Planning and Consultation (IPaC) online project planning tool (USFWS, 2023a; USFWS, 2023b), there are two species of special concern whose ranges overlap with the Woodland Site and/or Allyn Site: the federally-listed northern long-eared bat (*Myotis septentrionalis*) and the candidate species Monarch butterfly (*Danaus plexippus*). There is no designated critical habitat for either species in or near the Woodland Site or Allyn Site, and neither species is documented at the two sites. Additionally, there are fourteen migratory Birds of Conservation Concern (BCC) and the bald eagle that could occur in or near the Woodland Site (USFWS, 2023a). According to IPaC, only the bald eagle may occur at the Allyn Site (USFWS, 2023b).

The Woodland Site consists primarily of impervious surfaces and buildings with very little riparian habitat along the North Branch Park River. No riparian habitat would be altered or removed during construction. Wildlife (including threatened and endangered [T&E] species and migratory birds) in or near the Woodland Site is likely habituated to standard city development activities such as demolition, excavation, and construction that would occur under Alternative 1, and animals would likely avoid the area during this phase. Therefore, effects to wildlife in or near the Woodland Site because of disturbance from construction activities would not be substantially different from existing conditions. Construction stormwater runoff could affect biological resources in or near the Woodland Site, but these effects would be negligible relative to historic and current levels of development, runoff, and flooding in the local area (CT DEEP, 2010). Furthermore, GSA would implement the required BMPs outlined in the SWPPP to minimize soil erosion and to control loose sediment. During operation of the new courthouse, effects to biological resources in or near the Woodland Site would be almost identical to existing disturbance from the state office building operations; therefore, courthouse operations would have no effect on biological resources, including T&E species.

The Allyn Site consists of and is surrounded by impervious surfaces and buildings, containing a few individual landscaped trees but otherwise devoid of habitat. As a result, no wildlife (including T&E species and migratory birds) is likely to occur there other than transiently; therefore, there would be no effect on wildlife due to new courthouse construction or operations. GSA would implement a new landscape plan using native plantings, resulting in overall negligible effects to landscaped vegetation at the Allyn Site.



Construction and operation of the new courthouse under Alternatives 1 and 2 would have overall negligible effects on vegetation, wildlife, and migratory birds, and no effect on T&E species. Therefore, biological resources are dismissed from further analysis in this Draft EIS.

### **Groundwater Resources**

Groundwater consists of subsurface hydrologic resources. It is an essential resource often used for drinking water, agricultural irrigation, and industrial applications. The installation of extensive impervious surfaces can interfere with groundwater recharge from rainfall events by preventing the flow of rainwater into soils.

The CT DEEP developed water quality classification maps as part of Connecticut's clean water program. These maps classify the groundwater within the area of analysis as "Class GB," which describes groundwater suitable for industrial process water and cooling waters and for baseflow for hydraulically-connected water bodies; these waters are presumed not suitable for human consumption without treatment (CT DEEP, 2018b). Connecticut has approximately 123 existing aquifer protection areas located in eighty towns, but the City of Hartford is not within a protection area (CT DEEP, 2021d).

None of the considered sites involve the utilization of groundwater as a drinking water source. Groundwater wells are not proposed to be installed as part of any Project alternatives. As such, groundwater resources are dismissed from further analysis in this Draft EIS.

### **Noise**

According to the EPA, "noise is 'unwanted or disturbing sound.' Sound becomes unwanted when it either interferes with normal activities such as sleeping or conversation, or disrupts or diminishes one's quality of life" (EPA, 2023n). Noise is largely regulated at the local level through noise ordinances, often in association with land use and zoning and often taking into consideration time of day. The City of Hartford noise ordinance covers all types and timing of noise that would be associated with the construction and operation of the Project alternatives, or the continuing operations under the No Action Alternative. None of these alternatives would be anticipated to introduce noises outside of the thresholds established by the City of Hartford. Therefore, noise has been dismissed from further analysis in this Draft EIS. However, the short- and long-term human health-related effects from the construction and operation of the courthouse are discussed in detail in Section 3.9 Environmental Justice and Protection of Children's Health and Safety.

### **3.15 RELATIONSHIP BETWEEN SHORT-TERM USES AND LONG-TERM PRODUCTIVITY**

Section 102(C)(iv) of NEPA and 40 CFR Part 1502.16 require an EIS to address "the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity." This involves the consideration of whether a proposed action is sacrificing a resource value that might benefit the environment in the long term, for some short-term value to the project proponent or the public.

The relationship between short-term uses and long-term productivity from the implementation of the Project would vary depending on the site selected for construction of the new courthouse. While the majority of the Woodland Site is developed, it has some riparian vegetation along the North Branch Park River on its western boundary, and a portion of its parking lot is in the river's floodplain. As analyzed in Chapter 3 and stated in Section 3.14 Resources Considered but Dismissed from Further Evaluation, the Project would not adversely impact the integrity of the water resources and biological resources occurring at the site. The Project would be located outside of the river's floodplain and would not affect the long-

term productivity of the North Branch Park River, delineated wetlands, or the riparian vegetation and its associated habitat. The existing state office building and the vacant ancillary building have not been previously surveyed or evaluated for eligibility in the NRHP. If determined to be eligible for listing in the NRHP, the Project may adversely affect the historic buildings on the site. GSA will comply with the provisions of the NHPA by engaging in consultations with the Connecticut SHPO and other parties to fulfill its obligations under Section 106 of the NHPA, and implement all necessary mitigation measures. The site's cultural and historic value may be affected by the Project; however, this would only be determined upon further evaluation of the existing structures.

Conversely, the Allyn Site currently functions as a parking lot. This site is highly disturbed, does not contain any structures, and is contaminated from previous uses. While the site possesses moderate post-contact archaeological sensitivity, the likelihood of encountering such resources is very low due to previous ground disturbance. As such, this site does not possess existing and enduring resource or environmental values whose long-term potential benefits would be sacrificed to provide for short-term value to the Project proponent.

### **3.16 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

Section 102(C)(v) of NEPA requires EISs to address "any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented." Irreversible and irretrievable commitments of resources mean losses to or impacts on natural resources that cannot be recovered or reversed.

More specifically, "irreversible" implies the loss of future options. Irreversible commitments of resources are those that cannot be regained, such as permanent conversion of wetlands and loss of cultural resources, soils, wildlife, and agricultural and socioeconomic conditions. The losses are permanent and incapable of being reversed. "Irreversible" applies mainly to the effects from use or depletion of nonrenewable resources, such as fossil fuels or cultural resources, or to those factors, such as soil productivity, that are renewable only over long periods of time.

"Irretrievable" commitments are those that are lost for a period of time, such as changes to the use of a land area which could result in the loss of values and resources associated with that land use. This may include the loss of a land's recreational value or the tax dollars associated with its use. The lost recreational value and tax dollars are irretrievable, but the action is not irreversible. If the land use changes back again, it is possible to restore the lost benefits.

#### **3.16.1 Irreversible Commitments of Resources**

Implementation of the Project may result in the following irreversible commitments of resources. Some of these commitments would vary depending on the Project site selected:

- Demolition of the existing buildings at the Woodland site. If these buildings are determined to be eligible for inclusion in the NRHP, the subsequent changes to these structures and to the character of the adjacent National Register Historic District(s) in the APE would be irreversible;
- Potential destruction of archaeological resources at the Allyn Site during construction. The Allyn Site was determined to have a moderate post-contact archaeological sensitivity as described in Section 3.10 Cultural Resources. Irreversible commitment of cultural resources would only occur if such resources were accidentally destroyed during site work, though measures would be taken to protect such resources in the event of discovery;

- Removal of up to approximately 100,000 cubic yards of soil from the Project site to accommodate secure parking spaces. The selected site may contain up to two levels of underground parking;
- Capital expenditure of approximately \$335 million for site acquisition, design, materials, and labor;
- Consumption of fossil fuels (primarily diesel) and lubricants by heavy construction equipment (e.g., bulldozers, graders, scrapers, excavators, loaders, trucks) used to excavate and develop approximately 2 acres of land at the Project site;
- Consumption of fossil fuels (primarily diesel) and lubricants by heavy construction equipment during demolition and disposal of existing facilities at the Woodland Site;
- Materials used to develop and construct the new courthouse structures, including cement/concrete, glass, gypsum, steel, iron and other metallic alloys, copper wiring, polyvinyl chloride pipe, plastic, and so forth; and
- Energy, supplied primarily by the City of Hartford’s electric grid and by fossil fuels for emergency power, used over the operational life of the new courthouse.

### 3.16.2 Irretrievable Commitments of Resources

The Project would result in the following irretrievable commitments of resources, some of which may vary across Project sites:

- Disturbance to the existing landscaping and associated vegetation at the Woodland Site during construction activities; and
- Conversion of the Project sites to a tax-exempt federal use for the duration of the operational life of the new courthouse.

### 3.17 SUMMARY OF BEST MANAGEMENT PRACTICES

**Table 3.17-1. List of Best Management Practices by Resource Area**

| Resource Area              | Best Management Practices   |
|----------------------------|---|
| Land Use                   | None.   |
| Utilities                  | <p>Construction crews would follow standard industry practices to minimize the chance of discovering unmarked utilities during construction work. These include:</p> <ul style="list-style-type: none"> <li>• locating and marking utilities prior to demolition and site preparation; and</li> <li>• construction activities followed by coordination with utilities providers in the event of discovery of unmarked utilities.</li> </ul> |
| Traffic and Transportation | None.   |
| Air Quality                | <p>Measures that may be implemented to reduce fugitive dust and control pollution from criteria pollutants include:</p> <ul style="list-style-type: none"> <li>• Using water for dust control when grading roads or clearing land;</li> </ul>   |

| Resource Area  | Best Management Practices   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Applying water on dirt roads, materials stockpiles, and other surfaces that could create airborne dust;</li> <li>• Paving roadways (when feasible) and maintaining them (e.g., periodic sweeping); and</li> <li>• Covering open hauling equipment (e.g., haul trucks) when conveying or transporting materials likely to create wind-blown dust.</li> </ul>  |
| Climate Change   | None.   |
| Solid and Hazardous Waste and Materials                              | <ul style="list-style-type: none"> <li>• Additional surveys and subsurface investigation would occur to verify the presence of underground fuel storage tanks and to evaluate the level of contamination at the site. If further remediation is necessary, activities such as soil injection and drenching or soil removal and disposal would occur.</li> <li>• Removal and disposal of fuel storage tanks, if needed, would be conducted using licensed contractors and all proper closure procedures.</li> <li>• Asbestos NESHAP BMPs for demolition would be implemented, such as removing all ACMs, adequately wetting all regulated ACMs, sealing the material in leak tight containers, and disposing of the ACMs as expediently as practicable.</li> <li>• Lead-safe practices would be employed during demolition.</li> <li>• Accidental spills of hazardous materials (e.g., diesel fuel from vehicles, paint, solvents) would be minimized by implementing practices such as regular vehicle inspections and maintenance, proper storage of hazardous materials, maintaining a clean working environment, and adherence to a SPCC plan.</li> <li>• Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste.</li> </ul> |
| Socioeconomics   | None.   |
| Environmental Justice and Protection of Children’s Health and Safety | None.   |
| Cultural Resources   | <ul style="list-style-type: none"> <li>• If archaeological resources were discovered during construction activities, all earth-moving activity within and around the immediate discovery area would be avoided until a qualified archaeologist can assess the nature and significance of the find. An MOA would be developed if it is determined that there are adverse effects on a discovered archaeological resource. The MOA would include mitigation measures to avoid or minimize effects to such resources.</li> <li>• If the existing structures on the Woodland Site (the Phoenix Insurance Company Building and the Perkins-Clark House Garage) are determined to be eligible for the NRHP, GSA would develop and implement mitigation measures under the Section 106 process in consultation with the</li> </ul>   |

| Resource Area                          | Best Management Practices   |
|--|---|
|  | <p>Connecticut SHPO and other consulting parties and would pursue an MOA if necessary.</p>  |
| <p>Geology, Topography, and Soils</p>  | <ul style="list-style-type: none"> <li>• BMPs for rock excavation may include actively evaluating the condition of slopes and bedrock; installing additional support as needed; and developing controls.</li> <li>• BMPs to control soil erosion and sedimentation, and to manage the risk of spills would include measures similar to the ones described under Solid and Hazardous Waste and Materials above and Water Resources below.</li> </ul>   |
| <p>Water Resources</p>                 | <ul style="list-style-type: none"> <li>• A SWPPP would be developed to document the BMPs to be used on the construction site to reduce or prevent the discharge of pollutants.</li> <li>• BMPs to prevent or mitigate the escape of sediment include erosion control strategies during the construction phase, such as temporary seeding, use of silt fencing, installation of gravel construction entrances/exits, installation of temporary sediment basins, and other methods as determined during detailed design.</li> <li>• BMPs to manage or mitigate the risk of spills include drop cloths, proper storage of chemicals, and immediate treatment of spill areas with absorbents and soil removal.</li> <li>• Development or redevelopment projects involving federal facilities with a footprint that exceeds 5,000 square feet are required to use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow.</li> <li>• Permanent stormwater BMPs, such as detention ponds, vegetated swales, or level spreaders, would be installed in compliance with federal, state, and local law. These permanent stormwater BMPs would be regularly maintained by mowing, removing debris, and repairing damage to help maintain their long-term efficacy.</li> </ul> |
| <p>Visual Resources and Aesthetics</p> | <p>None.</p>  |

## **4.0 CUMULATIVE EFFECTS**

CEQ regulations require federal agencies to assess the cumulative effects of federal projects during the decision-making process. Cumulative effects result “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR Part 1508.1[g][3]). This section describes the cumulative effects that the action alternatives, as well as other projects in the area, may have on the environment.

### **4.1 CUMULATIVE ACTIONS**

Cumulative actions are those past, present, and reasonably foreseeable future actions that must be addressed in a cumulative effects analysis because their environmental effects may combine with the effects of the alternatives addressed in this Draft EIS.

#### **4.1.1 Geographic and Temporal Scope**

The geographic boundary for each resource in the cumulative effects analysis follows the geographic boundaries of direct and indirect effects for each resource analyzed in Chapter 3.0, unless noted otherwise for specific resources.

The temporal boundaries for cumulative effects in this analysis have three components – past, present, and reasonably foreseeable future cumulative actions. Past cumulative effects are captured under each resource’s Affected Environment section in Chapter 3.0 since past actions and their effects have contributed to the current condition of a resource; the temporal scope also comprises past actions that have occurred in the vicinity of the Project area. Present and reasonably foreseeable future cumulative actions are included in this chapter if they are expected to overlap in space and time with the scope of this Draft EIS.

#### **4.1.2 Cumulative Actions Scenario**

Current and foreseeable future major actions in the vicinity of the action alternatives include city and neighborhood development and revitalization plans, mixed-use development projects, energy development projects, transportation plans, riverfront transformation projects, and watershed management projects. Current and foreseeable future actions in the vicinity of the action alternatives are identified in **Table 4.1-1**.

**Table 4.1-1. Present and Foreseeable Actions Within and Surrounding the Project Area**

| Project  | Lead Agency      | Description  | Status  |
|--|------------------|--|---|
| Hartford City Plan 2035                                | City of Hartford | The Hartford City Plan 2035 lays out the city’s vision for growth and development over the next 15 years and identifies ten transformative real estate development projects in Hartford. Of these ten projects, one is near one of the proposed Project sites (City of Hartford, 2020d): <ul style="list-style-type: none"> <li>• Relocation of Union Station (near Allyn Site).</li> </ul>  | The plan was adopted in 2020.                       |
| Neighborhood Revitalization Zone (NRZ) Strategic Plans | City of Hartford | A state law enacted in 1995 established a process for the development of NRZs. The NRZ Program aims to revitalize neighborhoods through the collaborative involvement of residents, businesses, and government by determining the goals for individual neighborhoods. The city established thirteen NRZs (Connecticut, No Date). The Woodland Site is located in the Asylum Hill NRZ. In 2020, the Asylum Hill Neighborhood Association began revising its 2009 NRZ Strategic Plan; it was adopted by its members on March 7, 2022 (AHNA, 2022). | The AHNA NRZ Strategic Plan is active.              |
| Affordable Housing Plan                                | City of Hartford | Hartford’s Affordable Housing Plan is a 5-year strategy document that outlines the city’s current efforts related to housing affordability; assesses the city’s housing needs, opportunities, and challenges; and sets a vision, goals, and specific actions over the next 5 years to produce and preserve high-quality, diversified, and affordable housing options in Hartford (City of Hartford, 2022d).  | The Hartford City Council adopted the plan in 2022. |

| Project  | Lead Agency   | Description   | Status  |
|--|---|---|---|
| Various Mixed-Use Development Projects   | Various, including City of Hartford, Capital Region Development Authority, and private entities | <p>Some of the ongoing mixed-use development projects in the city that are near the proposed Project sites include:</p> <ul style="list-style-type: none"> <li>Albany-Woodland Redevelopment Project - Proposed new development at a long-vacant, high profile street intersection in the Upper Albany Neighborhood. This project is 0.75 mile north of the Woodland Site (City of Hartford, 2022e); and</li> <li>275 Pearl Street - Conversion into mixed-use residential and retail space. The project is one block from the Allyn Site (City of Hartford, 2022f).</li> </ul>   | Ongoing and proposed development.                 |
| Energy Improvement District (EID) Comprehensive Plan                             | City of Hartford  | <p>The city's EID Board developed and adopted a Comprehensive Plan that aims for cleaner, cheaper, and more reliable energy to reduce the likelihood of power outages during storms, create green jobs, reduce fossil fuel dependence, and manage energy costs for all. The overall goals of this plan include reduction in GHG emissions associated with municipal operations in the EID, development of clean energy facilities in Hartford, reduction in transportation emissions by encouraging the use of public transportation, and increased enrollment of Hartford households in utility-sponsored weatherization programs (City of Hartford, 2019a).</p> | The plan was adopted in 2018 and amended in 2019. |
| Greater Hartford Mobility Study: Planning and Environmental Linkages (PEL) Study | Connecticut Department of Transportation  | <p>CTDOT conducted the PEL Study to improve mobility within the greater Hartford area. The study assessed an array of transportation recommendations to determine how they would accomplish the study's goals. It incorporates several prior initiatives, including the I-84 Hartford Project initiatives, CTfastrak expansion, railroad corridor enhancements, I-84/I-91 interchange congestion improvements, and other multimodal transportation improvements, including East Coast Greenway and intercity pedestrian and bicycle connectivity (CTDOT, 2023b).</p>  | The study was published in late 2023.             |



| Project                                | Lead Agency      | Description  | Status  |
|--|------------------|--|---|
| City of Hartford Complete Streets Plan | City of Hartford | <p>The Complete Streets Plan provides guidance and recommendations on the transformation of Hartford’s streets to complete streets – i.e., street infrastructure that serves all users including pedestrians, bicyclists, transit riders, and motorists. Two Complete Streets Plans were developed; one for the city in 2020 by the Hartford Complete Streets Task Force (City of Hartford, 2021a), and another for Main Street in 2021 by Stantec and FHI Studio (City of Hartford, 2021b). Some of the key Complete Streets initiatives include:</p> <ul style="list-style-type: none"> <li>• Slow Streets – implementation of neighborhood traffic calming measures;</li> <li>• Streetscape design improvements at various locations throughout the city, such as improved curbs and sidewalks, landscaping, improved bus stops, updated traffic signals, decorative lighting, and bicycle facilities;</li> <li>• Extension of multi-use trails for walking and bicycling; and</li> <li>• Implementation of the electric scooter share system.</li> </ul> | The Main Street Plan was released in April 2021. The Complete Streets Plan for the city was adopted in June 2021. |
| Asylum Avenue Traffic Calming          | City of Hartford | Implementation of improvements to the Asylum Avenue and Sigourney Street intersection, including reconfiguration of the Asylum Avenue corridor. This project aims to help reduce speeding through traffic calming; improve facilities for alternate modes of transportation; and allow for safer crossings (City of Hartford, No Date-a).  | Construction is scheduled to be completed by the end of 2024.   |
| City of Hartford Bicycle Master Plan   | City of Hartford | The City of Hartford Bicycle Master Plan is an overall guide for the city to identify, plan, design, construct, and maintain bicycle facilities to improve bicycle travel in Hartford. The plan aims to make bicycling a safe and convenient mode of travel within the city for people of all abilities via the development of a low stress bicycle network (City of Hartford, 2019b).   | The plan was approved in 2019.  |

| Project   | Lead Agency  | Description   | Status   |
|---|--|---|--|
| Hartford400                                       | iQuilt Partnership   | <p>Hartford400 is a river-centered vision plan for Hartford and the region that “integrates environmental, economic, social, transportation, and cultural aspirations” and includes three transformative projects (iQuilt, 2023):</p> <ul style="list-style-type: none"> <li>• The Hartline – proposes a new 6-mile path to and a park on the riverfront. The Hartline would follow the alignment of the Griffin Line, a single-track freight line from Union Station in Hartford to the town center in Bloomfield. This trail would provide the residents of Hartford new access to the Connecticut River waterfront. It may run close to the Allyn Site;</li> <li>• River Road – aims to reconnect Hartford to its riverfront along its entire length by creating an elevated River Road. A combination of ramped roadways, escalators, stairs, and elevators would create a sloped and seamless flow from the city to River Road and the elevated riverfront park; and</li> <li>• Midtown - aims to redevelop East Hartford’s “Mixmaster” interchange into a new riverfront district.</li> </ul> | The plan and its projects continue to be developed.  |
| North Branch Park River Watershed Management Plan | Multiple, including North Central Conservation District (NCCD) and CT DEEP | <p>The North Branch Park River Watershed Management Plan was originally approved by the EPA and CT DEEP in 2010. NCCD, along with other partners and stakeholders, is in the process of updating the plan. The plan includes provisions for restoring riparian areas in the Lower North Branch Park River. Some of the proposed measures include improving public accessibility along the river by designating access points, parking, and signage at pertinent locations; reconfiguring parking areas away from the river to provide for potential areas for riparian buffer reforestation; and planting areas along the river with native shrubs and trees for habitat improvement. A portion of the North Branch Park River is on the western end of the Woodland Site (CT DEEP, 2010).</p>  | Undergoing development of site-specific green infrastructure concept design for the North Branch Park River. |

| Project                                | Lead Agency               | Description  | Status                |
|--|---------------------------|--|-----------------------|
|  |                           | <p>As of May 2024, the plan is in the green infrastructure design process stage which includes the development of concept designs for “high-impact” green infrastructure projects within the North Branch Park River watershed. Measures proposed for the Woodland Site include green stormwater infrastructure (bioswales, raingarden, green roofs), riparian and floodplain restoration within existing parking lots, and implementing land conservation measures.</p> |                       |
| North Branch Park River Drainage Study | The Metropolitan District | Development of a drainage study for the North Branch Park River for future sewer separation projects. Activities involve video inspection and sewer flow metering (MDC, No Date).  | The study is ongoing. |

## 4.2 LAND USE

Present and foreseeable future projects in and around the proposed Project sites with the potential to cumulatively affect land use are listed above (see **Table 4.1-1**). The development and/or revitalization of lands in accordance with the goals outlined in each development plan are aligned with existing land use and zoning designations and with the goals outlined in the Hartford City Plan 2035 and the city's Future Land Use Map. When considered together with land use changes associated with the proposed Project, implementation of these development plans would result in **long-term, minor to moderate** (depending on the development outcomes of each plan), **site-specific to localized**, and **beneficial** cumulative effects to land use. Beneficial effects would occur to both the Woodland and Allyn Sites if these development and revitalization plans lead to an increase in local real estate value or business tax revenues, such as due to favorable additions to the Asylum Hill neighborhood including arts and entertainment attractions, increased greenspace and tree coverage, or walking and biking paths. The projects described in **Table 4.1-1** are approved by the City of Hartford and neighborhood associations in collaboration with other city-wide development authorities and are not expected to conflict with the existing land use and zoning designations of the city or any neighborhood development plans. However, as described in Section 3.2 Land Use, implementation of the Project at the Woodland Site would have **minor adverse** cumulative effects to land use as the development of a courthouse would not fully align with AHNA's strategic plan for the Asylum Hill neighborhood. No adverse cumulative effects to land use are expected for the Allyn Site.

## 4.3 UTILITIES

Present and future foreseeable development projects in and surrounding the potential Project sites carried out in conjunction with the EID Comprehensive Plan would have the potential to reduce demand for utilities and thereby benefit utilities providers. These activities, depending on the degree of uptake, could lessen demand and delay the need for utilities to upgrade infrastructure, thereby resulting in **short- or long-term, minor, regional**, and **beneficial** cumulative effects to utilities.

Present and future foreseeable development projects surrounding the potential Project sites with the potential to increase demand for utilities include various citywide construction projects and revitalization of commercial districts and neighborhoods. These development projects would likely contribute **short-term and long-term, minor to moderate, regional**, and **adverse** cumulative effects to utilities providers and customers in the service areas of these providers when considered with Alternatives 1 and 2, especially if they occur simultaneously. These cumulative actions would increase demand for utilities and may require utility providers to upgrade infrastructure.

## 4.4 TRAFFIC AND TRANSPORTATION

Several projects identified in **Table 4.1-1**, such as the Complete Streets Plan, the Bicycle Master Plan, and Asylum Avenue Traffic Calming would reduce congestion, develop additional public transit networks across the city, and improve facilities for pedestrians and bicyclists. Though the long-term cumulative effects of Alternatives 1 and 2 on traffic and transportation would be adverse, the implementation of citywide initiatives to address traffic-related concerns may minimize such effects. As such, when considered in tandem with the transportation improvement projects discussed in **Table 4.1-1**, the **long-term** cumulative **adverse** effects of the Project alternatives would be **minor and localized**.

Present and future foreseeable development projects surrounding the potential Project sites with the potential to increase traffic and congestion include various citywide construction projects and revitalization of commercial districts and neighborhoods. These development projects would likely

contribute **short-term, minor to moderate, localized, and adverse** cumulative effects to traffic and transportation in the Project area when considered with Alternatives 1 and 2, especially if they occur simultaneously.

#### 4.5 AIR QUALITY

All projects listed in **Table 4.1-1**, in conjunction with the construction of the new courthouse, would contribute beneficial and adverse cumulative effects to air quality. **Long-term, minor, localized to regional, and beneficial** cumulative effects to air quality would occur from improvements to Hartford's transportation system, as proposed by the Greater Hartford Mobility Study, Complete Streets Plan, Asylum Avenue Traffic Calming, and the Bicycle Master Plan. These would include measures to reduce congestion, develop facilities for pedestrians and bicyclists, and improve public transit, which may reduce transportation-related pollutants in the City of Hartford. The EID Comprehensive Plan aims to reduce dependency on fossil fuels by switching to cleaner, cheaper energy sources and reducing municipal and residential criteria pollutant emissions across the city. Improvements to the city's waterfront and the North Branch Park River watershed, such as riparian buffer improvements, would reduce fugitive dust emissions following flooding events, particularly under Alternative 1.

The combined effect of the ongoing and proposed housing and neighborhood development projects may lead to a short-term increase in the generation of criteria pollutants due to fuel combustion from the operation of construction equipment and an increase in mobile combustion from construction personnel POVs, as well as increases in fugitive dust due to demolition, site preparation activities, and transport of materials and waste. This would lead to **short-term, minor, localized to regional, and adverse** cumulative effects to air quality. Though the magnitude of the short-term cumulative effects would depend on whether the construction of the new courthouse coincides with the timing of the nearby projects identified in **Table 4.1-1**, these effects are expected to be minor as appropriate BMPs would be implemented and criteria pollutant emissions from these projects are not expected to cross *de minimis* levels.

#### 4.6 CLIMATE CHANGE

All projects listed in **Table 4.1-1**, in conjunction with the construction of the new courthouse, would contribute beneficial and adverse cumulative effects to climate change. **Long-term, negligible, regional, and beneficial** cumulative effects to climate change would occur from improvements to Hartford's transportation system, as proposed by the Greater Hartford Mobility Study, Complete Streets Plan, Asylum Avenue Traffic Calming, and Bicycle Master Plan. These would include measures to reduce congestion, develop facilities for pedestrians and bicyclists, and improve public transit, which may reduce transportation-related GHGs in the City of Hartford. The EID Comprehensive Plan aims to reduce dependency on fossil fuels by switching to cleaner, cheaper energy sources and reducing municipal and residential GHG emissions across the city. Additionally, it is assumed that any future development in the city would incorporate sustainable, climate-resilient, and operationally efficient designs to comply with industry standard building codes and best practices. Improvements to the city's waterfront and the North Branch Park River watershed, such as riparian buffer improvements, would reduce adverse effects from frequent flooding of the river, particularly under Alternative 1.

The combined effect of the ongoing and proposed housing and neighborhood development projects may lead to a short-term increase in the generation of GHGs due to fuel combustion from the operation of construction equipment and an increase in mobile GHG emissions from POVs of construction personnel. This would lead to **short-term, negligible, regional, and adverse** cumulative effects to climate change. Though the actual magnitude of the short-term cumulative effects would depend on whether the

construction of the new courthouse coincides with the timing of the nearby projects identified in **Table 4.1-1**, these adverse effects are expected to be negligible as they would contribute a very small fraction to the state's overall GHG contribution even if they occur simultaneously.

#### **4.7 SOLID AND HAZARDOUS WASTE AND MATERIALS**

Present and reasonably foreseeable future construction and development projects occurring in the vicinity of the proposed Project sites, as described in **Table 4.1-1**, in conjunction with the construction of the new courthouse, would generate solid and hazardous wastes and make use of hazardous materials, and could contribute cumulative effects to solid and hazardous waste and materials management. The extent of demolition, site preparation, and construction required would vary by project, and would generate varying amounts of construction or demolition solid and hazardous waste. Standing solid waste may contribute to potential localized effects on soil and water from residual contaminant runoff. Hazardous materials such as ACM, LBP, and PCBs may be present in older buildings, which would necessitate the removal of these materials by specialized contractors prior to demolition. Demolition and construction activities, in particular those involving heavy equipment, have the potential to incur leaks or spills of hazardous chemicals (e.g., fuel, paints, solvents) into the surrounding environment. However, such effects would primarily be site-specific in nature and using appropriate BMPs would reduce the likelihood of leaks and spills. Effects from solid and hazardous waste and materials would be reduced through conformance with applicable regulatory requirements and implementation of appropriate mitigation measures and best practices. When considered cumulatively with Alternatives 1 or 2, effects from construction and demolition to solid and hazardous waste and materials management would be **short-term, minor, site specific to localized**, and **adverse**. **Long-term** effects to solid waste management would occur once the developed sites are in operation due to the generation of municipal solid waste.

#### **4.8 SOCIOECONOMICS**

Many of the projects identified in **Table 4.1-1**, such as the Hartford City Plan, NRZ Strategic Plans, Affordable Housing Plan, and various transportation plans are associated with the future planning and development of the City of Hartford and its neighborhoods. These projects would result in the continued development of the City of Hartford, would ideally stimulate the local economy, and improve access to affordable housing and public transportation. Increased development, improved access to affordable housing, and upgrades to existing infrastructure would likely contribute **long-term, minor to moderate, regional**, and **beneficial** cumulative socioeconomic effects.

During construction, present and foreseeable projects near the potential Project sites would cause slight increases to the PCPI and compensation of employees in the construction sector and slight decreases to the unemployment rate in Hartford County. Therefore, the development of the new courthouse, in conjunction with the cumulative actions described in **Table 4.1-1**, would contribute **short-term, minor, regional**, and **beneficial** cumulative socioeconomic effects. The magnitude of the short-term cumulative effects would depend on whether the construction of the new courthouse coincides with the timing of the nearby projects identified in **Table 4.1-1**.

#### **4.9 ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN'S HEALTH AND SAFETY**

Many of the projects identified in **Table 4.1-1**, such as the Hartford City Plan, the AHNA Strategic Plan, Affordable Housing Plan, and the City of Hartford Complete Streets Plan, are associated with the future planning and development of the City of Hartford and its neighborhoods. These projects would result in the continued development of mixed-use areas and improve access to affordable housing, public

transportation, and public multi-use trails. Construction or renovations associated with these projects could cause **short-term, minor, regional, and beneficial** (from creation of construction jobs) and **adverse** (from noise, pollutant emissions, and congestion) cumulative effects to communities with EJ concerns and the affected youth populations. The magnitude of the short-term cumulative effects would depend on whether the construction of the new courthouse coincides with the timing of the nearby projects identified in **Table 4.1-1**.

Development and upgrades to existing infrastructure in areas where populations with EJ concerns and youth populations reside would likely contribute **long-term, minor to moderate, regional, and beneficial** cumulative effects through the improvement of public infrastructure, services, and the overall quality of life.

#### **4.10 CULTURAL RESOURCES**

Projects listed in **Table 4.1-1** that involve ground disturbance or the removal or reuse of historic buildings could have cumulative effects on historic and cultural resources. Nearby projects, including the Hartford City Plan 2035 and the reuse of a historic property at 158 Woodland Street, emphasize the preservation and reuse of historic properties. There would be **long-term, minor, localized, and beneficial** cumulative effects under Alternatives 1 and 2 if nearby projects preserve historic buildings. If Alternative 1 is selected and either building on the site is determined eligible for the National Register, GSA would comply with the Section 106 of the NHPA, assess adverse impacts, and mitigate those impacts in consultation with the SHPO and other parties. There could be **permanent, moderate to major, localized, and adverse** cumulative effects from the demolition or reuse of the buildings.

Cumulative effects could also stem from the combination of the construction of a new courthouse and the wider disturbance of archaeologically-sensitive ground from projects throughout the City of Hartford. **No effects** are anticipated under Alternative 1 due to the lack of archaeologically-sensitive ground. Under Alternative 2, other nearby projects that disturb archaeologically-sensitive ground could result in **permanent, minor to moderate, site-specific, and beneficial or adverse** cumulative effects. Effects would be beneficial if the discovery led to the identification of a historically or culturally important resource. Effects would be adverse if the resource were destroyed in the process of conducting site work.

The construction of the new courthouse could cause negligible alterations to the viewshed in their respective areas, resulting in **localized** effects. The other projects occurring within Hartford would change their respective viewsheds by altering the appearances of residential neighborhoods, commercial districts, recreational areas, highways, and other features around the city. These alterations would mostly resemble features that were already occurring in their respective landscapes and would likely aim to enhance or improve these features around the city. Therefore, cumulative alterations to the landscape would not be likely to change the setting or character of the viewsheds of existing historic properties.

#### **4.11 GEOLOGY, TOPOGRAPHY, AND SOILS**

The majority of present and reasonably foreseeable future actions described in **Table 4.1-1** would cumulatively contribute **no effects** on soils and geology. Due to the highly developed nature of the Project vicinity, the noted projects would primarily affect previously disturbed soils, leading to no considerable impairment in soil productivity. However, loose soil during construction may result in contaminated stormwater runoff, which may impair the receiving water resources as discussed in Section 4.10 Water Resources.

Cumulative actions in the vicinity of the Project sites, such as the Hartford400 project and the North Branch Park River Watershed Management Plan (described in **Table 4.1-1**), would have beneficial effects when considered cumulatively with the Project. These cumulative actions would result in the restoration of local urban soils. Under the Hartford400 project, local soils would be restored and reseeded in addition to impermeable surfaces being removed. The North Branch Park River Watershed Management Plan would restore riparian areas in the Lower North Branch Park River, leading to beneficial effects on the soil quality by preventing erosion and promoting native vegetation. When considered in tandem with these projects, the construction of a new courthouse would have **long-term, negligible, localized, and beneficial** effects on soil in the vicinity of the potential Project sites, particularly at the Alternative 1 site.

## 4.12 WATER RESOURCES

All present and reasonably foreseeable future actions described in **Table 4.1-1** would contribute short-term cumulative effects to water resources during construction through disturbance of soils, removal of cover, and presence of chemicals and fuels on construction sites. These actions could contribute to localized increased rates of soil erosion and chemicals which could contaminate runoff and contribute to water quality declines in stormwater, receiving surface waters and wetlands, and groundwater recharge. However, effects would be minimal given the implementation of erosion control and spill prevention BMPs, and likely would not affect water resources beyond the immediate vicinity of the project sites; overall, the **short-term adverse** cumulative effects from construction activities on water resources would be **localized** and **minor**. The magnitude of these short-term effects would depend on whether the construction of the new federal courthouse coincides with the timing of the nearby projects identified in **Table 4.1-1**.

In the long term, many of these projects, which involve redevelopment of existing sites, would be required to adhere to modern stormwater quality guidelines. Stormwater runoff from impervious surfaces can introduce chemicals, fuels, and other foreign substances into nearby groundwater and surface water resources. However, given the already highly urban nature of the watershed, runoff volumes would be similar to current volumes and are unlikely to substantially contribute to nearby declines in water quality. These projects would involve the implementation of stormwater BMPs or green infrastructure per the Connecticut Stormwater Quality Manual; these BMPs would control the rate and volume of stormwater runoff from each site. Redevelopment of already developed or fully paved parcels is unlikely to result in additional filling of wetlands. However, these effects would be imperceptible assuming only a relatively small ratio of parcels would be redeveloped with improved stormwater BMPs compared to the overall large and highly urbanized watershed. As such, **long-term beneficial** effects attributable to cumulative actions would be **negligible** and **localized**.

When considered cumulatively with Alternatives 1 and 2, effects to water resources would occur through construction-related disturbance and installation or replacement of impervious surfaces. The action alternatives could contribute to increased erosion rates, introduction of foreign materials into nearby water resources, and increased stormwater runoff when considered in tandem with redevelopment projects in the vicinity of the Project area. However, GSA would implement an Erosion and Sediment Control Plan and a Stormwater Management Plan as a condition for obtaining a NPDES permit, which would minimize effects of construction-related runoff. Furthermore, through the use of sustainable building concepts described in certification programs such as LEED and SITES, GSA would minimize long-term cumulative effects to water resources that would be associated with Alternative 1. As such, **short- and long-term adverse** cumulative effects under any of the action alternatives would be **localized** and **negligible**.



### 4.13 VISUAL RESOURCES AND AESTHETICS

All projects listed in the Cumulative Effects Scenario in **Table 4.1-1**, in combination with construction of the new courthouse, would result in cumulative effects to visual resources. These projects would likely contribute **short-term, minor, localized**, and **adverse** cumulative effects, and **long-term, minor, localized**, and **beneficial** cumulative effects to the landscape when considered with Alternatives 1 and 2, especially if they occur simultaneously. The magnitude of the short-term cumulative effects would depend on whether the construction of the new courthouse coincides with the timing of the nearby projects identified in **Table 4.1-1**.

The other projects occurring within, or surrounding Hartford would change their respective viewsheds by altering the appearances of residential neighborhoods, commercial districts, recreational areas, highways, and other features around the city. These alterations would mostly resemble features that were already occurring in their respective landscapes and would likely aim to enhance or improve these features around the city, providing beneficial effects depending on the perspective of the observer. Construction-related activities within Hartford and in the surrounding areas would all adversely alter the viewshed to some degree in their respective areas. Construction vehicles and equipment are not part of the characteristic landscape, and construction activities would physically alter the landscape. However, these effects would only last the duration of the construction project and would cease upon conclusion of these activities.

## 5.0 LIST OF PREPARERS

**Table 5.0-1. List of Preparers**

| <b>Name</b>  | <b>Role</b>  |
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| <b>U.S. General Services Administration</b>                |  |
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| Missy Mertz  | Environmental Protection Specialist, GSA Mid-Atlantic Region 3                 |
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| Elizabeth Mees   | Architect, Regional Historic Preservation Officer & Regional Fine Arts Officer |
| Nicole Katz  | Asset Manager, Portfolio Management Branch                                     |
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| Michelle Rynne   | Division Manager & Courthouse Construction Project Manager                     |
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| <b>Name</b>     | <b>Role</b>  |
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| Charlie Henning | Environmental Analyst<br>Geology, Topography, and Soils; Solid and Hazardous Waste and Materials |
| Amelia Waring   | Environmental Analyst<br>Land Use; Biological Resources  |
| Jamie Sandhu    | Environmental Analyst<br>Water Resources   |

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## **APPENDIX A: SCOPING REPORT**



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**HARTFORD FEDERAL COURTHOUSE PROJECT  
PUBLIC SCOPING REPORT**

**PREPARED FOR:**



**GENERAL SERVICES ADMINISTRATION**

**SUBMITTED BY:**



Solv LLC  
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**ACRONYMS AND ABBREVIATIONS**

|        |   |
|--------|---|
| CEQ    | Council on Environmental Quality              |
| CFR    | Code of Federal Regulations                   |
| EIS    | Environmental Impact Statement                |
| EJ     | Environmental Justice                         |
| EO     | Executive Order                               |
| EPA    | Environmental Protection Agency               |
| GSA    | General Services Administration               |
| GSF    | Gross Square Footage                          |
| I-84   | Interstate 84                                 |
| I-91   | Interstate 91                                 |
| LEED   | Leadership in Energy and Environmental Design |
| LRFP   | Long-Range Facilities Plan                    |
| NEPA   | National Environmental Policy Act             |
| NOI    | Notice of Intent                              |
| PBS    | Public Buildings Service                      |
| REOI   | Request for Expressions of Interest           |
| U.S.   | United States                                 |
| U.S.C. | United States Code                            |

## 1.0 INTRODUCTION

The United States (U.S.) General Services Administration (GSA) is preparing a Draft Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed acquisition of a site in Hartford, Connecticut, and the subsequent design, construction, and operation of a new federal courthouse (the Project). GSA would own and manage the building and the U.S. District Court for the District of Connecticut (the Court) and related agencies would serve as tenants.

The National Environmental Policy Act (NEPA), as amended (42 United States Code [U.S.C.] et seq.), requires federal agencies to examine the effects of their proposed projects or actions on the human and natural environment. NEPA provides for an early and open public process for determining the scope of issues, resources, effects, and alternatives to be addressed in an EIS (referred to as scoping). This scoping report outlines the Project, GSA's scoping process, and summarizes the key issues identified by members of the public and other interested parties during the initial scoping period held from May 26 to July 6, 2023. This report also summarizes GSA's outreach efforts beyond the scoping period. Documents associated with the scoping process can be found in the appendices noted below.

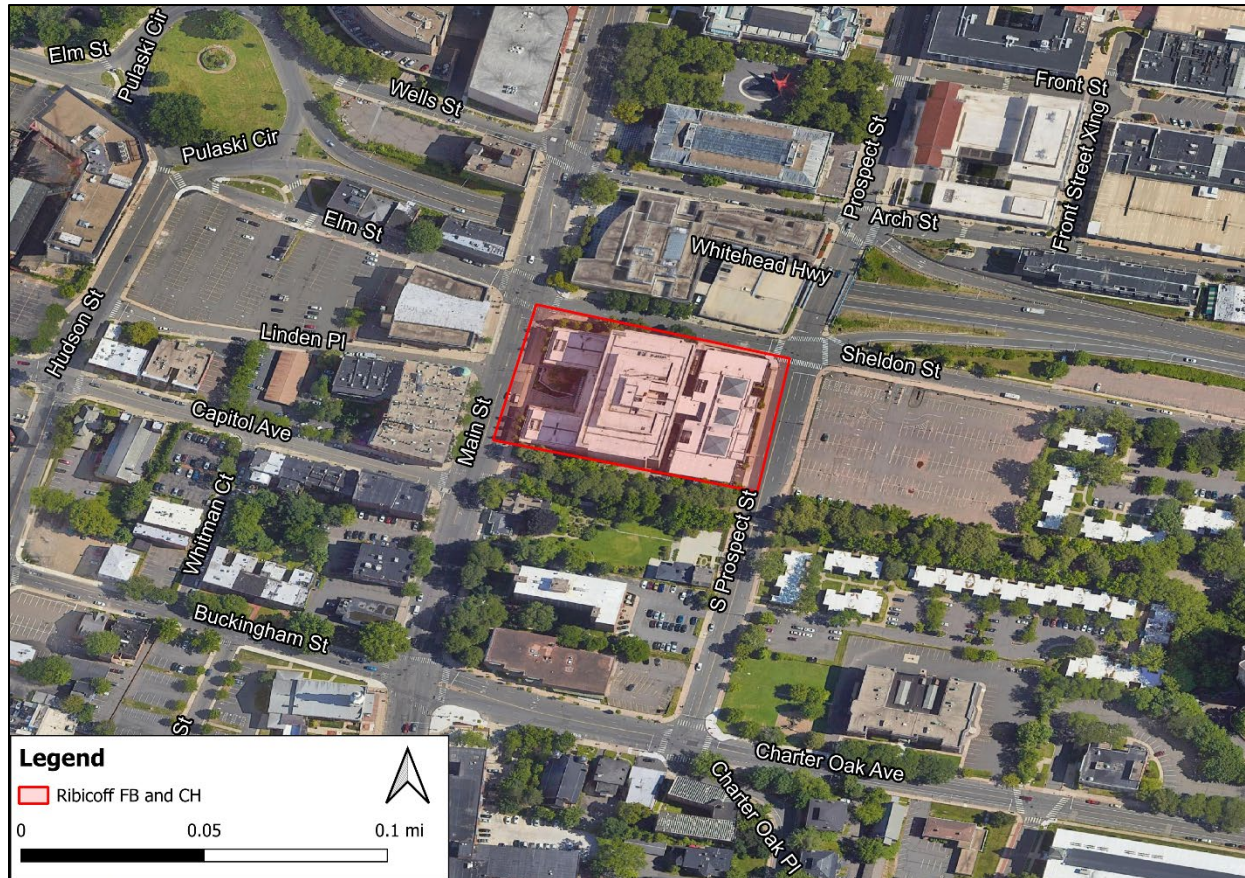
- Appendix A - Notice of Intent
- Appendix B – Press Releases
- Appendix C – Newspaper Affidavits and Tear Sheets
- Appendix D – Advertising on Radio Stations
- Appendix E – Letter to Interested Parties
- Appendix F – Scoping Meeting Poster Display
- Appendix G – Scoping Meeting Comment Form
- Appendix H – Scoping Meeting Handout
- Appendix I – Scoping Meeting Sign-In Sheet and Sign-Up Sheet for Submission of Verbal Comments
- Appendix J – Public Scoping Meeting Presentation Transcript
- Appendix K – Submitted Public Comments
- Appendix L – Index of Comments

Note that this report was prepared to capture the information shared by GSA with the public during the scoping period and the public's response to the proposed Project. At that time, one of the Project alternatives, the Hudson Site (see section 2.2 for detailed discussion), was still under consideration as a potential location for the new courthouse. The Hudson Site has since been withdrawn from consideration and was eliminated from detailed analysis in the EIS; however, this report provides an overview of the Project as it stood at the time of the scoping period.

## 2.0 PROJECT BACKGROUND

The Court operates three existing facilities across the State of Connecticut: the Abraham A. Ribicoff Federal Building and Courthouse (Ribicoff FB and CH) in Hartford, the Richard C. Lee U.S. Courthouse in New Haven, and the Brien McMahon Federal Building and U.S. Courthouse in Bridgeport. In 2011 the Court conducted a Long-Range Facilities Plan (LRFP) that found functional challenges in all three of the existing Court facilities related to judicial circulation, detainee movement, and operational and security needs of the Judiciary. In 2017 and 2018, GSA conducted feasibility studies to evaluate the Court's housing requirements and identify a preferred alternative for a project aimed to provide long-term solutions to the Court's current and future needs. The feasibility studies determined that the Ribicoff FB and CH does not have the space, functionality, security, and building systems to meet the present and long-term needs

of the Court. The findings from the LRFP and the feasibility studies led to GSA's proposal to locate the Court and related agencies at a new courthouse in Hartford. **Figure 2-1** shows the location and the general vicinity of the Ribicoff FB and CH.



**Figure 2-1. Location of the Ribicoff Federal Building and Courthouse**

## 2.1 PURPOSE AND NEED

The purpose of the Project is to meet the current and long-term space needs of the Court and related agencies by providing an adequate number of courtrooms, judges chambers, and other office space in Hartford, and to ensure efficient judicial operations across the State of Connecticut.

The Project is needed because the Ribicoff FB and CH in Hartford, which currently houses the Court, does not have the capacity to accommodate the Court's functions and operations. The Ribicoff FB and CH is inadequate in size and configuration for the Court's operations including deficiencies in judicial, detainee, and juror circulation and overall facility security.

## 2.2 PROPOSED ALTERNATIVES

GSA proposed three "action" alternatives and one "no action" alternative for the Project. The three "action" alternatives (Alternatives 1, 2, and 3) would meet the stated purpose and need of the Project. Key components of the "action" alternatives include:

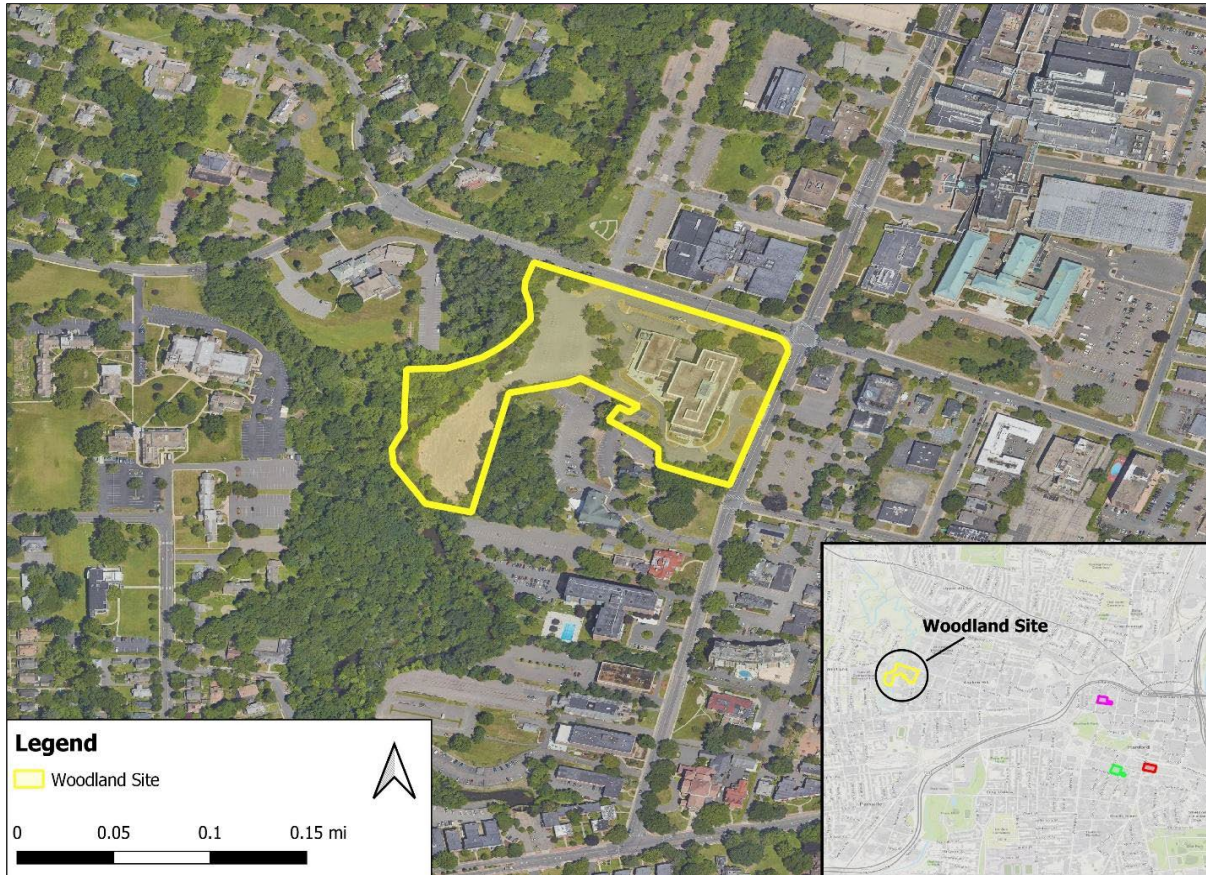
1. **New Courthouse Construction:** GSA would acquire a site in the City of Hartford, Connecticut for the design, construction, and operation of a new courthouse. Key features of the new courthouse would include:
  - Total building gross square footage (GSF) of approximately 281,000;
  - 11 courtrooms and 18 judges chambers;
  - Offices for the Court and related agencies; and
  - 66 interior secure parking spaces.
2. **Adherence to GSA's Design and Construction Excellence Program:** GSA's Design and Construction Excellence Program was established to produce high-quality, sustainable facilities for the government, and to improve the performance and public benefit of the buildings managed by GSA. The action alternatives would implement the principles of this Program in the design and construction of the new federal courthouse.
3. **Implementation of GSA's Sustainability Plan:** The planning, design, construction, and operation of the new federal courthouse would incorporate the best available sustainability practices to advance the goals of GSA's Sustainability Plan. GSA would obtain a minimum Leadership in Energy and Environmental Design (LEED®) Gold certification and Sustainable Sites Initiative® Silver for the new courthouse.

Based on market research and issuance of a Request for Expressions of Interest (REOI), GSA identified three potential sites for the construction of the new courthouse, each corresponding to an action alternative. The potential sites are described below.

#### **Alternative 1 – Woodland Site**

Under Alternative 1, GSA would acquire up to 10.19 acres of land at 61 Woodland Street (the Woodland Site). It is bounded by Asylum Avenue to the north, the North Branch Park River to the west, healthcare-related buildings along its southern perimeter, and Woodland Street to the east. The Woodland Site lies in Hartford's Asylum Hill neighborhood, a block south of Saint Francis Hospital, and includes a portion of the North Branch Park River along its western boundary. The Woodland Site lies to the east of the University of Connecticut School of Law, separated by the North Branch Park River, and to the south of Classical High School, separated by Asylum Avenue. Developments to the east and south of the Woodland Site comprise a mix of commercial, residential, and religious buildings. The southwest portion of the Woodland Site is in the Asylum Hill National Historic District. Additionally, the site also abuts the Prospect Avenue and Seminary National Historic Districts, both of which lie adjacent to the western perimeter of the site. A portion of the Woodland Site, approximately 5 acres, is located within the 1 percent and 0.2 percent annual chance flood hazard areas.

The existing building at the Woodland Site was constructed in 1950 for the Phoenix Insurance Company and renovated in 1974 for use as the Greater Hartford Community College. It currently serves as a state office building. The building has six floors and is approximately 245,000 GSF. The site also contains a vacant 2,600 GSF ancillary building and a surface parking lot with approximately 510 spaces. Under Alternative 1, the existing buildings at the Woodland Site may be demolished or reused as part of the construction of the new courthouse.

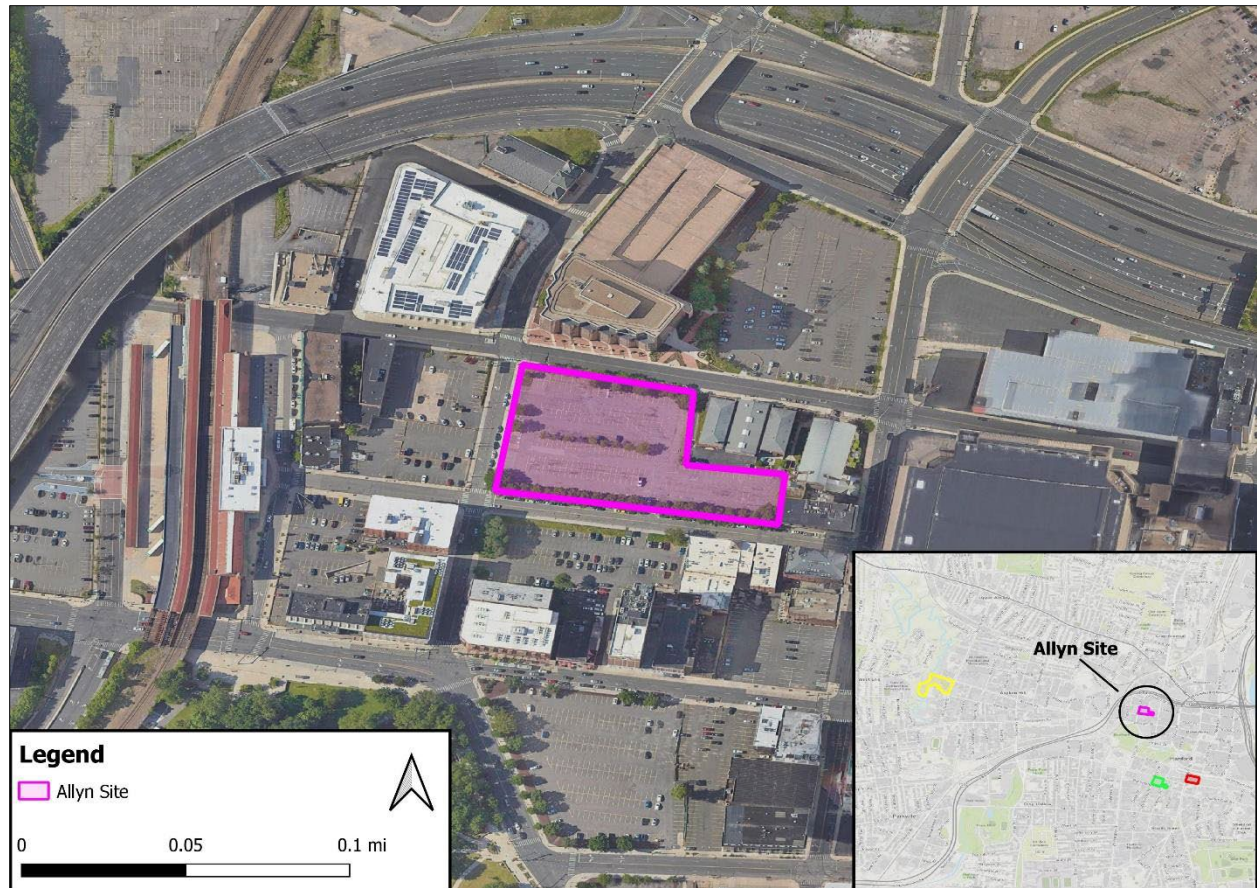


**Figure 2-2. Alternative 1 – Woodland Site**

### **Alternative 2 - Allyn Site**

Under Alternative 2, GSA would acquire approximately 2.19 acres of land at 154 Allyn Street (the Allyn Site). The Allyn Site is bounded by Church Street to the north, High Street to the west, Allyn Street to the south, and mixed-use buildings along its eastern perimeter. The Allyn Site lies in the central business district of Hartford and is located one block north of Bushnell Park. The Allyn Site lies to the west of XL Center, to the east of Union Station, and to the southeast of William R. Cotter Federal Building. A mix of retail and religious buildings directly abut the site to the east. The Allyn Site is primarily surrounded by commercial buildings and parking spaces and lies a block south-southeast of the curving Interstate 84 (I-84). A portion of the Allyn Site is in the Ann Street National Historic District.

The Allyn Site currently serves as a surface parking lot and contains 290 lined parking spaces. There are also three small, automatic gates for the entry and exit of vehicles into the lot from Allyn, Church, and High Streets. This site contains minimal landscaping, including perimeter landscaping and small trees in the interior of the site.



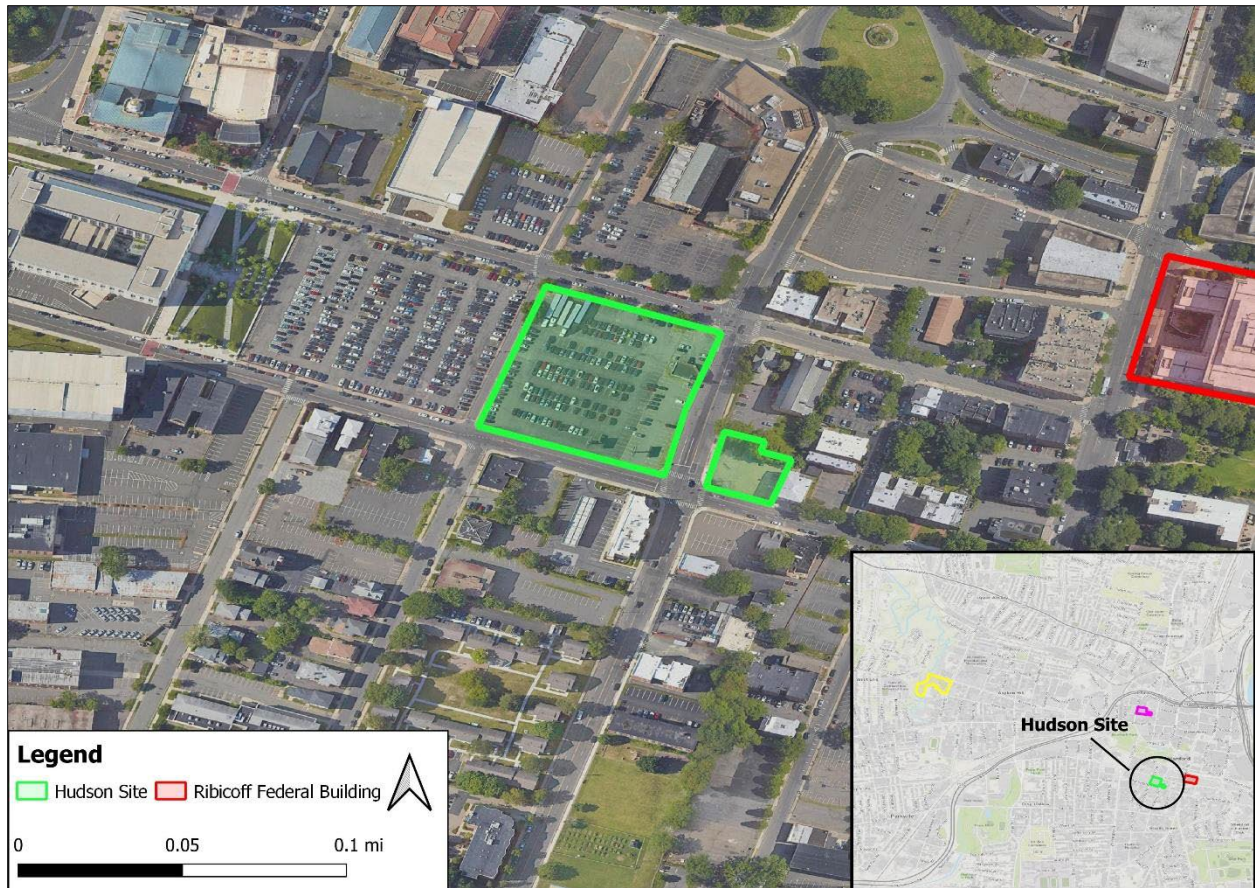
**Figure 2-3. Alternative 2 – Allyn Site**

### **Alternative 3 - Hudson Site**

Under Alternative 3, GSA would acquire approximately 2.54 acres of land at 63 Capitol Avenue (the Hudson Site). The parcels are separated by Hudson Street, with the larger property (three contiguous parcels comprising 2.24 acres) to the west of Hudson Street (Hudson West) and the smaller property (three contiguous parcels comprising 0.3 acres) to the east of Hudson Street (Hudson East). Hudson West is bounded by Capitol Avenue to the north, West Street to the west, and Buckingham Street to the south. Hudson East is bounded by Buckingham Street to the south and mixed-use buildings along its northern and eastern perimeters. The Hudson Site lies in the central business district of Hartford, to the south of Bushnell Park. The Hudson Site is adjoined by city streets with office, commercial, residential, mixed-use, and religious uses as well as attendant surface parking. The Connecticut State Capitol and a few other state office buildings and courthouses occur in the vicinity to the west. The Ribicoff FB and CH is located two blocks to the east of the Hudson site. A portion of Hudson West is in the Elm Street National Historic District and the entirety of Hudson East is in the Buckingham Square National Historic District.

Five of the six parcels currently serve as paved (Hudson West) and unpaved (Hudson East) surface parking lots. The sixth parcel, located at the northeast corner of Hudson West houses a one-story, 1,092 square foot building that is in use as an auto detailing shop. Hudson West contains two small wood frame kiosks for parking lot operators and a few billboards. The Hudson Site contains 331 parking spaces.





**Figure 2-4. Alternative 3 – Hudson Site**

### **No Action Alternative**

The No Action Alternative assumes that site acquisition and the subsequent design, construction, and operation of a new courthouse would not occur. The Court would continue to operate across the State of Connecticut at its current facilities in Hartford, New Haven, and Bridgeport. The Court would not relocate its headquarters to Hartford. Minor repairs and renovations at the Court facilities would occur as needed.

## **3.0 SCOPING PROCESS**

NEPA affords the right for the public, organizations, and government agencies to review and comment on all proposed federal actions being evaluated under an EIS, known as the scoping process. This process is the first step in the preparation of an EIS and helps identify environmental resources to be considered in the evaluation of environmental effects.

This section summarizes GSA's outreach effort to solicit comments from interested parties on the Project during the scoping period from May 26 to July 6, 2023.

### **3.1 NOTICE OF INTENT**

GSA published a Notice of Intent (NOI) to formally announce the preparation of an EIS for the new federal courthouse in Hartford, and conduct a scoping meeting to invite participation from the public. GSA published the NOI in the Federal Register on May 26, 2023 (see Appendix A). Additionally, GSA notified the public of the scoping meeting using multiple other channels of communication including

advertisements in local newspapers, radio announcements, letters to interested parties, and a press release.

### **3.2 PRESS RELEASE**

GSA distributed the press release to Hartford media (radio stations, television stations, and newspapers), and posted it in English and Spanish on its New England Region (Region 1) website on May 30, 2023. The press release summarized the purpose of the scoping meeting and detailed the time, date, and location of the meeting. A reminder email was sent to the media on June 5, 2023. GSA also notified the appropriate members of the Congressional Delegation. A copy of the press release, as well as the media database can be found in Appendix B.

### **3.3 NEWSPAPER ADVERTISEMENTS**

GSA printed two advertisements in the local newspaper in the weeks preceding the public scoping meeting. The advertisements indicated GSA's intent to prepare an EIS and conduct a public scoping meeting, provided a brief description of the Project, identified the public scoping meeting time and location, and included instructions for submitting comments. GSA published the advertisement in both English and Spanish in the *Hartford Courant* on May 24 and May 31, 2023. Appendix C contains affidavits of the legal notices.

### **3.4 RADIO ANNOUNCEMENT**

GSA contacted one English-language and one Spanish-language radio broadcasting station to air announcements about the public scoping meeting. *iHeartMedia's WPOP-AM* radio station broadcasted two 30-second English-language announcements about the public scoping meeting on May 24, 2023, and two more announcements on May 31, 2023. Additionally, *Full Power Radio's BOMBA Hartford* radio station aired 30-second Spanish-language radio announcements about the public scoping meeting, one each on May 24, 2023 and May 31, 2023. Appendix D contains affidavits of the radio announcements.

### **3.5 INTERESTED PARTY LETTER**

GSA developed a list of stakeholders for the EIS which included federal, state, and local officials; federal, state, and local agencies; non-governmental organizations; and individuals with a known or potential interest in the Project such as landowners abutting the three potential sites. GSA mailed scoping letters to these interested parties on May 22, 2023 and emailed the letters from May 23, 2023 through May 25, 2023 to those interested parties with available email addresses. The letter provided background information on the Project, a brief description of the alternatives, the date and time of the public scoping meeting, and instructions on how to submit comments. Appendix E contains a copy of the letter sent to interested parties.

## **4.0 PUBLIC SCOPING MEETING**

The purpose of public scoping meetings is to provide the public with information regarding the proposed project, identify concerns regarding the potential environmental effects that may result from implementation of the project, and solicit comments to help guide the analysis of resource areas at the project alternatives. This section summarizes the public scoping meeting, including a description of the meeting format and organization, and its time, date, and location.

#### 4.1 MEETING DETAILS

GSA held a public scoping meeting on Tuesday, June 6, 2023 from 5:30 to 7:30 PM at the Park Street Branch of the Hartford Public Library located at 603 Park Street, Hartford, CT, 06106. Approximately forty people attended the meeting.



**Figure 4-1. Public Scoping Meeting Attendees**

Throughout the public scoping meeting, GSA encouraged discussion and information sharing to ensure that the public had opportunities to speak with representatives of GSA. An American Sign Language interpreter was available at the meeting to provide interpretive services for hard of hearing attendees. Additionally, a Spanish-language translator was present at the meeting to provide English/Spanish translation services as needed.

The GSA team gave a short presentation that provided an explanation of the NEPA process, introduced the Project background, description, and alternatives. Following the presentation, the public was encouraged to provide verbal comments. All comments were recorded by the stenographer in attendance. Informational posters about the Project background, NEPA process, purpose and need, Project alternatives, areas of study, and comment submission were available for viewing. Additional materials available at the public scoping meeting included:

- Sign-in sheet and sign-up sheet for submission of verbal comments;
- Comment forms (in English and Spanish); and
- Handouts (in English and Spanish).

The posters, comment forms, handouts, and sign-in and sign-up sheets from the scoping meeting are included in Appendices F, G, H, and I, respectively. The meeting transcript is located in Appendix J. Video recording of the presentation, and English and Spanish versions of the presentation slides and handouts are available on the GSA website: <https://www.gsa.gov/hartfordcourthouse>.

## 5.0 PUBLIC SCOPING COMMENTS

GSA invited scoping comments to obtain input from the public, agencies, and other interested parties on the proposed Project. Appendix K contains all comments received during the scoping period, and Appendix L contains an index of all comments organized by source and date.

### 5.1 COLLECTING COMMENTS

GSA offered multiple ways to submit comments during the comment period: by phone, email, mail, drop box, and verbal comments at the public scoping meeting. GSA set up a comment drop box with comment forms at the entrance to the Ribicoff FB and CH specifically to receive public comments pertaining to this Project. GSA also set up a project specific email address: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov).

### 5.2 SUMMARY OF COMMENTS

Comments were indexed based on the source or commenter and the subject. Commenters included federal, state, and local agencies (A) and members of the public (P). A total of forty-five commenters provided input during the scoping period. Appendix K includes all comments received and Appendix L includes an index of comments including the commenter name, affiliation, date received, and nature of the comment.

### 5.3 ISSUES IDENTIFIED DURING SCOPING

Each concern or question associated with a commenter was categorized by subject. **Table 5-1** shows the number of comments received by subject and commenter type. It should be noted that some commenters provided multiple comments on the same subject; hence, the total number of commenters may not equal the total number of comments on those subjects.

**Table 5-1. Commenters and Comments by Subject**

| <b>Subject</b>               | <b>No. of Agency Commenters (A)<sup>a</sup></b> | <b>No. of Public Commenters (P)<sup>b</sup></b> | <b>Total Commenters</b> | <b>No. of Agency Comments</b> | <b>No. of Public Comments</b> | <b>Total Comments</b> |
|------------------------------|---|---|-------------------------|-------------------------------|-------------------------------|-----------------------|
| Alternatives                 | 11  | 26  | <b>37</b>               | 12                            | 27                            | <b>39</b>             |
| Biological Resources         | 0   | 1   | <b>1</b>                | 0                             | 1                             | <b>1</b>              |
| Community Engagement         | 3   | 1   | <b>4</b>                | 3                             | 1                             | <b>4</b>              |
| Design                       | 4   | 2   | <b>6</b>                | 4                             | 2                             | <b>6</b>              |
| Environmental Justice        | 1   | 0   | <b>1</b>                | 1                             | 0                             | <b>1</b>              |
| Land Use                     | 6   | 11  | <b>17</b>               | 6                             | 13                            | <b>19</b>             |
| Outside the Scope of the EIS | 0   | 2   | <b>2</b>                | 0                             | 2                             | <b>2</b>              |
| Request for Information      | 0   | 1   | <b>1</b>                | 0                             | 2                             | <b>2</b>              |
| Socioeconomics               | 6   | 11  | <b>17</b>               | 7                             | 12                            | <b>19</b>             |
| Traffic and Transportation   | 5   | 14  | <b>19</b>               | 5                             | 17                            | <b>22</b>             |
| Water Resources              | 1   | 2   | <b>3</b>                | 1                             | 2                             | <b>3</b>              |

<sup>a</sup>Agency (A) commenters include those from federal, state, and local agencies. Individuals provided comments in multiple subjects.

<sup>b</sup>Public (P) commenters include individual members of the public.

## **5.4 SUMMARY OF COMMENTS BY SUBJECT**

### **5.4.1 Alternatives**

Thirty-seven commenters submitted thirty-nine comments regarding Project alternatives. Six commenters expressed support for the Woodland Site, eleven commenters expressed support for the Allyn Site, and two commenters expressed support for the Hudson Site. One commenter expressed support for the overall Project. Four commenters expressed opposition to the Woodland Site and ten commenters expressed opposition to the Hudson Site. Seven commenters expressed opposition to all three sites or the overall Project, and instead recommended the continued use of the Ribicoff FB and CH; expansion and use of the William R. Cotter Federal Building; or suggested that GSA find alternate sites for the Project. One commenter expressed concern over leaving the Ribicoff FB and CH vacant, and urged GSA to provide recommendations to the Congressional offices about the future of the building.

### 5.4.2 Biological Resources

One commenter provided one comment on biological resources. The comment indicated that selecting the Woodland Site would provide an opportunity to replace the back parking lot with trees, which would align with one of the strategic priorities of the neighborhood association in Asylum Hill. The commenter suggested that development at the Woodland Site should occur keeping in mind the need to preserve and expand the tree canopy along the Park River.

### 5.4.3 Community Engagement

Four commenters provided four comments on community engagement. Two commenters pointed out that selecting the Woodland Site could facilitate impactful pipeline programs and community engagement opportunities for the University of Connecticut Law School and the Court due to the site's proximity to the Classical Magnet High School, the West Middle School, and the Boys and Girls Club of Hartford. The commenter further stated that the University of Connecticut recently submitted a proposal to acquire a property adjacent to the Law School. If the proposal is successful, the Law School would use that property to house their extensive clinical programs and the Connecticut Community Law Center, which would provide "low bono" legal services to clients in certain underrepresented legal areas. Per the commenter, a new courthouse at the Woodland Site could become the linchpin of a new locus of law, learning, and justice in the neighborhood.

The third commenter requested GSA to make use of additional local online and print papers, specifically the Hartford News (<https://www.facebook.com/HartfordNewsSouthsideMedia/>), to reach out to more Hartford residents. Another commenter recommended GSA to continue to collaborate with the City of Hartford and conduct proactive outreach to the city's local stakeholders; GSA should ensure that the city's residents have an active role in informing the design of the new courthouse.

### 5.4.4 Design

Six commenters provided six comments on the courthouse design. One commenter expressed support for GSA's goal to make the new courthouse "part of the community" through design excellence and the development of a sustainable building that meets the United States Green Building Council's LEED Gold status paired with site development work at the Silver level. The commenter requested that the EIS explain how the Project would be designed to meet these objectives.

Another commenter urged GSA to incorporate thoughtful planning in the construction of the new courthouse, including the development of abundant outdoor spaces that include native plantings and shade trees, avoiding the use of fossil fuels for the new construction, and incorporation of sustainable technologies such as solar panels, heat pumps, and electric vehicle charging points. Other commenters suggested that the courthouse design should align with the design of the neighborhood, existing architecture in the area, and the streets, and should appeal to the judges, lawyers, various parties using the courthouse, as well as members of the public.

### 5.4.5 Environmental Justice

One commenter provided a comment on environmental justice (EJ). The commenter suggested the consideration of the following tools to fully analyze EJ issues and develop focused outreach methods to ensure meaningful engagement with affected communities: Environmental Protection Agency's (EPA) [EJScreen](#); CEQ's [Climate and Environmental Justice Screening Tool](#); EPA's [Health Impact Assessment Resource and Tool Compilation](#); EPA's [AirNow portal](#); Center for Disease Control's [Social Vulnerability Index](#); EPA's [NEPAssist](#); EPA's [ENVIROFACTS](#) and [ENVIROSTLAS](#); EPA's [Facility Level Information on](#)

[Greenhouse Gases Tool](#); and the "[Environmental Justice Interagency Working Group Promising Practices for EJ Methodologies in NEPA Reviews](#)" report.

The commenter also suggested that GSA should develop communications written in plain language that could be understood by all affected community members, offer technical services to help community members better understand the Project and its impacts, provide translation and interpretive services if required, and make public meetings accessible to all.

#### **5.4.6 Land Use**

Seventeen commenters provided nineteen comments on land use. Four commenters noted that selecting the Woodland Site would not align with the primarily residential use of the neighborhood, and that the neighborhood did not presently have any amenities that could support the courthouse once it is fully functional.

Eleven commenters noted that selecting the Hudson Site would not be compatible with the City of Hartford's and the community's long-term development goals for the site to transform it into a mixed-use residential and commercial space (see <https://bushnell.org/about/bushnell-south-neighborhood-development> and <https://crdact.net/project/neighborhoods/bushnell-park-south/>). The comments stated that selecting the Hudson Site would not align with the intended cultural growth and development of the site and would affect walkability in the area.

One commenter noted that selecting the Hudson Site would blend with the land use of the surrounding area due to the location of several government agencies and facilities in the vicinity, and the Project could enhance the community landscape of the neighborhood and government services offered.

One commenter stated that both Allyn and Hudson Sites should only be used for commercial and residential development.

#### **5.4.7 Requests for Information**

One commenter provided two requests for additional information regarding various aspects of the Project. The questions that were submitted to GSA are included below:

- Who are the people being tried at the courthouse?
- Will there be opportunities to employ neighborhood and other city residents in construction and operation?

#### **5.4.8 Socioeconomics**

Seventeen commenters submitted nineteen comments on socioeconomics. Six commenters expressed opposition to the selection of Hudson Site as that would lead to the site's removal from the City of Hartford's tax base. The commenters noted that the recent increase in property taxes on single- and multi-family homes had financially burdened the residents of Hartford and requested that currently taxable land not be used for another development that could cause unanticipated financial deficits that could be displaced onto the city. One commenter expressed concern about the Hudson Site, citing the critically important redevelopment projects planned for the site to transform the neighborhood and generate substantial revenue for the city. Two commenters noted that the Allyn Site should also not be removed from the tax base. Two commenters expressed opposition to siting the new courthouse on any currently taxable property.

Two commenters noted that selecting the Hudson Site may have adverse financial effects on the Bushnell Center for the Performing Arts by reducing attendance due to the lack of sufficient parking spaces for

Bushnell patrons. They requested that the Hudson Site, if selected, should ensure the availability of ample parking spaces for Bushnell patrons.

Eight commenters noted that selecting the Allyn Site would boost the economy of Hartford's Central Business District, which has been adversely affected by the reduced foot traffic in the neighborhood. Per the commenters, selecting the Allyn Site would increase business at the restaurants, retail stores, and other commercial establishments in the area.

Two commenters noted that the Project may create job opportunities in the City of Hartford.

#### **5.4.9 Traffic and Transportation**

Nineteen commenters submitted twenty-two comments on traffic, transportation, and site accessibility. Nine commenters noted that the Allyn Site is located in downtown Hartford and is easily accessible via public transportation. These commenters stated that the Allyn Site is located close to multiple bus lines, sits adjacent to the Union Station, provides easy access to I-89 and I-91, is pedestrian-friendly, and is located close to other federal buildings and law firms. One commenter noted that the Hudson Site is easily accessible via bus and rail services and is located close to I-89, I-91, and other crucial road networks.

Eight commenters expressed opposition to selecting the Woodland Site due to the prevalence of traffic congestion in the Asylum Hill neighborhood. The commenters noted that constructing and operating a courthouse at the Woodland Site could increase traffic and congestion in the neighborhood and contribute to the high volume of road accidents in the area. They also noted that Woodland Site is less accessible via public transportation compared to Allyn and Hudson Sites and is not very pedestrian-friendly.

Two commenters requested that GSA conduct a detailed surge parking, traffic control inspection, and pedestrian management study prior to the proposed construction. Two commenters suggested that GSA should coordinate with the Connecticut Department of Transportation and relevant federal agencies to ensure that the project is designed with consideration of ongoing transportation planning in the greater Hartford area, as well as transportation officials' evaluation of major I-89 and I-91 configurations. One commenter noted that sites located in Hartford would provide limited parking and would be difficult to access. Another commenter requested that GSA consider affordable underground parking at the new courthouse.

#### **5.4.10 Water Resources**

Three commenters submitted three comments regarding consideration of impacts to water resources. The commenters noted that revitalization of the North Branch Park River, a portion of which flows through the Woodland Site, is one of the top priorities of the neighborhood association. This includes incorporating recommendations from the 2010 North Branch Park River Watershed Management Plan, which was jointly approved by the EPA and the Connecticut Department of Energy and Environmental Protection and is currently in the process of being updated by the North Central Conservation District. Some of the recommended improvements include:

- Improving public accessibility along the lower North Branch Park River by designating access points, parking, signage, etc.; and
- Restoring vegetation along the Park River by converting parking lots and other paved areas.

The comments also noted the interest of stakeholders in conserving and reviving the North Branch Park River as an 'Emerald Necklace' that connects the landscapes through northwestern neighborhoods of Hartford.



## 6.0 ADDITIONAL OUTREACH EFFORTS

The Asylum Hill Neighborhood Association (AHNA) is the designated Neighborhood Revitalization Zone for the Asylum Hill area of the City of Hartford where the Woodland Site is located. Members of the AHNA requested GSA to attend a stakeholder meeting to discuss plans for the proposed development at the Woodland Site. The meeting was held on November 28, 2023, and members of GSA and the Court were in attendance. Several questions were raised by the meeting participants, and their comments covered a variety of topics including parking, traffic, safety, environmental, effects to the neighborhood, and socioeconomics. These comments are summarized below.

**Parking:** Comments were made about a lack of available parking around the Woodland Site. Commenters stated that the Asylum Hill neighborhood does not have adequate parking facilities. Requests for additional parking, including a parking garage, were discussed.

**Traffic:** Traffic studies are currently ongoing, including the Asylum Street Road. AHNA members requested that information from this study be used for any future traffic studies. Additionally, the members indicated that traffic is a major concern in the neighborhood and requested that this issue be addressed by the proposed development if the Woodland Site is selected.

**Safety:** Comments were made regarding the potential for increased crime and safety concerns if a courthouse were built in the neighborhood. Specifically, members commented about detainees' proximity to the public high school across the street.

**Environmental:** AHNA members commented about the water quality of the North Branch Park River, potential for stormwater runoff to the river during the construction and operation of the courthouse, and compliance with AHNA's goals to increase greenspace in the neighborhood, specifically a minimum 35 percent increase in tree canopy in Asylum Hill.

**Neighborhood Effect:** AHNA members commented about the potential design of a new courthouse. They requested the Project consider the proximity and relationship to the surrounding historic residential neighborhood in its design. The members also inquired about the overall benefits of the Project to the residents of Asylum Hill, including possible employment opportunities. The members requested the status of existing operations at the Woodland Site, including plans of relocating the current occupants.

**Socioeconomics:** The members commented on the loss of tax revenues and requested information about the parties responsible for funding the additional expenses for city amenities such as fire, police, and utilities associated with the operation of the new courthouse.

GSA requested the participants to submit their input to the designated Project email address: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov). On December 19, 2023, David McDonald, AHNA Executive Director, sent an email to GSA summarizing the comments made at the meeting (see Appendix K). These comments made by the attendees at the meeting and in the email have been broadly captured and addressed in the Draft EIS.

**APPENDIX A: NOTICE OF INTENT**

respondent burden compared with the ICR currently approved by OMB. Non-labor costs for obtaining performance evaluation samples increased.

Courtney Kerwin,

Director, Regulatory Support Division.

[FR Doc. 2023–11315 Filed 5–25–23; 8:45 am]

BILLING CODE 6560–50–P

## ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OW–2022–0869; FRL–10916–02–OMS]

### Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; Correction

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice, correction.

**SUMMARY:** The Environmental Protection Agency (EPA) published a notice in the *Federal Register* on April 21, 2023, requesting comments on a proposed Information Collection Request (EPA ICR Number 2723.01, OMB Control Number 2040–NEW) being submitted to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act. That notice contained an error in the Agency Docket ID Number. This document corrects that error.

**FOR FURTHER INFORMATION CONTACT:** Dr. Phillip Flanders, Engineering and Analysis Division, Office of Science and Technology, 4303T, Environmental Protection Agency, 1200 Pennsylvania Ave. NW, Washington, DC 20460; telephone number: 202–566–8323; email address: [Flanders.Phillip@epa.gov](mailto:Flanders.Phillip@epa.gov).

### SUPPLEMENTARY INFORMATION:

#### Correction

In the *Federal Register* of April 21, 2023, in FR Doc. 2023–08440, on page 24615:

1. In the first column, correct the “Agency Docket Number” to read “EPA–HQ–OW–2022–0869”; and

2. In the second column, correct the **ADDRESSES** by correcting the “Agency Docket Number” to read “EPA–HQ–OW–2022–0869”.

Courtney Kerwin,

Director, Regulatory Support Division.

[FR Doc. 2023–11262 Filed 5–25–23; 8:45 am]

BILLING CODE 6560–50–P

## FEDERAL RESERVE SYSTEM

### Change in Bank Control Notices; Acquisitions of Shares of a Bank or Bank Holding Company

The notificants listed below have applied under the Change in Bank Control Act (Act) (12 U.S.C. 1817(j)) and § 225.41 of the Board’s Regulation Y (12 CFR 225.41) to acquire shares of a bank or bank holding company. The factors that are considered in acting on the applications are set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The public portions of the applications listed below, as well as other related filings required by the Board, if any, are available for immediate inspection at the Federal Reserve Bank(s) indicated below and at the offices of the Board of Governors. This information may also be obtained on an expedited basis, upon request, by contacting the appropriate Federal Reserve Bank and from the Board’s Freedom of Information Office at <https://www.federalreserve.gov/foia/request.htm>. Interested persons may express their views in writing on the standards enumerated in paragraph 7 of the Act.

Comments regarding each of these applications must be received at the Reserve Bank indicated or the offices of the Board of Governors, Ann E. Misback, Secretary of the Board, 20th Street and Constitution Avenue NW, Washington, DC 20551–0001, not later than June 12, 2023.

*A. Federal Reserve Bank of Minneapolis* (Stephanie Weber, Assistant Vice President) 90 Hennepin Avenue, Minneapolis, Minnesota 55480–0291. Comments can also be sent electronically to [MA@mpls.frb.org](mailto:MA@mpls.frb.org):

1. *The Ann Elise Gaytko Revocable Trust For Frankson Investment Corporation Shares, Ann Gaytko, as trustee, and the Thomas Jerome Sankovitz Revocable Trust For Frankson Investment Corporation Shares, Thomas Sankovitz, as trustee, and individually, all of Waseca, Minnesota*; to retain voting shares of Frankson Investment Corporation, and thereby indirectly retain voting shares of Keen Bank, National Association, both of Waseca, Minnesota.

Board of Governors of the Federal Reserve System.

Michele Taylor Fennell,

Deputy Associate Secretary of the Board.

[FR Doc. 2023–11314 Filed 5–25–23; 8:45 am]

BILLING CODE P

## GENERAL SERVICES ADMINISTRATION

[Notice–PBS–2023–02; Docket No. 2023–0002; Sequence No. 18]

### Notice of Intent To Prepare an Environmental Impact Statement for a New Federal Courthouse in Hartford, Connecticut

**AGENCY:** Public Buildings Service (PBS), U.S. General Services Administration (GSA).

**ACTION:** Notice.

**SUMMARY:** Pursuant to the requirements of the National Environmental Policy Act of 1969 (NEPA), GSA intends to prepare an EIS to analyze potential impacts from the proposed acquisition of a site in Hartford, CT, and the subsequent design and construction of a new Federal Courthouse. The building would be owned and managed by GSA and occupied by various Federal agency tenants, with the United States District Court for the District of Connecticut (the Court) serving as the largest tenant.

**DATES:** The public scoping meeting for the EIS will be held on Tuesday, June 6, 2023, from 5:30 to 7:30 p.m., Eastern Daylight Time. Written comments must be submitted to GSA by July 6, 2023.

**ADDRESSES:** The meeting will be held at Park Street Library at the Lyric Community Room, 603 Park Street, Hartford, CT 06106.

Written comments must be submitted using one of the following methods:

- *In-Person:* Submit written comments at the public scoping meeting via comment forms. There will be a stenographer to capture the comments voiced during the meeting.

- *Email:* Send an email to [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) and reference “Hartford Courthouse EIS” in the subject line.

- *Mail:* Send direct written comments to: General Services Administration, Attention: Robert Herman, Project Manager, Abraham A. Ribicoff U.S. Courthouse, 450 Main Street, Suite 435, Hartford, CT 06103.

- *Drop Box:* Place written comments in the drop box at the main entrance of the Ribicoff Courthouse, at the following address: Abraham A. Ribicoff U.S. Courthouse, 450 Main Street, Hartford, CT 06103.

**FOR FURTHER INFORMATION CONTACT:** Robert Herman, Project Manager, GSA, at 413–244–9167.

### SUPPLEMENTARY INFORMATION:

#### Background

The U.S. District Court for the District of Connecticut (the Court) currently

operates at three existing Court facilities: the Abraham A. Ribicoff Federal Building and Courthouse (Ribicoff Courthouse) in Hartford, the Richard C. Lee U.S. Courthouse in New Haven, and the Brien McMahon Federal Building and U.S. Courthouse in Bridgeport. Long-range facilities planning for the Court and the Court Project Priorities process determined that Court operations in Hartford are projected to increase, and that Court headquarters would relocate from New Haven to Hartford.

The Ribicoff Courthouse, constructed in 1963, does not have the space, functionality, security, and building systems to meet the current and projected needs of the Court. The facility also presents numerous functional challenges related to circulation, prisoner movement, and operational and safety needs of the Judiciary.

GSA conducted feasibility studies to determine a suitable alternative that established the budget, site considerations, and basis for a project designed to provide long-term solutions to the Court's projected space requirements. The results from the feasibility studies led to GSA's decision to locate the Court's judicial operations at a new Federal Courthouse in Hartford, CT.

### Alternatives Under Consideration

The EIS will consider three "action" alternatives and one "no action" alternative. Under the action alternatives, GSA would acquire a site of at least two acres of land in Hartford, CT for the design and construction of a new Federal Courthouse. The no action alternative assumes that site acquisition and subsequent design and construction of a new Federal Courthouse would not occur. The Judiciary would continue to operate under current conditions at the Ribicoff Courthouse, and at the courthouses in New Haven and Bridgeport.

A new Federal Courthouse would have the following features:

- Total building gross square footage of approximately 281,000;
- 11 courtrooms and 18 Judge chambers;
- Offices for various Federal agency tenants; and
- 66 secure parking spaces.

GSA has identified three potential sites for the project, each corresponding to an action alternative (listed north to south):

- *Woodland Site*—encompasses one land parcel and is 10.10 acres. The property lies in Hartford's Asylum Hill neighborhood, a block south of Saint

Francis Hospital. It is bounded by Asylum Ave. to the north, the North Branch of Park River to the west, healthcare-related buildings along its southern perimeter, and Woodland St. to the east. It is currently utilized as a State of Connecticut office building.

- *Allyn Site*—encompasses 10 land parcels and is 2.19 acres. The property lies downtown, two blocks north of Bushnell Park. It is bounded by Church St. to the north, High St. to the west, Allyn St. to the south, and mixed-use buildings along its eastern perimeter. It is currently utilized as a surface parking lot.

- *Hudson Site*—encompasses six land parcels and is 2.54 acres. The property lies downtown, two blocks south of Bushnell Park. The parcels are separated by Hudson St., with the larger property (2.24 acres) to the west of Hudson St. and the smaller property (0.3 acres) to the east of Hudson St. The larger property is bounded by Capitol Ave. to the north, West St. to the west, and Buckingham St. to the south. It is currently utilized as a surface parking lot and an auto detailing shop. The smaller property is bounded by Buckingham St. to the south and mixed-use buildings along its northern and eastern perimeters. It is currently utilized as a surface parking lot.

### Public Involvement and Scoping Meeting

The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. Interested parties are encouraged to participate in the public scoping meeting and provide written comments regarding the scope of the EIS.

There will be a project presentation at 6:00 p.m. with a public comment period to follow. An American Sign language translator and a Spanish language interpreter will be available. After the meeting, GSA will post the following items at the Project website, <http://gsa.gov/hartfordcourthouse>:

- Meeting handouts in English and Spanish
- Presentation slide deck in English and Spanish
- Meeting transcript in English
- Audio/video of the meeting with closed captions

Further information about the project can be viewed at: <http://gsa.gov/hartfordcourthouse>.

### Surran D. Dilks,

Director, Design & Construction Division, PBS New England Region.

[FR Doc. 2023-11267 Filed 5-25-23; 8:45 am]

BILLING CODE 6820-RB-P

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Agency for Healthcare Research and Quality

#### Notice of Meeting

**AGENCY:** Agency for Healthcare Research and Quality (AHRQ), HHS.

**ACTION:** Notice.

**SUMMARY:** The Agency for Healthcare Research and Quality (AHRQ) announces a Special Emphasis Panel (SEP) meeting on "Dissemination and Implementation of Equity-Focused Evidence-Based Interventions in Healthcare Delivery Systems (R18)". This SEP meeting will be closed to the public.

**DATES:** July 11–12, 2023.

**ADDRESSES:** Agency for Healthcare Research and Quality, (Video Assisted Review), 5600 Fishers Lane, Rockville, Maryland 20857.

**FOR FURTHER INFORMATION CONTACT:** Jenny Griffith, Committee Management Officer, Office of Extramural Research, Education and Priority Populations, Agency for Healthcare Research and Quality, (AHRQ), 5600 Fishers Lane, Rockville, Maryland 20857, Telephone: (301) 427-1557.

**SUPPLEMENTARY INFORMATION:** A Special Emphasis Panel is a group of experts in fields related to health care research who are invited by AHRQ, and agree to be available, to conduct on an as needed basis, scientific reviews of applications for AHRQ support. Individual members of the Panel do not attend regularly scheduled meetings and do not serve for fixed terms or a long period of time. Rather, they are asked to participate in particular review meetings which require their type of expertise.

The SEP meeting referenced above will be closed to the public in accordance with the provisions set forth in 5 U.S.C. 1009(d), 5 U.S.C. 552b(c)(4), and 5 U.S.C. 552b(c)(6). Grant applications for "Dissemination and Implementation of Equity-Focused Evidence-Based Interventions in Healthcare Delivery Systems (R18)" are to be reviewed and discussed at this meeting. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

Agenda items for this meeting are subject to change as priorities dictate.

## **APPENDIX B: PRESS RELEASES**



**For Immediate Release**

May 30, 2023

Contact: Paul R. Hughes (617) 283-6142  
[Paul.Hughes@gsa.gov](mailto:Paul.Hughes@gsa.gov)

**U.S. General Services Administration to host a public scoping meeting for the new Federal Courthouse in Hartford, Conn.**

HARTFORD, Conn. – The U.S. General Services Administration (GSA) will host a public scoping meeting in support of an Environmental Impact Statement (EIS) for the proposed siting and construction of a new Federal Courthouse in Hartford, Connecticut.

The public is encouraged to attend and participate in the scoping meeting on:

**WHEN:** Tuesday, June 6, 2023  
5:30 p.m. - 7:30 p.m.

**WHERE:** Park Street Library @ The Lyric  
Community Room  
603 Park St., Hartford, CT 06106

During this meeting, the public will have an opportunity to hear about the project and learn how they can provide input on the issues that are important to the community. This input is a valuable step in the process and will be used by GSA to determine the scope and content of the EIS.

There will be a project presentation at 6:00 p.m. with a public comment period to follow. An American Sign language translator and a Spanish language interpreter will be available.

**All comments must be submitted by July 6, 2023.**

Written comments may be submitted using one of the following methods:

- In-Person: Submit written comments at the public scoping meeting via comment forms. There will be a stenographer to capture the comments voiced during the meeting.
- Email: Send an email to [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) and reference “**Hartford Courthouse EIS**” in the subject line.
- Mail: Send direct written comments to the following address:  
General Services Administration  
Attention: Robert Herman, Project Manager

Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

- Drop Box: Place written comments in the drop box at the main entrance of the Ribicoff Courthouse, at the following address:  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street  
Hartford, CT 06103

The existing courthouse, the Abraham A. Ribicoff Federal Building and Courthouse, was constructed in 1963 and does not have the space, functionality, security, and building systems to meet the current and projected needs of the Court. The new Courthouse will provide eleven (11) courtrooms, eighteen (18) Judge chambers and offices for court-related agencies along with 66 secured parking spaces. The project will meet the 10-year space needs of the courts and court-related agencies and will accommodate expansion to meet the anticipated 30-year needs of the courts.

“The District Court has outgrown its building, and the Judges and Court staff are excited to begin the process of learning more from both the environmental impact study and the public about each of the three potential sites for our new home,” Michael Shea, Chief Judge, United States District Court, District of Connecticut, said. “I invite members of the public to come to the meeting, hear about the study process and the needs of the Court, and offer their views on the project’s impacts.”

GSA has identified three potential sites for the project, each corresponding to an action alternative (listed north to south):

- Woodland Site - a State office building with parking lot consisting of 10.1 acres at 61 Woodland St
- Allyn Site - a surface parking lot consisting of 2.19 acres at 154 Allyn St
- Hudson Site - a surface parking lot with auto detailing shop consisting of 2.54 acres at 201 Hudson St

Further information about the project can be viewed at: <http://gsa.gov/hartfordcourthouse>.

###

#### **About GSA:**

GSA provides centralized procurement for the federal government, managing a nationwide real estate portfolio of nearly 370 million rentable square feet and overseeing approximately \$75 billion in annual contracts. GSA’s mission is to deliver the best value in real estate, acquisition, and technology services across government, in support of the Biden-Harris administration’s priorities. For more information, visit [GSA.gov](https://gsa.gov) and follow us at [@USGSA](https://twitter.com/USGSA).



## Para su publicación inmediata

30 de mayo de 2023

Contacto: Paul R. Hughes (617) 283-6142  
[Paul.Hughes@gsa.gov](mailto:Paul.Hughes@gsa.gov)

### **La Administración de Servicios Generales de Estados Unidos organizará una reunión pública sobre el alcance de las obras del nuevo Palacio de Justicia Federal de Hartford, Connecticut.**

HARTFORD, Connecticut - La Administración de Servicios Generales de los Estados Unidos (GSA) organizará una reunión pública en apoyo de una Declaración de Impacto Ambiental (EIS por su nombre en inglés Environmental Impact Statement) para el lugar propuesto y la construcción de un nuevo Palacio de Justicia Federal en Hartford, Connecticut.

Se anima al público a asistir y participar en la reunión sobre el alcance el:

CUÁNDO: Martes 6 de junio de 2023  
5:30 p.m. - 7:30 p.m.

DÓNDE: Biblioteca de la Calle Park en The Lyric  
Community Room  
603 Park St., Hartford, CT 06106

Durante esta reunión, el público tendrá la oportunidad de oír acerca del proyecto y conocer la forma en que puede aportar su opinión sobre las cuestiones importantes para la comunidad. Esta opinión es un paso valioso en el proceso y la GSA la usará para determinar el alcance y el contenido de la EIS.

Habrá una presentación del proyecto a las 6:00 p.m., con un periodo de comentarios públicos a continuación. Se dispondrá de un traductor de lenguaje de signos estadounidense y de un intérprete de español.

**Todos los comentarios deberán presentarse antes del 6 de julio de 2023.**

Los comentarios por escrito pueden presentarse usando uno de los siguientes métodos:

- En persona: Presente sus comentarios por escrito en la reunión pública de evaluación del alcance a través de los formularios de comentarios. Habrá un taquígrafo para captar los comentarios expresados durante la reunión.
- Correo electrónico: Envíe un correo electrónico a [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) y haga referencia a "Hartford Courthouse EIS" en el asunto.



- Correo postal: Envíe sus comentarios por escrito a la siguiente dirección  
General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103
- Buzón: **Coloque los comentarios escritos en la caja de depósito situada en la entrada principal del Palacio de Justicia Ribicoff, en la siguiente dirección:**  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street  
Hartford, CT 06103

El Palacio de Justicia existente, el Edificio Federal y Palacio de Justicia Abraham A. Ribicoff, fue construido en 1963 y carece del espacio, la funcionalidad, la seguridad y los sistemas de construcción necesarios para satisfacer las necesidades actuales y proyectadas del Tribunal. El nuevo Palacio de Justicia proporcionará once (11) salas de audiencia, dieciocho (18) despachos para los jueces y oficinas para los organismos relacionados con los tribunales, junto con 66 espacios de estacionamiento con vigilancia. El proyecto satisfará las necesidades de espacio de los tribunales y de los organismos relacionados con los tribunales durante 10 años y dará cabida a una ampliación para satisfacer las necesidades previstas de los tribunales durante 30 años.

"Al Tribunal de Distrito se le ha quedado pequeño su edificio, y los jueces y el personal del Tribunal están emocionados por comenzar el proceso de aprender más, tanto del estudio de impacto ambiental como del público, sobre cada uno de los tres posibles lugares para nuestro nuevo hogar", dijo Michael Shea, Juez Presidente del Tribunal de Distrito de los Estados Unidos, Distrito de Connecticut. "Invito a los miembros del público a venir a la reunión, escuchar sobre el proceso de estudio y las necesidades del Tribunal, y ofrecer sus puntos de vista sobre los impactos del proyecto".

La GSA ha identificado tres lugares potenciales para el proyecto, cada uno correspondiente a una alternativa de acción (enumerados de norte a sur):

- Woodland - un edificio de oficinas del Estado, con estacionamiento, que consta de 10.1 acres (40,800 m<sup>2</sup>) en 61 Woodland St.
- Allyn - un estacionamiento en superficie que consta de 2.19 acres (8,800 m<sup>2</sup>) en 154 Allyn St.
- Hudson - un estacionamiento en superficie con taller de detalles de automóviles que consta de 2.54 acres (10,200 m<sup>2</sup>) en 201 Hudson St.

Es posible obtener más información sobre el proyecto en: <http://gsa.gov/hartfordcourthouse>.

###

### **Sobre la GSA:**

La GSA proporciona adquisiciones centralizadas para el gobierno federal, administrando una cartera inmobiliaria nacional de casi 370 millones de pies cuadrados (34.3 millones de m<sup>2</sup>) alquilables y supervisando aproximadamente 75,000 millones de dólares en contratos anuales. La misión de la GSA es proporcionar la mejor prestación en servicios inmobiliarios, de adquisición y tecnológicos en todos los ámbitos de los gobiernos, en apoyo de las prioridades de la administración Biden-Harris. Para más información, visite [GSA.gov](http://GSA.gov) y siganos en @USGSA.

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|---------------|------------|----------------------------|-------------------------------|----------------------------|---------------------|
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| WNPR          |            |                            | jcohen@wnpr.org               | 860-275-7266               | Meriden             |
| WQQQ          |            |                            | newsdirector@wshu.org         | 203-365-6604               | Sharon              |
| WTIC          |            |                            | newsteam@fox61.com            | 860-727-0082               | Hartford            |
|               | WCTX       |                            | publicwtnh@wtnh.com           | 203-784-8801               | New Haven           |
|               | WFSB       |                            | newsdesk3@wfsb.com            | 860-244-1700               | Hartford            |
|               | WFXQ-CA    |                            | news@wwlp.com                 | 413-377-2200               | Hartford            |
|               | WTIC-TV    |                            | newsteam@fox61.com            | 860-727-0082               | Hartford            |
|               | WTNH       |                            | publicwtnh@wtnh.com           | 203-784-8801               | New Haven           |
|               | WVIT       |                            | news@nbccconnecticut.com      | 860-313-6300               | New Britain         |
|               |            | AP Hartford                | aphartford@ap.org             |                            |                     |
|               |            | AP National                | info@ap.org                   |                            |                     |
|               |            | Cheshire Herald            | news@cheshireherald.com       | 203-272-5316               | Cheshire            |
|               |            | Citizen's News             | editor@mycitizensnews.com     | 203-729-2228               | Naugatuck           |
|               |            | Connecticut Post           | news@ctpost.com               | 860-435-9873               | Westport            |
|               |            | Greenwich Time             | gtcitydesk@scni.com           | 203-625-4410               | Greenwich           |
|               |            | Hartford Courant           | newstips@courant.com          | 860-241-6200, Options 5, 1 | Hartford            |
|               |            | Hartford Courant           | kgosselin@courant.com         |                            |                     |
|               |            | Hartford Courant           | ckeating@courant.com          |                            |                     |
|               |            | Identidad Latina           | news@identidadlatina.com      | 860-231-8224               | Hartford            |
|               |            | Inquiring News             | inqnews@aol.com               | 860-983-7587               | Bloomfield          |
|               |            | Journal Inquirer           | news@journalinquirer.com      | 860-646-0500               | Manchester          |
|               |            | LaVoz Hispana              | info@lavozhispanact.com       | 203-865-2272               | New Haven           |
|               |            | Middletown Press           | editor@middletownpress.com    | 860-347-3331, Option 5     | Middletown          |
|               |            | Millerton News             | editor@millertonnews.com      | 860-435-9873               | Lakeville           |
|               |            | New Haven Register         | localnews@nhregister.com      | 203-789-5200, Options 1, 4 | New Haven           |
|               |            | New Milford News Times     | newsstaff@newstimes.com       | 203-731-3347               | New Milford         |
|               |            | Newtown Bee                | editor@thebee.com             | 203-426-3141               | Newtown             |
|               |            | Northend Agent's           | sallen@northendagents.com     | 860-244-2445               | Hartford            |
|               |            | Norwich Bulletin           | news@norwichbulletin.com      | 860-425-4200               | Norwich             |
|               |            | Plainville Citizen         | newsroom@record-journal.com   | 230-235-1661               | Plainville          |
|               |            | Postlatino                 | info@postlatino.com           |                            |                     |
|               |            | Register Citizen           | editor@registercitizen.com    | 860-685-9130               | Torrington          |
|               |            | Republican-American        | releases@rep-am.com           | 203-574-3636, Options 6, 7 | Waterbury           |
|               |            | Rivereast News Bulletin    | bulletin@glcitizen.com        | 860-633-4691               | Glastonbury         |
|               |            | Shoreline Times            | sbraden@ctcentral.com         | 203-789-5200, Options 1, 4 | New Haven           |
|               |            | The Bristol Observer       | mchaiken@BristolObserver.com  | 860-621-6751               | Southington         |
|               |            | The Chronicle              | news@thechronicle.com         | 860-423-8466               | Willimantic         |
|               |            | The Darien News            | news@thedarienneWS.net        | 912-437-4251               | Bridgeport          |
|               |            | The Darien News            | kathleen@thedarienneWS.net    | 912-437-4251               | Bridgeport          |
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|               |            | The Hartford News          | hartfordnews@aol.com          | 860-296-6128               | Hartford            |
|               |            | The Herald                 | bcarroll@newbritainherald.com | 860-225-4601               | New Britain         |
|               |            | The Hour                   | tips@ctnews.com               | 203-842-2500               | Norwalk             |
|               |            | The Wilton Bulletin        | editor@wiltonbulletin.com     | 203-442-4104               | Wilton              |
|               |            | The Wilton Bulletin        | newsroom@wiltonbulletin.com   | 203-442-4104               | Wilton              |
|               |            | Westport Now               | editor@westportnow.com        |                            | Westport            |
|               |            | Windsor Journal Weekly     | editor@thewindsorjournal.com  | 860-922-6442               | Windsor             |

**APPENDIX C: NEWSPAPER AFFIDAVITS AND TEAR SHEETS**

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**State of Connecticut**

**June 01, 2023**

**County of Hartford**

**Order No: 7429919**

I, Robin Collar, do solemnly swear that I am a representative of the Hartford Courant, printed and published daily, in the state of Connecticut and that from my own personal knowledge and reference to the files of said publication the advertisement of Public Notices was inserted in the regular edition.

On Dates as Follows:

May 24, 2023; May 31, 2023

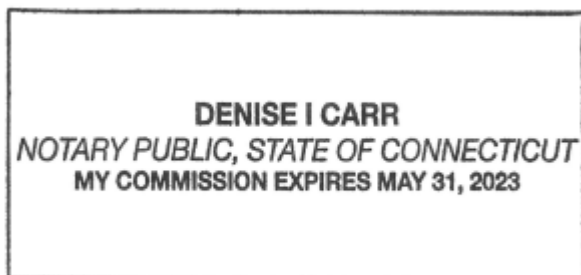


\_\_\_\_\_  
Robin Collar, Representative,

Subscribed and sworn before me on June 01, 2023



\_\_\_\_\_  
Notary Public



\_\_\_\_\_  
Name of Notary, Typed, Printed, or Stamped

Order # - 7429919

## Public Scoping Meeting for the Hartford Federal Courthouse Environmental Impact Statement

The U.S. General Services Administration (GSA) is preparing an Environmental Impact Statement (EIS) to analyze potential impacts from the proposed acquisition of a site and the subsequent design and construction of a new Federal Courthouse in Hartford, CT.

The existing Hartford courthouse, the Abraham A. Ribicoff Federal Building and Courthouse, does not presently have the space, functionality, security, and building systems to meet the U.S. District Court for the District of Connecticut (the Court) current and projected needs. To address current issues and allow future growth, GSA is proposing to locate the Court's judicial operations at a new Federal Courthouse in Hartford. This EIS will consider three (3) action alternatives that would require the acquisition of a site in Hartford and the design and construction of a new Federal Courthouse, and a no action alternative, that assumes that site acquisition and subsequent design and construction of a new Federal Courthouse would not occur.

GSA is hosting a public scoping meeting for the EIS on June 6, 2023 from 5:30 to 7:30 PM at: The Park Street Library @ The Lyric Community Room

603 Park St., Hartford, CT 06106

Written comments must be submitted to GSA by July 6, 2023 using one of the following methods:

- In-Person: At the meeting.
- Email: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) with subject line "Hartford Courthouse EIS".
- Mail or Dropbox: Send written comments by mail to, or place comments in the drop box at the main entrance of the Ribicoff Courthouse:

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Further information about the project can be viewed at: <http://gsa.gov/hartfordcourthouse>.

For more information, please contact Robert Herman, Project Manager, GSA at 413-244-9167.

## Reunión de Alcance Público para la Declaración de Impacto Ambiental (EIS – siglas en inglés) para el Palacio de Justicia Federal de Hartford

La Administración de Servicios Generales (GSA – siglas en inglés) está preparando una Declaración de Impacto Ambiental (EIS) para analizar los impactos potenciales de la adquisición propuesta de un sitio y el posterior diseño y construcción de un nuevo Palacio de Justicia Federal en Hartford, Connecticut.

El actual Palacio de Justicia de Hartford, el Edificio Federal y Palacio de Justicia de Abraham A. Ribicoff, no tiene actualmente el espacio, funcionalidad, seguridad y sistemas de construcción para satisfacer las necesidades actuales y proyectadas del Tribunal de Distrito de los Estados Unidos para el Distrito de Connecticut. Para abordar los problemas actuales y permitir el crecimiento futuro, GSA propone ubicar las operaciones judiciales del Tribunal en un nuevo Palacio de Justicia Federal en Hartford. Este EIS considerará tres (3) alternativas de acción que requerirían la adquisición de un sitio en Hartford y el diseño y construcción de un nuevo Palacio de Justicia Federal, y una alternativa de no acción, que asume que la adquisición del sitio y el posterior diseño y construcción de un nuevo Tribunal Federal no se produciría.

GSA está organizando una reunión pública de alcance para el EIS el 6 de junio de 2023 de 5:30 p. m. a 7:30 p. m. en:

The Park Street Library @ The Lyric  
Community Room

603 Park St., Hartford, CT 06106

Los comentarios por escrito deben enviarse a GSA antes del 6 de julio de 2023 utilizando uno de los siguientes métodos:

- En persona: en la reunión
- Correo electrónico: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) con línea de asunto: "Hartford Courthouse EIS".

- Correo o Dropbox: Envíe comentarios escritos por correo o coloque comentarios en el buzón en la entrada principal del Palacio de Justicia de Ribicoff:

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Para obtener más información, comuníquese con Robert Herman al 413-244-9167.

5/24, 5/31/2023 7429919

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**PUBLIC NOTICES**

**Connecticut**  
LEGAL NOTICE  
Notice of Intent to Demolish

Notice is hereby given that an application for a Demolition Permit has been submitted to the City of Middletown Building Department. The residential structure is located at 830 East Middletown Road, Middletown, CT 06457. Resident seeking to delay this demolition for up to 10 days should contact the City of Middletown Building Department, in writing, within 10 days of the date of this notice at: 245 deKoven Dr, Middletown, CT 06457 6/2/2023 7438622

**TOWN OF ENFIELD, CONNECTICUT**  
REQUEST FOR PROPOSALS

**ENFIELD ROADS 2021 YEAR 2**

**MEADOW LARK AREA ROAD RECONSTRUCTION PROJECT**

**CONTRACT No. 23-2**

**BROADLEAF LANE, HILLIER DRIVE, MEADOW LARK ROAD, PEARL STREET EXT, STORRS ROAD, TRINITY DRIVE, VALE COURT & YALE DRIVE.**

**ENFIELD, CONNECTICUT**  
May 24, 2023

Sealed proposals for the project named above will be received at the office of the Director of Finance until 11:00 A.M., Wednesday, June 14, 2023. Thereafter, proposals will be opened in public and read aloud and opened and read aloud pursuant to the applicable provisions of the Governor's Executive Orders. Responses received after this date and time will not be accepted.

Beginning Wednesday, May 24, 2023, specifications, and proposal documents may be obtained from the Engineering Office on the second floor of Enfield Town Hall, 920 Enfield Street, Enfield, CT. A two hundred dollar (\$200) non-refundable deposit is required for each set of printed documents or electronically, by email request to: jrodiguez@enfield.org. Any questions concerning the project named above should be directed to the Engineering Office at (860) 763-7095.

The Town of Enfield reserves the right to accept or reject any, all, or any part of proposals, to waive any formalities or informalities, and to make an award that is deemed to be in the best interests of the Town.

The Town of Enfield is an Affirmative Action/Equal Opportunity Employer. Disadvantaged, minority, small and women-owned business enterprises are encouraged to respond.

John A. Wilcox, Director of Finance  
EOE/AA  
5/24/2023 7438881

**Legal Notice - Town of Plymouth**  
Request for AIA/PE/Planning Qualifications (RFQ)

The Town of Plymouth, CT, is seeking an Architectural, Engineering, Community Planning/Development consultant to conduct a three-part community-wide survey to create engagement, collect data and prepare a prioritized PLYMOUTH COMMUNITY INVESTMENT TRANSFORMATIONAL PLAN. This Plan is funded by the Dept. of Economic and Community Development Community Investment Fund and the Town. The overall scope of the PLAN is to survey and engage (1.) community citizens, (2.) 27 public and private commissions/agencies and (3.) businesses and companies, review all relevant reports, regulations and laws and use that information to prepare a comprehensive PLYMOUTH COMMUNITY INVESTMENT TRANSFORMATIONAL PLAN and then assist in preparing/filing potential grant Applications.

Successful consultant must have at least three (3) years of professional architectural, engineering, or community planning or development project experience in developing and executing community surveys and then preparing a comprehensive Transformational Plan from the accrued data. Responses to the RFQ requirements should include AIA/PE/Community Planning & Development Resume and related qualification documents delineating your experience. Consultants have current valid CT license for Architect, or Engineering, or Community Planning/Development credentials. Must satisfactorily pass a background check. Final contract agreement will be negotiated after selection is made. All interested bidders must attend a CIP Pre-submission Meeting which will be held on June 21, 2023 at 9:30 am to 11:30 am in the Community Room, Plymouth Town Hall. No exceptions. Attendance may be in person or virtual. Virtual access information will be posted on the Town's Website on/before 5 pm, May 30, 2023.

Requests for the RFQ PLYMOUTH COMMUNITY INVESTMENT TRANSFORMATIONAL PLAN package may be sent to Winnie Klimas, Grant Administrator Consultant, or Vance Taylor, Economic Development Consultant, Plymouth Town Hall, Mayor's Office, 80 Main Street, Terryville, CT 06786 Telephone (860) 585-4001, mayor@plymouth.us or vance@plymouth.us

**RFQ Transformational Plan sealed BID SUBMISSION DEADLINE IS Friday, June 30, 2023, by 11:30 am to Plymouth Town Hall, Mayor's Office, 80 Main Street, Terryville, CT 06786. MBE, WMBE, DisMBE, are encouraged to apply. Plymouth is an EOE Employer.**  
5/24/2023 7438545

**LEGAL NOTICE**

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Bristol Zoning Board of Appeals at City Hall West - Meeting Room One - Second Floor, 131 North Main St., on Tuesday, June 6, 2023 at 7:00 PM. to hear and consider the following application:

- Application #3797 - Variances of: 1) minimum lot area (15,000 s.f.) 2) minimum lot width (100' feet) and 3) an accessory building with 750 sq. ft. of area at 374 Broad Street; Assessor's Map 39, Lot 113; BG (General Business) zone; John Quinto, applicant.
- Application #3798 - Variances of: 1) build-to-line (maximum of 10' ft.) and 2) building fenestration (minimum of 65%) for the construction of a 7,120 sq. ft. municipal parking structure at 30 Hope Street; Assessor's Map 30, Lot 9; BD-1 (Downtown Business) zone; City of Bristol, applicant.

This meeting will be held in-person and online (via Zoom) where interested persons may attend and speak at this hearing. Instructions for Zoom will be listed on the agenda and available online approximately one week prior thereto. Please contact the Land Use Office at 860-584-6225 for further information.

Written communications may also be submitted. Copies of all applications are on file for public inspection in the Land Use Office, Department of Public Works, City Hall West - Second Floor, 131 North Main Street, Bristol, CT.

**BRISTOL ZONING BOARD OF APPEALS**  
Richard Raymond, Secretary

Dated at Bristol, CT this 23rd day of May, 2023  
5/24, 5/30/2023 7438459

**NOTIFICATION OF AQUATIC TREATMENT LONG ESTATE POND - BLOOMFIELD, CT**

In accordance with the Connecticut DEEP Pesticide Division notification requirements, portions of Lake Williams in Lebanon will be inspected, and if deemed necessary will be chemically treated with USEPA/ CT DEEP registered herbicides and algaecides to control nuisance aquatic vegetation on June 7, 2023. Long Estate Pond will be treated with Polyaluminum Chloride, Fumigard SC, Tribury and Captain XTR. The lake will be closed to all uses the day of the treatment. Do not use the water for the following purposes) until the date noted below: Boating, swimming and fishing; the day after treatment, Irrigation: 5 days, livestock watering 1 day, drinking and domestic purposes: 3 days. These water use restrictions do not apply to wells situated around the lake nor to pets (i.e. dogs/cats) or wildlife that may drink the water. Prior to treatment, the lake shoreline will be posted with signs warning of these temporary use restrictions.

This work is being performed for White and Katzman Management. Treatments are conducted pursuant to permits issued by the CT DEEP. Information on the specific date of application may be obtained from the person named below. The treatment is being performed by the state licensed firm SOLitude Lake Management of Shrewsbury, MA. Contact: 508-865-1000 5/24/2023 7438560

**NOTIFICATION OF AQUATIC TREATMENT SCARRIT'S MILL POND - WEST HARTFORD, CT**

In accordance with the Connecticut DEEP Pesticide Division notification requirements, portions of Scarrit's Mill Pond (AQUA-2022-134) will be inspected. If deemed necessary, the pond will be chemically treated with USEPA/ CT DEEP registered herbicides and algaecides to control nuisance aquatic vegetation on June 7, 2023 with a backup date of June 9, 2023. Scarrit's Mill Pond will be treated with Captain XTR, Clipper, Reward, Sonar AS, Polyaluminum Chloride, and SeClear. The lake will be closed to all uses the day of the treatment. Do not use the water for the following purposes) until the date noted below: Boating, swimming and fishing; no restriction, irrigation: until further notice, livestock watering: 1 day, drinking and domestic purposes: 3 days. These water use restrictions do not apply to wells situated around the lake nor to pets (i.e. dogs/cats) or wildlife that may drink the water. Prior to treatment, the lake shoreline will be posted with signs warning of these temporary use restrictions.

This work is being performed for Wyndwood Association. Treatments are conducted pursuant to permits issued by the CT DEEP. Information on the specific date of application may be obtained from the person named below. The treatment is being performed by the state licensed firm SOLitude Lake Management of Shrewsbury, MA. Contact: 508-865-1000 5/24/2023 7438537

**LEGAL NOTICE**  
BLOOMFIELD CENTER FIRE DISTRICT SPECIAL DISTRICT MEETING

The Special District Meeting scheduled for Tuesday, May 30th, 2023 at 6:45 p.m., has been cancelled and rescheduled as follows:

The eligible voters of the Bloomfield Center Fire District are hereby warned that a special meeting of the Bloomfield Center Fire District will be held on Tuesday, June 6, 2023 at 7:00 p.m. EDST, at Fire Headquarters, 18 Wintonbury Avenue, Bloomfield, Connecticut, for the following purposes:

- Discuss and vote on the recommendation to allocate an additional \$500,000.00 from the non-recurring capital expenditure fund to the Company III construction budget.
- To transact any other said business proper to come before this meeting

Dated at Bloomfield, Connecticut, May 23, 2023  
Jean Kitchens, District Clerk  
5/24/2023 7439196

**Public Scoping Meeting for the Hartford Federal Courthouse Environmental Impact Statement**

The U.S. General Services Administration (GSA) is preparing an Environmental Impact Statement (EIS) to analyze potential impacts from the proposed acquisition of a site and the subsequent design and construction of a new Federal Courthouse in Hartford, CT. The existing Hartford courthouse, the Abraham A. Ribicoff Federal Building and Courthouse, does not presently have the space, functionality, security, and building systems to meet the U.S. District Court for the District of Connecticut (the Court) current and projected needs. To address current issues and allow for future growth, GSA is proposing to relocate the Court's judicial operations at a new Federal Courthouse in Hartford. This EIS will consider three (3) action alternatives that would require the acquisition of a site in Hartford and the design and construction of a new Federal Courthouse, and a no action alternative, that assumes that site acquisition and subsequent construction of a new Federal Courthouse would not occur. GSA is hosting a public scoping meeting for the EIS on June 6, 2023 from 5:30 to 7:30 PM at: The Park Street Library @ The Lyric Community Room 603 Park St., Hartford, CT 06106

Written comments must be submitted to GSA by July 6, 2023 using one of the following methods:  
- In-Person: At the meeting.  
- Email: HartfordCourthouse@gsa.gov with subject line "Hartford Courthouse EIS".  
- Mail or Dropbox: Send written comments by mail to, or place comments in the drop box at the main entrance of the Ribicoff Courthouse: General Services Administration Attention: Robert Herman, Project Manager Abraham A. Ribicoff U.S. Courthouse 450 Main Street, Suite 435 Hartford, CT 06103

Further information about the project can be viewed at: http://gsa.gov/hartfordcourthouse. For more information, please contact Robert Herman, Project Manager, GSA at 413-244-9167.

**Reunión de Alcance Público para la Declaración de Impacto Ambiental (EIS - siglas en inglés) para el Palacio de Justicia Federal de Hartford**

La Administración de Servicios Generales (GSA - siglas en inglés) está preparando una Declaración de Impacto Ambiental (EIS) para analizar los impactos potenciales de la adquisición propuesta de un sitio y el posterior diseño y construcción de un nuevo Palacio de Justicia Federal en Hartford, Connecticut. El actual Palacio de Justicia de Hartford, el Edificio Federal y Palacio de Justicia de Abraham A. Ribicoff, no tiene actualmente el espacio, funcionalidad, seguridad y sistemas de construcción para satisfacer las necesidades actuales y proyectadas del Tribunal de Distrito de los Estados Unidos para el Distrito de Connecticut. GSA está proponiendo trasladar las operaciones judiciales del Tribunal al nuevo Palacio de Justicia Federal en Hartford. Este EIS considerará tres (3) alternativas de acción que requerirán la adquisición de un sitio en Hartford y el diseño y construcción de un nuevo Palacio de Justicia Federal, y una alternativa de no acción, que asume que la adquisición y construcción de un nuevo Tribunal Federal no se producirá. GSA está organizando una reunión pública de alcance para el EIS el 6 de junio de 2023 de 5:30 p. m. a 7:30 p. m. en: The Park Street Library @ The Lyric Community Room 603 Park St., Hartford, CT 06106

Los comentarios por escrito deben enviarse a GSA antes del 6 de julio de 2023 utilizando uno de los siguientes métodos:  
- En persona: en la reunión  
- Correo electrónico: HartfordCourthouse@gsa.gov con línea de asunto: "Hartford Courthouse EIS"  
- Correo o Dropbox: Envíe comentarios escritos por correo o coloque comentarios en el buzón en la entrada principal del Palacio de Justicia de Ribicoff: General Services Administration Attention: Robert Herman, Project Manager Abraham A. Ribicoff U.S. Courthouse 450 Main Street, Suite 435 Hartford, CT 06103

Para obtener más información, comuníquese con Robert Herman al 413-244-9167. 5/24, 5/31/2023 7429919

**Liquor Notices**

**LIQUOR PERMIT NOTICE OF APPLICATION**

This is to give notice that I, **MAYURA BOOSA, 52 ELDERD ST LEXINGTON, MA 02420-1430**. Have filed an application placarded **05/17/2023** with the Department of Consumer Protection for **RESTAURANT WINE & BEER PERMIT** for the sale of alcoholic liquor on the premises at **530R BUSHY HILL RD STE B3 SIMSBURY CT 06082**. The business will be owned by **KMV GROUP AVON LLC**. Entertainment will consist of: No Live Entertainment Objections must be filed by: 06-28-2023.

**05/17/2023 MAYURA BOOSA 5/24, 5/31/2023 7439612**

**NOTICE TO CREDITORS**

ESTATE OF Anthony M. Guerrero, Jr. (23-0260)

The Hon. Carolyn L. McCaffrey, Judge of the Court of Probate, District of North Central Connecticut, by decree dated April 8, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

Katelyn Proulx, Assistant Clerk

The fiduciary is: Mark G. Guerrero c/o KRISTEN STEWART BARBAROTTA, JOHNSON, DOWE BARON, & BARBAROTTA, LLC, 22 ELM STREET, WINDSOR, CT 06095 5/24/2023 7439242

**NOTICE TO CREDITORS**

ESTATE OF William L. McCaffrey, Judge of the Court of Probate, District of North Central Connecticut, by decree dated April 10, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

Katelyn Proulx, Assistant Clerk

The fiduciary is: Michael Lia c/o JEFFREY RIDGON BERRY, BERRY LAW GROUP LLC, 62 LASALLE ROAD, SUITE 212, WEST HARTFORD, CT 06107 William Lia Jr. c/o JEFFREY RIDGON BERRY, BERRY LAW GROUP LLC, 62 LASALLE ROAD, SUITE 212, WEST HARTFORD, CT 06107 Michael Lia c/o JEFFREY RIDGON BERRY, BERRY LAW GROUP LLC, 62 LASALLE ROAD, SUITE 212, WEST HARTFORD, CT 06107 5/24/2023 7439287

**NOTICE TO CREDITORS**

ESTATE OF George H. Davis, AKA George H. Davis III (23-00237)

The Hon. David C. Shepard, Judge of the Court of Probate, District of Simsbury, Regional Probate Court, by decree dated May 22, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

Lisa Sargent, Chief Clerk

The fiduciary is: Deborah Shaw c/o NEIL WILSON KRANER KRANER & HESS, LLC 238 ARTS CENTER COURT, PO. BOX 639 AVON, CT 06001 Susan E. Davis c/o NEIL WILSON KRANER KRANER & HESS, LLC 238 ARTS CENTER COURT, PO. BOX 639 AVON, CT 06001 5/24/2023 7439232

**LEGAL NOTICE - ZONING COMMISSION**

The Town of Simsbury Zoning Commission will hold a public hearing at a regular meeting on Monday, June 5, 2023, at the Simsbury Town Hall, 933 Hopmeadow Street, Simsbury, Connecticut 06070 in the Main Meeting Room at 7:00 p.m. on the following application:  
Application #2023-52 - Dudzik-Front Yard Setback Variance -Davis Rd, #80 Application for a front yard setback variance of 13 feet Davis Road #80. The applicant purchased a home and lives in the abutting property at #78 Davis. The all-season room needs to be replaced, so they wish to create an addition to the home that will be up to code and permanent with siding.

**NOTICE OF DECISION TOWN OF BURLINGTON ZONING BOARD OF APPEALS**

The Burlington Zoning Board of Appeals at its May 16, 2023, regular meeting took the following actions:  
Application #2023-52 - Dudzik-Front Yard Setback Variance -Davis Rd, #80 Application for a front yard setback variance of 13 feet Davis Road #80. The applicant purchased a home and lives in the abutting property at #78 Davis. The all-season room needs to be replaced, so they wish to create an addition to the home that will be up to code and permanent with siding.

Hardship: In 1994, the Town approved the all-season room making it part of the permanent structure Lot line adjustment between #78 and #80 Davis Rd. would not be possible due to the location of the well on #78 Davis which if the lot line was moved would create two wells for #80 Davis and none for #78 Davis which is not compliant with the Town's health code. OPPOSED, Mastrogianni, Farmer, Delano, Cargill, Perkins. ABSTAINED. In FAVOR, none.

**Variance Denied.**

**TOWN OF WINDSOR Inland Wetlands and Watercourses Commission LEGAL NOTICE**

Notice is hereby given that the Windsor Inland Wetlands and Watercourses Commission will hold a Public Hearing Meeting by a hybrid virtual meeting on **Tuesday, June 6, 2023 at 7:00 PM** in the Council Chambers, Windsor Town Hall at 275 Broad Street and online to hear and consider:

**Application 23-155: 436, 438, 458 Rainbow Road, FA, Hesketh & Associates, Inc. - Wetland Map Amendment**

Information on how to attend the meeting by phone or computer will be included on the meeting agenda posted at https://townofwindsor.com/sf/show/meeting/3801

All interested persons may be heard, and written communications may be received. Applications and related documents may be viewed in the Planning Department at Town Hall.

Dated this 15th day of May, 2023  
Windsor Inland Wetlands and Watercourses Commission  
5/24/2023, 5/31/2023 7436452

**TOWN OF OLD SAYBROOK**

NOTICE IS HEREBY GIVEN that the Zoning Commission of the Town of Old Saybrook will hold a public hearing at its regularly scheduled meeting at 7:00 p.m. on Monday, June 5, 2023 in the 1st floor conference room, Old Saybrook Town Hall, 302 Main Street and via teleconference to consider the following:

**"Max's Place, LLC, and Big Y Foods, Inc."** Application to Amend the Old Saybrook Zoning Regulations to amend Section 53.1 Standards for Motor Vehicle Uses to reduce the separation distance requirement for fuel to 500' in the Gateway Business B-4 Shopping Center District.  
Applicant: Max's Place, LLC, and Big Y Foods, Inc. Agent: Attorney David Royston

Public Zoning Link: https://zoom.us/j/92356062093?pwd=WEZSYVdRcm1Dcms4d2xwM0FTVlVlZ09 Meeting ID: 923 5606 2093 Meeting Passcode: 302302 Teleconference Dial-In: (929) 436-2866 One Tap Mobile: tel://9294362866\_92356062093#

**LEGAL NOTICE**  
NOTICE OF ACTION TOWN OF ROCKY HILL PLANNING AND ZONING COMMISSION

At their regular meeting on Wednesday, May 17, 2023, the Rocky Hill Planning and Zoning Commission took the following actions:

- Voted to continue the public hearing to June 21, 2023, for Special Permit/Site Plan Application Great River Holdings - Nick Uccello, proposing a mixed-use development - a hybrid virtual meeting on **Tuesday, June 6, 2023 at 7:00 PM** in the Council Chambers, Windsor Town Hall at 275 Broad Street and online to hear and consider:

**Application 23-155: 436, 438, 458 Rainbow Road, FA, Hesketh & Associates, Inc. - Wetland Map Amendment**

Information on how to attend the meeting by phone or computer will be included on the meeting agenda posted at https://townofwindsor.com/sf/show/meeting/3801

All interested persons may be heard, and written communications may be received. Applications and related documents may be viewed in the Planning Department at Town Hall.

Dated this 15th day of May, 2023  
Windsor Inland Wetlands and Watercourses Commission  
5/24/2023, 5/31/2023 7436452

**SUMMONS**

STATE OF NEW YORK SUPREME COURT: COUNTY OF DELAWARE

In the Matter of the Application of STAMFORD UNITED METHODIST CHURCH, Petitioner/Plaintiff, against JOHN DOE #1 through #100 and JANE DOE #1 through #100, said names being fictitious and being intended to designate persons unknown who are the heirs, descendants, devisees, distributees, assignees, grantees, legal representatives and successors in interest of Lyman Goodenough (deceased) and/or Sarah D. Goodenough (deceased) and/or Olive Goodenough (deceased), and all other persons, if any, having any right or interest in the real property known as 86 Main Street, Stamford, Delaware County, New York, Tax Map ID #: 54.06-3-7; and NEW YORK STATE ATTORNEY GENERAL, Respondents/Defendants. Index No. EF2023-329

To the above named Respondents/Defendants: YOU ARE HEREBY SUMMONED and required to serve upon Petitioner/Plaintiff's attorneys an answer to the petition/complaint in this action within twenty (20) days after the service of this summons, exclusive of the day of service, or within thirty (30) days after service is complete if this summons is not personally delivered to you in New York State. In case of your failure to answer, judgment will be taken against you by default for the relief demanded in the petition/complaint. The basis of venue is the location of the subject property in Delaware County. Dated: May 12, 2023 Whitbeck Benedict & Smith LLP by: Lucas Machado, Esq., Attorney for Petitioner/Plaintiff, 436 Union Street, Hudson, NY 12534 (518) 828-9444

NOTICE to Respondents/Defendants JOHN DOE #1 through #100 and JANE DOE #1 through #100: The foregoing summons is served upon you by the Publication pursuant to an order of the Hon. Brian D. Burns entered May 18, 2023. The nature of this action and the relief sought is to remove deed restrictions and authorize the sale of the real property known as 86 Main Street, Stamford, Delaware County, New York, Tax Map ID #: 54.06-3-7. 5/24/2023, 5/31/2023, 6/7/2023, 6/14/2023 7437037

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**Hartford Courant**  
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#350 Pitbull, M, white/tan; #352
Pitbull mix, M, Black/white, Call
Hartford Animal Control (860)757-
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Tag Sales & Flea Markets
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PUBLIC NOTICES

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Reunión de Alcance Público para la Declaración de Impacto Ambiental (EIS - siglas en inglés) para el Palacio de Justicia Federal de Hartford
La Administración de Servicios Generales (GSA - siglas en inglés) está preparando una Declaración de Impacto Ambiental (EIS) para analizar los impactos potenciales de la adquisición propuesta de un sitio y el posterior diseño y construcción de un nuevo Palacio de Justicia Federal en Hartford, Connecticut.

NOTIFICATION OF AQUATIC TREATMENT
BERRYBOND - WEST HARTFORD, CT
In accordance with the Connecticut DEEP Pesticide Division notification requirements, portions of Berrybond Pond in West Hartford will be inspected, and if deemed necessary will be chemically treated with USEPA/CT DEEP registered herbicides and algaecides to control nuisance aquatic vegetation on June 7, 2023.

STATE OF CONNECTICUT
SUPERIOR COURT
JUVENILE MATTERS
ORDER OF NOTICE
Notice to John Doe, father of child born on 05/12/23 to Crystal D. of parts unknown A petition has been filed seeking:

PROPERTY AUCTION
The Town of East Haddam auctioned the following properties in East Haddam to satisfy delinquent taxes and charges on May 23, 2023:

STATE OF NEW YORK SUPREME COURT: COUNTY OF DELAWARE
In the Matter of the Application of STAMFORD UNITED METHODIST CHURCH, Petitioner/Plaintiff, -against- JOHN DOE #1 through #100 and JANE DOE #1 through #100, said names being fictitious and being used to designate persons unknown who are the heirs, descendants, devisees, distributees, assignees, grantees, legal representatives or successors in interest of Luman Goodenough (deceased) and/or Sarah D. Goodenough (deceased) and/or Olive Goodenough (deceased), and all other persons, if any, having any right or interest in the real property known as 86 Main Street, Stamford, Delaware County, New York, Tax Map ID #:

LEGAL NOTICE
TOWN PLAN & ZONING COMMISSION
Notice is hereby given that the Town Plan & Zoning Commission rendered the following decisions at its May 25, 2023 meeting:

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Liquor Notices

LIQUOR PERMIT
NOTICE OF APPLICATION
This is to give notice that I, MAYURA BOOSA, 52 ELDERD ST LEXINGTON, MA 02420-1430, Have filed an application placed 05/17/2023 with the Department of Consumer Protection for a RESTAURANT WINE & BEER PERMIT for the sale of alcoholic liquor on the premises at 530R BUSHY HILL RD STE B3 SIMSBURY CT 06070-2922. The business will be owned by KMV GROUP AVON LLC. Entertainments will consist of: No Live Entertainment Objections must be filed by: 06-28-2023.

NOTICE TO CREDITORS
ESTATE OF Wendy F Clifton (23-00251)
The Hon. Barbara Gardner Rioridan, Judge of the Court of Probate, District of Tolland - Mansfield Probate Court, by decree dated May 30, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

NOTICE TO CREDITORS
ESTATE OF Justine H Scheidel, AKA Justine Helen Scheidel (23-00262)
The Hon. Barbara Gardner Rioridan, Judge of the Court of Probate, District of Tolland - Mansfield Probate Court, by decree dated May 30, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

NOTICE TO CREDITORS
ESTATE OF John Prebit, Late of Middletown (23-00443)
The Hon. Joseph D. Marino, Judge of the Court of Probate, District of Middletown Probate Court, by decree dated May 30, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

NOTICE TO CREDITORS
ESTATE OF Mary Lucille Amara Prebit, Late of Middletown, AKA Mary L. Prebit (23-00442)
The Hon. Joseph D. Marino, Judge of the Court of Probate, District of Middletown Probate Court, by decree dated May 30, 2023, ordered that all claims must be presented to the fiduciary at the address below. Failure to promptly present any such claim may result in the loss of rights to recover on such claim.

NOTICE TO CREDITORS
NOTICE IS HEREBY GIVEN that the Zoning Commission of the Town of Old Saybrook will hold a public hearing at 7:00 p.m. on Monday, June 5, 2023 in the 1st floor conference room, Old Saybrook Town Hall, 302 Main Street and via teleconference to consider the following:

NOTICE TO CREDITORS
NOTICE IS HEREBY GIVEN that the Zoning Commission of the Town of Old Saybrook will hold a public hearing at 7:00 p.m. on Monday, June 5, 2023 in the 1st floor conference room, Old Saybrook Town Hall, 302 Main Street and via teleconference to consider the following:

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|------------------------------------|------------------------------|---------------------------------|-------------|-------------------|------------------------|------------------------------------|-----------|
| 1                                  | WPOP-AM                      | Hartford, CT - Mark, et         | W           | 06:00:00-09:59:59 | 30                     | █                                  | █         |
| <u>AIR</u>                         | <u>SPOT TITLE</u>            |                                 | <u>DATE</u> | <u>TIME</u>       | <u>LEN</u>             | <u>RATE</u>                        | <u>MG</u> |
| Commercial                         | COURTHOUSE MEETING/ SOLV/6.6 |                                 | 05/24/2023  | 7:34 AM           | 30                     | █                                  |           |
| Commercial                         | COURTHOUSE MEETING/ SOLV/6.6 |                                 | 05/24/2023  | 8:16 AM           | 30                     | █                                  |           |
| <b>No. of Spots</b>                |                              |                                 |             |                   |                        | 2                                  | █         |
| <b>Totals for Station: WPOP-AM</b> |                              | <b>No. of Spots/Misc: 2 / 0</b> |             |                   | <b>Gross Amount: █</b> |                                    |           |
|                                    |                              |                                 |             |                   |                        | <b>Gross Amount for Invoice: █</b> |           |

## Invoice Details

Market: **Hartford, CT - Mark, et** Station: **WPOP-AM**

| Order Line                         | Station                      | Market                          | Days        | Daypart           | Len                    | Rate                               | Total     |
|------------------------------------|------------------------------|---------------------------------|-------------|-------------------|------------------------|------------------------------------|-----------|
| 1                                  | WPOP-AM                      | Hartford, CT - Mark, et         | W           | 06:00:00-09:59:59 | 30                     | █                                  | █         |
| <u>Aired</u>                       | <u>ISCI/SPOT TITLE</u>       |                                 | <u>DATE</u> | <u>TIME</u>       | <u>LEN</u>             | <u>RATE</u>                        | <u>MG</u> |
| Commercial                         | COURTHOUSE MEETING/ SOLV/6.6 |                                 | 05/31/2023  | 6:18 AM           | 30                     | █                                  |           |
| Commercial                         | COURTHOUSE MEETING/ SOLV/6.6 |                                 | 05/31/2023  | 7:50 AM           | 30                     | █                                  |           |
| <b>No. of Spots</b>                |                              |                                 |             |                   |                        | 2                                  | █         |
| <b>Totals for Station: WPOP-AM</b> |                              | <b>No. of Spots/Misc: 2 / 0</b> |             |                   | <b>Gross Amount: █</b> |                                    |           |
|                                    |                              |                                 |             |                   |                        | <b>Gross Amount for Invoice: █</b> |           |

# Invoice # 26736-1



Bomba 97.1, 98.5 & 99.5  
 869 Blue Hills Ave  
 Bloomfield CT 06002  
 860.657.1041

Date 05/31/2023  
 Sales Person John Fuller  
 Terms NET 30

Balance Due [REDACTED]

BOMBA HARTFORD: MAY 2023

SOLV LLC  
 ATTN: OSHIN  
 8201 GREENSBORO DR  
 STE 700  
 MCLEAN VA 22102

| Date                     | Description      | Times | Qty | Rate       | Total      |
|--------------------------|------------------|-------|-----|------------|------------|
| 05/24/2023               | SOLV LLC (01:00) | 6:25a | 1   | [REDACTED] | [REDACTED] |
| 05/24/2023               | Production       |       | 1   | [REDACTED] | [REDACTED] |
| 05/31/2023               | Production       |       | 1   | [REDACTED] | [REDACTED] |
| 05/31/2023               | SOLV LLC         | 7:26a | 1   | [REDACTED] | [REDACTED] |
| Subtotal (Spot:2, OAR:2) |                  |       |     | [REDACTED] | [REDACTED] |
| Balance Due              |                  |       |     | [REDACTED] | [REDACTED] |

## **APPENDIX E: LETTER TO INTERESTED PARTIES**



May 22, 2023

Dear Interested Reader,

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) will prepare an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed acquisition of a site in Hartford, Connecticut (CT), and the subsequent design and construction of a new Federal Courthouse. You are receiving this letter because you have been identified as an interested party and/or stakeholder for this project. We encourage you to review the project information and provide any comments you may have.

The new Courthouse would be owned and managed by GSA and occupied by various federal agency tenants, with the United States District Court for the District of Connecticut (the Court) serving as the largest tenant.

The Court currently operates at three existing facilities: the Richard C. Lee U.S. Courthouse in New Haven, the Brien McMahon Federal Building and U.S. Courthouse in Bridgeport, and the Abraham A. Ribicoff Federal Building and U.S. Courthouse in Hartford, CT (the Ribicoff Courthouse). Long-range facilities planning for the Court determined that operations in Hartford would increase, and that the Court's headquarters would be relocated from New Haven to Hartford. The Ribicoff Courthouse does not have the space, functionality, security, and building systems to meet the Court's current and projected needs. The facility also presents numerous functional challenges related to circulation, and the operational and safety needs of the Court. To address the current issues and allow for future growth, GSA is proposing to locate the Court's judicial operations at a new Federal Courthouse in Hartford, CT.

The new Federal Courthouse would have the following features:

- Total building gross square footage of approximately 281,000;
- 11 courtrooms and 18 Judge chambers;
- Offices for various federal agency tenants; and
- 66 secure parking spaces.

The EIS will consider four project alternatives. Three alternatives will consider options that include the acquisition of a site in the city limits of Hartford, and the design and construction of a new Federal Courthouse. GSA has identified three potential sites for the project, each corresponding to one of these alternatives (listed north to south):

- Woodland Site - a State office building with parking lot consisting of 10.1 acres at 61 Woodland St.
- Allyn Site - a surface parking lot consisting of 2.19 acres at 154 Allyn St.
- Hudson Site - a surface parking lot with auto detailing shop consisting of 2.54 acres at 201 Hudson St.



The fourth alternative is a “no action” alternative where the Court would continue to operate under current conditions at the Ribicoff Courthouse, and at the courthouses in New Haven and Bridgeport.

You are invited to attend and participate in a public meeting on Tuesday June 6, 2023 from 5:30 PM to 7:30 PM at:

Park Street Library @ The Lyric Community Room  
603 Park Street,  
Hartford, CT 06106

There will be a project presentation at 6:00 PM with a public comment period to follow. An American Sign language interpreter and a Spanish language translator will be available.

The purpose of the meeting is to provide interested parties, stakeholders, and the public with an opportunity to hear about the project and learn how they can provide input on the issues that are important to the community. This input is a valuable step in the process and will be used by GSA to determine the scope and content of the EIS. Written comments must be submitted by July 6, 2023 using one of the following methods:

- In-Person: Submit written comments at the public meeting via comment forms. There will be a stenographer to capture the comments voiced during the meeting.
- Email: Send an email to [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) and reference “**Hartford Courthouse EIS**” in the subject line.
- Mail: Send written comments to the following address:  
General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103
- Drop Box: Place written comments in the drop box at the main entrance of the Ribicoff Courthouse, at the following address:  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street  
Hartford, CT 06103

Project information, including meeting materials, transcript, and audio/video recording will be available at the project website: <http://gsa.gov/hartfordcourthouse>.

For more information, please contact Robert Herman, Project Manager, General Services Administration at 413-244-9167.

Sincerely,

Robert Herman  
Project Manager  
General Services Administration, New England Region

## **APPENDIX F: SCOPING MEETING POSTER DISPLAY**



- The U.S. District Court for the District of Connecticut (the Court) currently operates at three existing Court facilities, including the Abraham A. Ribicoff Federal Building and Courthouse in Hartford, CT.
- The Court has determined that its operations in Hartford would increase, and that the Court's headquarters would be relocated from New Haven to Hartford.
- GSA is proposing to locate the Court's judicial operations at a new Federal Courthouse in Hartford.





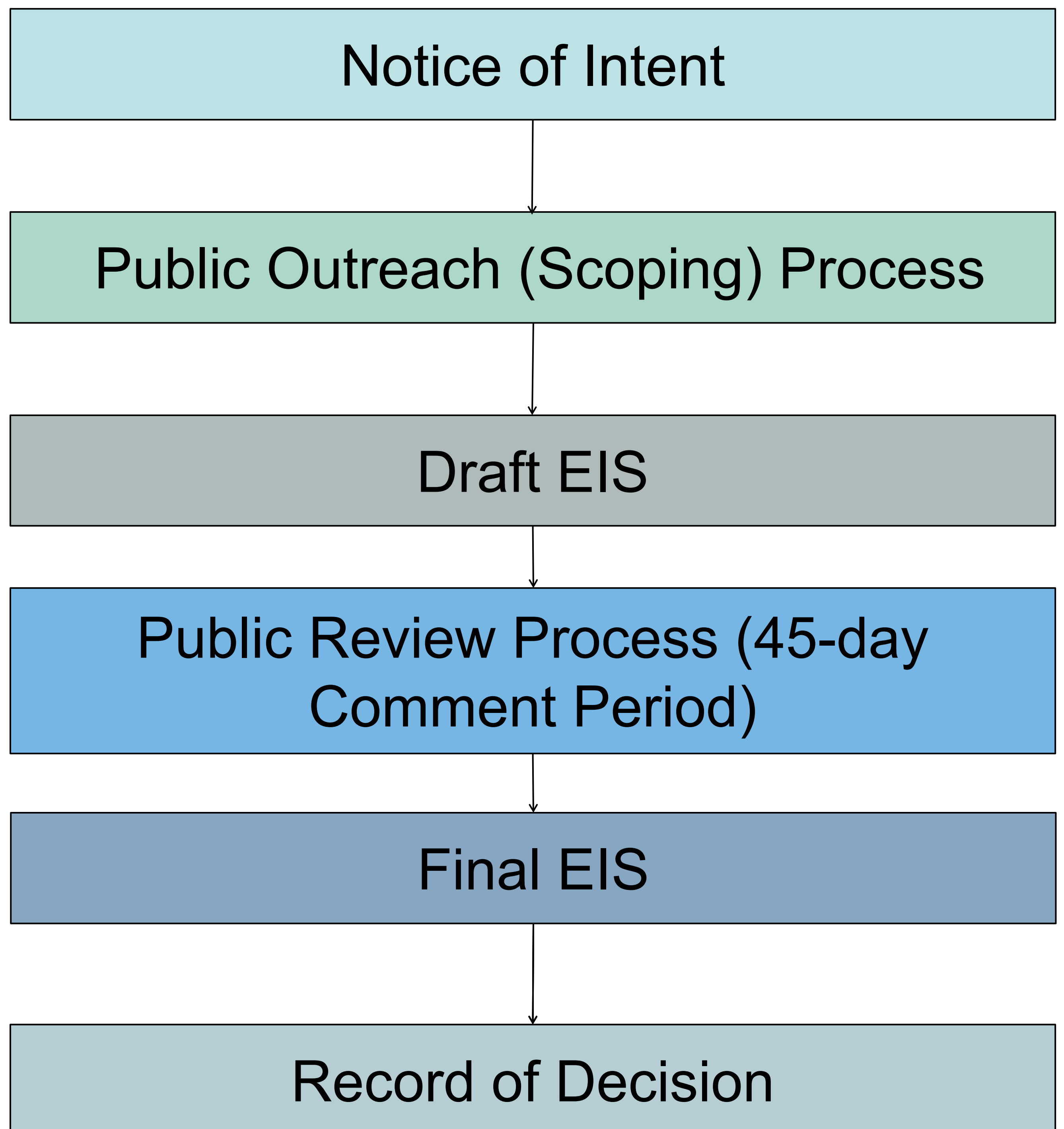
# National Environmental Policy Act (NEPA) Process

**Sec. 2 [42 USC § 4321]**  
The purposes of this Act are: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man.

**Sec. 1052.1 Purpose**  
An environmental impact statement (EIS) "...shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment."



## NEPA Process



**We Are Here**



# Submitting Comments

1. Mail comments to: General Services Administration  
Attn: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main St., Suite 435  
Hartford, CT 06103

2. Place written comments in the drop box at the main entrance of the Ribicoff Courthouse at 450 Main St., Hartford, CT 06103.

3. Fill out a comment form and leave it here with us tonight.

4. Dictate your comment to the court reporter.

5. Email comments to:  
**hartfordcourthouse@gsa.gov** with  
subject line "Hartford Courthouse EIS".





# Project Purpose and Need



**Purpose:** To accommodate the present and long-term functional and operational needs of the U.S. District Court for the District of Connecticut.

**Need:** Court operations in Hartford are projected to increase from the relocation of Court headquarters from New Haven to Hartford. The current Hartford Courthouse does not have the capacity to meet the Court's projected functional and operational needs. There are challenges related to circulation and safety needs of the Court.

The EIS will consider four project alternatives. The “**action**” alternatives would consider options that include the acquisition of a site in Hartford, and the subsequent design and construction of a new Federal Courthouse. GSA has identified three potential sites for the project, each corresponding to an action alternative. The new Courthouse would have the following features:

- Total building gross square footage of approximately 281,000;
- 11 courtrooms and 18 Judge chambers;
- Offices for various federal agency tenants; and
- 66 interior secure parking spaces.

The “**no action**” alternative assumes that site acquisition and the subsequent design and construction of a new Federal Courthouse would not occur. The Ribicoff Courthouse would continue to operate under current conditions.

GSA will evaluate impacts to the following resource areas during the NEPA process:

- Land Use
- Soils and Geology
- Utilities
- Traffic and Transportation
- Visual Resources
- Noise
- Air Quality and Climate Change
- Cultural Resources
- Socioeconomics
- Environmental Justice
- Solid and Hazardous Waste
- Biological Resources
- Water Resources

**APPENDIX G: SCOPING MEETING COMMENT FORM**

## Thank you for your participation!

Please submit this comment form by mail, or by placing in the drop box at the address provided. You can comment to the stenographer at the public meeting; or submit comments online:

HartfordCourthouse@gsa.gov

Please reference “**Hartford Courthouse EIS**” in the subject line of the email. Comments **MUST** be submitted by **July 6, 2023** to ensure full consideration during the scoping process.

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Place  
Stamp  
Here

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Tape Here

## New Hartford Federal Courthouse EIS Comment Form

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford, CT.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities’ opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address.

Name: \_\_\_\_\_  
Affiliation (Optional): \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Email: \_\_\_\_\_

Please check the box below if you would like to be informed of project updates.

Yes, mail/email to the above address.





## ¡Gracias por su participación!

Envíe este formulario de comentarios por correo o colóquelo en el buzón en la dirección proporcionada. Puede comentarle al taquígrafo en la reunión pública; o enviar comentarios en línea:

HartfordCourthouse@gsa.gov

Haga referencia a "**Hartford Courthouse EIS**" en la línea de asunto del correo electrónico. Los comentarios **DEBEN** enviarse antes del **6 de julio de 2023** para garantizar una consideración completa durante el proceso de alcance.

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Coloque  
el Sello  
Aquí

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Pon cinta aquí

## EIS del Nuevo Tribunal de Hartford Formulario de Comentarios

La participación pública es un componente esencial del proceso de la Ley Nacional de Política Ambiental (NEPA), y GSA agradece los comentarios sobre la Declaración de Impacto Ambiental (EIS) para el nuevo Palacio de Justicia Federal en Hartford, CT.

Complete el siguiente formulario para asegurarse de que el análisis y, en última instancia, la decisión, considere las opiniones de las comunidades afectadas.

Si desea ser agregado a la lista de correo y recibir información sobre el proyecto, proporcione su correo electrónico o dirección postal.

Nombre: \_\_\_\_\_  
Afilación (Opcional): \_\_\_\_\_  
Dirección de Envío: \_\_\_\_\_  
Ciudad \_\_\_\_\_ Estado: \_\_\_\_ Código Postal: \_\_\_\_\_  
Correo electrónico: \_\_\_\_\_

Marque la casilla a continuación si desea recibir información sobre las actualizaciones del proyecto.

Sí, envíe a la dirección arriba.



## **APPENDIX H: SCOPING MEETING HANDOUT**



# New Hartford Federal Courthouse EIS Public Meeting Handout

## Summary

In compliance with the National Environmental Policy Act (NEPA), the U.S. General Services Administration (GSA) intends to prepare an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed acquisition of a site in Hartford, Connecticut (CT), and for the subsequent design and construction of a new Federal Courthouse. The building would be owned and managed by GSA and occupied by various Federal agency tenants, with the U.S. District Court for the District of Connecticut (the Court) serving as the largest tenant. GSA is the lead Federal agency for this EIS.

## Project Background

The Court currently operates at three existing Court facilities in Connecticut, including the Abraham A. Ribicoff Federal Building and Courthouse in Hartford, CT (the Ribicoff Courthouse). Long-range facilities planning for the Court has determined that operations in Hartford would increase, and that the Court's headquarters would be relocated from New Haven to Hartford. The Ribicoff Courthouse does not presently have the space, functionality, security, and building systems to meet the Court's current and projected needs. The Ribicoff Courthouse also presents numerous functional challenges related to circulation and operational and safety needs of the Court. To address current issues and allow for future growth, GSA is proposing to locate the Court's judicial operations at a new Federal Courthouse in Hartford, CT.

## Proposed Alternatives

The EIS will consider three **“action” alternatives** and one **“no action” alternative**. Under the **“action” alternatives**, GSA would acquire a site in Hartford, CT for the design and construction of a new Federal Courthouse. GSA has identified three potential sites for the project, each corresponding to an action alternative. The new Federal Courthouse would include 11 courtrooms, 18 Judge chambers, and offices for various government agencies. The facility would be approximately 281,000 gross square feet and include 66 interior secure parking spaces.

The **“no action” alternative** assumes that site acquisition and subsequent design and construction of a new Federal Courthouse would not occur. The Judiciary would continue to operate under current conditions at the Ribicoff Courthouse, and at the courthouses in New Haven and Bridgeport.

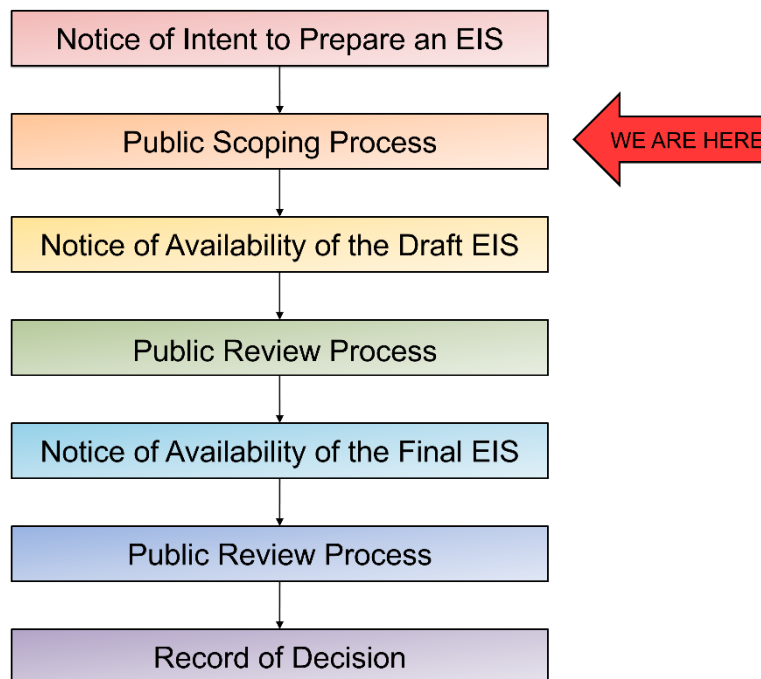




# New Hartford Federal Courthouse EIS Public Meeting Handout

## National Environmental Policy Act (NEPA) Process

We are currently in the Public Scoping Process phase of the NEPA Process. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potentially significant impacts raised by the public during scoping are analyzed in detail in the EIS.



## Public Comments

Written comments about the project must be submitted to GSA by July 6, 2023 using one of the following methods:

- **In-Person:** Submit written comments at this meeting via comment forms or dictate comments to the stenographer.
- **Email:** Send an email to [hartfordcourthouse@gsa.gov](mailto:hartfordcourthouse@gsa.gov) with subject line: "**Hartford Courthouse EIS**".
- **Mail:** Send written comments to the following address:  
General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main St., Suite 435  
Hartford, CT 06103
- **Drop box:** Place written comments in the drop box at the main entrance of the Ribicoff Courthouse at 450 Main Street, Hartford, CT.



# New Hartford Federal Courthouse EIS Public Meeting Handout

Project information, including meeting materials, transcript, and audio/video recording will be available at the project website: <http://gsa.gov/hartfordcourthouse>

For more information, please contact Robert Herman, Project Manager, General Services Administration at 413-244-9167.



# EIS para el Nuevo Palacio de Justicia Federal de Hartford

## Folleto de Reunión Pública

### Resumen

En cumplimiento de la Ley Nacional de Política Ambiental (NEPA, siglas en inglés), la Administración de Servicios Generales (GSA – siglas en inglés) tiene la intención de preparar una Declaración de Impacto Ambiental (EIS, siglas en inglés) para analizar los impactos potenciales de la adquisición propuesta de un sitio en Hartford, Connecticut (CT), y para el posterior diseño y construcción de un nuevo Palacio de Justicia Federal. El edificio sería propiedad y estaría administrado por GSA y estaría ocupado por varios inquilinos de agencias federales, y el Tribunal de Distrito de EE. UU. para el Distrito de Connecticut (el Tribunal) actuaría como el inquilino más grande. GSA es la agencia federal principal para este EIS.

### Antecedentes del Proyecto

El Tribunal actualmente opera en tres instalaciones judiciales existentes en Connecticut, incluido el Edificio Federal y Palacio de Justicia Abraham A. Ribicoff en Hartford, CT (el Palacio de Justicia de Ribicoff). La planificación de instalaciones a largo plazo para el Tribunal ha determinado que las operaciones en Hartford aumentarán y que la sede del Tribunal se trasladará de New Haven a Hartford. Actualmente, el Palacio de Justicia de Ribicoff no cuenta con el espacio, la funcionalidad, la seguridad y los sistemas de construcción para satisfacer las necesidades actuales y proyectadas de la Corte. El Palacio de Justicia de Ribicoff también presenta numerosos desafíos funcionales relacionados con la circulación y las necesidades operativas y de seguridad de la Corte. Para abordar los problemas actuales y permitir el crecimiento futuro, GSA propone ubicar las operaciones judiciales del Tribunal en un nuevo Palacio de Justicia Federal en Hartford, CT.

### Alternativas Propuestas

El EIS considerará **tres alternativas de “acción”** y una **alternativa de “no acción.”** Bajo las **alternativas de “acción”**, GSA adquiriría un sitio en Hartford, CT para el diseño y construcción de un nuevo Palacio de Justicia Federal. GSA ha identificado tres sitios potenciales para el proyecto, cada uno correspondiente a una alternativa de acción. El nuevo Palacio de Justicia Federal incluiría 11 salas de audiencias, 18 cámaras de jueces y oficinas para varias agencias gubernamentales. La instalación tendría aproximadamente 281,000 pies cuadrados brutos e incluiría 66 espacios interiores de estacionamiento seguro.

La alternativa de **“no tomar acción”** asume que no ocurriría la adquisición del sitio y el posterior diseño y construcción de un nuevo Palacio de Justicia Federal. El Poder Judicial continuaría operando en las condiciones actuales en el Palacio de Justicia de Ribicoff y en los juzgados de New Haven y Bridgeport.



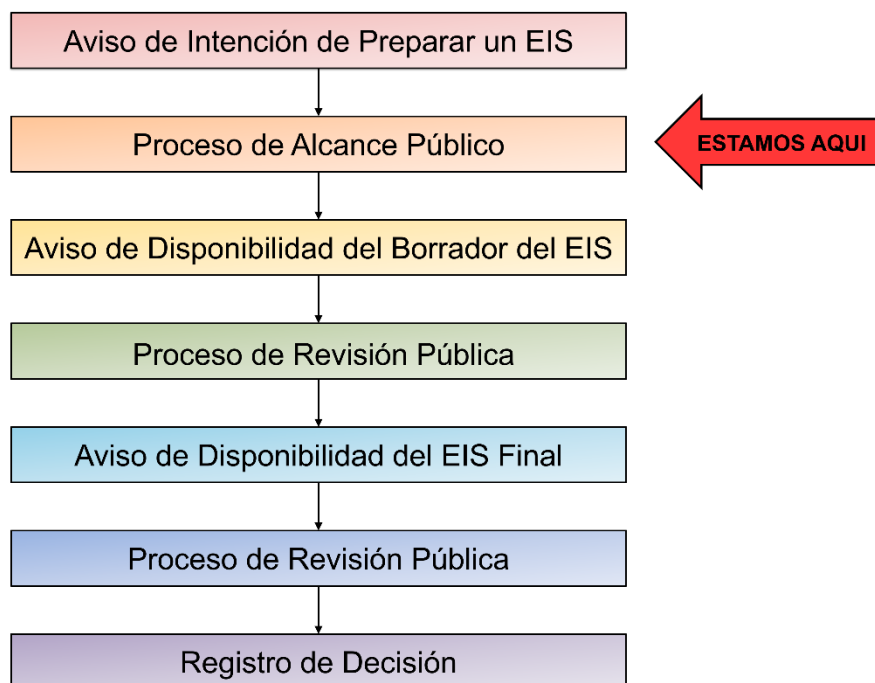


# EIS para el Nuevo Palacio de Justicia Federal de Hartford

## Folleto de Reunión Pública

### Proceso de la Ley Nacional de Política Ambiental (NEPA, siglas en inglés)

Actualmente estamos en la fase del Proceso de Alcance Público del Proceso NEPA. Las opiniones y comentarios del público son necesarios para ayudar a determinar el alcance y contenido del análisis ambiental. Un objetivo importante del alcance es identificar elementos específicos del entorno que podrían verse afectados si se lleva a cabo la propuesta. Los impactos potencialmente significativos planteados por el público durante la evaluación del alcance se analizan en detalle en el EIS.



### Comentarios Públicos

Los comentarios por escrito sobre el proyecto deben enviarse a GSA antes del 6 de julio de 2023 utilizando uno de los siguientes métodos:

- **En Persona:** Envíe comentarios por escrito en esta reunión a través de formularios de comentarios o dicte comentarios al taquígrafo.
- **Correo Electrónico:** Enviar un correo electrónico a [hartfordcourthouse@gsa.gov](mailto:hartfordcourthouse@gsa.gov) con línea : “**Hartford Courthouse EIS**”.
- **Correo:** Enviar comentarios por escrito a la siguiente dirección:  
General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main St., Suite 435  
Hartford, CT 06103





## EIS para el Nuevo Palacio de Justicia Federal de Hartford Folleto de Reunión Pública

- **Buzón:** Coloque los comentarios escritos en el buzón que se encuentra en la entrada principal de Palacio de Justicia Ribicoff en 450 Main Street, Hartford, CT.

La información del proyecto, incluidos los materiales de la reunión, la transcripción y la grabación de audio/video, estará disponible en el sitio web del proyecto:

<http://gsa.gov/hartfordcourthouse>

Para obtener más información, póngase en contacto con el Sr. Robert Herman, Project Manager, General Services Administration at 413-244-9167.

**APPENDIX I: SCOPING MEETING SIGN-IN SHEET AND SIGN-UP SHEET FOR SUBMISSION OF  
VERBAL COMMENTS**







# New Hartford Federal Courthouse EIS Scoping Meeting Sign-Up Sheet for Submission of Verbal Comments

*(Please note that approximately **25** slots are available. Verbal comments will be held to a **2-minute time limit**. If time permits, additional people may be called on to submit verbal comments.)*

| Slot No. | Full Name |
|----------|-----------|
| 1        |           |
| 2        |           |
| 3        |           |
| 4        |           |
| 5        |           |
| 6        |           |
| 7        |           |

| <b>Slot No.</b> | <b>Full Name</b> |
|-----------------|------------------|
| <b>8</b>        |                  |
| <b>9</b>        |                  |
| <b>10</b>       |                  |
| <b>11</b>       |                  |
| <b>12</b>       |                  |
| <b>13</b>       |                  |
| <b>14</b>       |                  |
| <b>16</b>       |                  |
| <b>17</b>       |                  |
| <b>18</b>       |                  |
| <b>19</b>       |                  |

| <b>Slot No.</b> | <b>Full Name</b> |
|-----------------|------------------|
| 20              |                  |
| 21              |                  |
| 22              |                  |
| 23              |                  |
| 24              |                  |
| 25              |                  |
| 26              |                  |
| 27              |                  |
| 28              |                  |
| 29              |                  |
| 30              |                  |

| <b>Slot No.</b> | <b>Full Name</b> |
|-----------------|------------------|
| 31              |                  |
| 32              |                  |
| 33              |                  |
| 34              |                  |
| 35              |                  |
| 36              |                  |
| 37              |                  |
| 38              |                  |
| 39              |                  |
| 40              |                  |



## **APPENDIX J: PUBLIC SCOPING MEETING PRESENTATION TRANSCRIPT**

**0:00:00.0 Paul Hughes:** Good afternoon. My name is Paul Hughes and I'm the Regional Public Affairs Officer for the US General Services Administration. And I'm your moderator for tonight's meeting. On behalf of the US General Services Administration and our valued Federal partner, the US Courts, thank you all for joining us here tonight for this public meeting on the New Federal Courthouse Project here in Hartford. Tonight's meeting is an important part in the environmental impact statement process, otherwise known as the EIS for the proposed siting and construction of a new Federal courthouse. This meeting allows for early public involvement to help determine which issues the EIS will address. As part of the meeting, we will... oops, why are my slides advancing? Sorry, folks. There we go.

**0:01:00.4 PH:** As part of the meeting, we will describe the NEPA process, share project information with you, and let you know what the next steps are in the NEPA process. During the meeting, you'll have an opportunity to hear about the project, the NEPA process, and learn how you can provide input on the issues that are important to the community. As we move through the meeting, please remember that tonight is the first opportunity, just the first opportunity for you to provide GSA and the courts with input on what resources and issues are important to you. Your input is a valuable and critical step in this process, and it will be used by GSA to determine the scope and content of the EIS.

**0:01:48.0 PH:** Tonight, you will hear information from GSA Project Manager Bob Herman, NEPA Project Manager, Carey Bergeron, Site Program Manager, Sara Massarello, the Honorable Michael P. Shea, Chief Judge for the US District Court for the District of Connecticut, try saying that five times fast, and Leon Kolankiewicz and Oshin Paranjape from Solv, GSA's contractor for the EIS process as part of the National Environmental Policy Act. And finally, it's important to remember that tonight, GSA and the court are here to listen. We are in the early stages of a long and complex process. While there will be a time and place for questions about the project, tonight, we are primarily interested in your comments and concerns regarding the project's impacts.

**0:02:45.1 PH:** But we'll not be answering questions. You're probably asking why that is. Simply we need to listen and consider all of the comments that you raised tonight and throughout the process in order for us to make an informed decision on the project. So tonight's just for listening to your comments, we'll take questions further later in the process, but not tonight. Again, on behalf of GSA and the court, thank you all for being here with us tonight.

**0:03:20.8 PH:** Our first presenter tonight is Leon Kolankiewicz from Solv. Leon.

**0:03:29.4 Leon Kolankiewicz:** Thank you, Paul. Good evening everyone, and thank you for coming and hearing us out here. I'm going to speak to you a bit about the National Environmental Policy Act, or as we call it in the jargon of our profession, NEPA. It was passed in 1970s, so it's been around for half a century or so. And it's the main means by which federal agencies look before they lead, right? It forces them to take a close look at their proposed actions and decide what those impacts might be from those actions, what alternatives to them are. And it gives the public an opportunity to see this information that has been disclosed and have their own input and weigh in on it. So, reading off of this a bit, it forces all federal agencies, in this case, GSA is the lead federal agency, to examine the potential impacts of their projects on the human and natural environments.

**0:04:35.8 LK:** And then doing that will be preparing an EIS, an environmental impact statement that reviews those potential impacts and describes alternative ways of doing them that... Of

reaching the desired goals that help one avoid those impacts. Now, throughout the NEPA process, the public will have opportunities to make its views known and to provide input to the process. This is the start of that. It's called the scoping period. GSA is going to review all written comments and consider those comments, the substantive ones among them in developing the EIS. So, we sometimes refer to NEPA as an umbrella federal statute. It brings along with it or has under this aegis or umbrella, a number of other relevant statutes, including the National Historic Preservation Act, the Clean Air Act, the Clean Water Act, the Archeological Resources Protection Act, the Endangered Species Act, and executive orders on environmental justice among others.

**0:05:49.9 LK:** So, when we start developing the EIS, the first thing we're going to do is develop descriptions of the so-called affected environment. This isn't intended as an encyclopedia of history, reaching back to the ice age here in Connecticut, but rather looking at those resource topics that might potentially be affected by the proposed action, among those that we think are most relevant for this particular proposed action of a new courthouse are air quality and climate change, land use, utilities, visual resources, traffic, noise, solid and hazardous wastes among some of the others listed here. And again, we would appreciate your input on which of these or others that we don't have listed here are important and deserve that special look that NEPA provides. So here's a diagram or a graphic showing the overall process. A notice of intent was published in the Federal Register on May 26th, just a few days ago. That began the public scoping process.

**0:07:00.5 LK:** We are holding a meeting as part of that process right now, today, June 6th. The scoping will go to July 6th. You can get comments in until then. In the meantime, we're going to be starting on the draft environmental impact statement. And, when that is done, some months later, there will be a comment period on that, and we will have another public meeting, during the public comment period on the draft EIS that will lead to a final EIS, final environmental impact statement. And that final EIS among other things, will include probably an appendix called comments and the response to comments. All substantive comments in an environmental impact statement have to be responded to by the lead agency, GSA in this case. GSA will publish the final EIS and then there will be a waiting period after which a record of decision formalizing the agency's decision on what action to take will be published once again in the Federal Register and local media. So, the scoping period we're in right now really constitutes public outreach, and the purpose of it is to obtain comments and input from the public, local government, other interested and affected parties, stakeholders on the proposed new courthouse project.

**0:08:29.2 LK:** And these comments are going to help inform the analysis. They'll help divide the development of project alternatives and the selection and emphasis given to the various resource topics that I showed you earlier. This EIS is due to analyze four different alternatives. Three of them are so-called action alternatives because they involve taking an action different from what is happening right now. And those three actions involve three separate sites within the city of Hartford. Each of these will be explored and scrutinized as a distinct alternative.

**0:09:07.5 LK:** And then there is one no-action alternative that NEPA forces us, requires every EIS to look at. That's leaving things the way they are right now. No new courthouse would be built. The courts would continue to operate as they do under current conditions. And the whole point of the no action alternative is to provide a baseline against which the three action alternatives are going to be compared. So here are the next steps in the NEPA process. We're going to develop the draft EIS to analyze the effects of the project, the proposed action on all resource areas that might be potentially

impacted. When we finish that draft environmental impact statement, we'll host another public meeting here in Hartford to obtain public comments and reaction to the findings of the draft EIS.

**0:10:04.7 LK:** Those comments will then be incorporated into the final EIS and substantive comments will be responded to and in many instances, result in changes to the draft as it's converted into the final EIS. And then finally, the final EIS will be published and the Record of Decision, what we call the ROD, will be published in the Federal Register and made available locally. It formalizes and summarizes the findings of the EIS and gives the basis for the final decision that GSA will take with regard to the proposed action. This then marks the conclusion of the NEPA process. So with that some background.

**0:10:54.0 PH:** Thank you, Leon. Our next speaker is the Honorable Michael P. Shea, Chief Judge for the US District Court for the District of Connecticut. Your Honor.

**0:11:09.1 Michael P. Shea:** Thank you Paul, and thanks to all of you for coming this evening. We at the District Court are excited to begin this next step of the process of finding a new home for the Federal Court in the great city of Hartford. Before I start my remarks, though, I do want to give a shout out to our congressional delegation. They worked hard to find us the money for this project, and without them, we would not be able to build a new center of justice in Hartford fit for the 21st century. I'm going to begin with a little bit of background about the District Court in Connecticut. The Federal District Court in Connecticut consists of three seats of court. Of course, there's Hartford, there's also New Haven and Bridgeport. Our long-term planning studies have shown that it's in the court's interest to move the headquarters of our clerk's office, of our probation office from New Haven to Hartford.

**0:12:19.6 MS:** And so when the new courthouse is built, we will actually have more staff in the new building than we have in the Ribicoff building. I should add though that of course, we will continue operations in the Lee Building in New Haven and in the McMahon building in Bridgeport after the new courthouse is built. This just shows the sites of our three seats of court, New Haven, Bridgeport, and Hartford.

**0:12:56.4 MS:** I'll now talk to you a little bit about the need for a new courthouse. The Federal Court in Hartford is currently situated in the Ribicoff building on Main Street. That building was built in 1963, over two generations ago, really a different time. And, it's an understatement to say that we've outgrown that building from a physical space standpoint, from a security standpoint, and from other perspectives.

**0:13:32.4 MS:** The building does not meet our current needs in many ways, and I don't want to bore you with a long list, but security is at the top of that list. Obviously, the Ribicoff was built before the Oklahoma City bombing, before 9/11, before some of the other modern security problems that courthouses face. So, to just give you one example, currently, our detainees, shackled, have to move through the same hallways, the same corridors that the public moves through. So that's not an ideal situation, obviously. There are others that we could talk about, and we will at another time.

**0:14:15.4 MS:** So as I mentioned, the court and GSA have conducted studies over the years to analyze potential long-term options for what we expect will be increased operations in Hartford. One option was to renovate the existing building. Another option was to move to a new courthouse.

Ultimately, these studies concluded that it was in the best interest of the court to build a new courthouse and to move the court's operations. So, this just summarizes the ultimate purpose of the project, which is to accommodate the current and long-term needs of the district court in Hartford. Talks about some of the needs that I mentioned. The building systems is something we didn't get into, but that will be discussed as part of the process. There are just a lot of challenges in the existing space. So again, I want to thank you all for coming. And last, I'll say we really value your input. We want the court to be part of the community. And so, we're going to listen carefully to the comments you have to offer this evening. Thank you again.

**0:15:33.0 PH:** Thank you, sir. Our next speaker is Bob Herman, GSA Project Manager for this effort. Bob.

**0:15:45.5 Bob Herman:** Thank you, Paul. Thank you, Judge Shea. Good evening. I'm glad we are all here tonight. I sincerely appreciate all of you taking the time to help us with this very important decision. Again, my name is Bob Herman. I'm fortunate to be the GSA Project Manager for this project. Over the past 25 years, I've had the fantastic opportunity to manage many federal construction projects. I've worked with the DoD, the Navy, the Air Force, and over the past 15 years, almost exclusively on judicial projects with GSA throughout all of Connecticut, including New Haven, Bridgeport, and, of course, Hartford. Together, working with the judiciary, we've completed countless projects, and I really am honored to continue working with the judiciary and the city on this landmark project. If I can share a few details about this project to date, we have received funding from Congress. Congress has appropriated \$335 million for this project. Now, this includes site selection, site acquisition, design of a new courthouse following GSA Design Excellence procedures, construction of a new courthouse also following construction excellence procedures, as well as management and inspection.

**0:17:22.8 BH:** I did want to speak a little bit about Design Excellence. Design Excellence is a proven method for producing high quality and sustainable buildings. Design Excellence has many specific goals. Many of them are typical. We've all heard on time and under budget, but there are a few more that I'd like to key in on. It includes the best value for the taxpayer, develop safe and attractive workspaces, coordinate planning and design with local community, part of what we're doing this evening. It leverages the skills of America's most qualified tradesmen and artists and provides stewardship for the next generation of our respected landmarks. Now, this process also includes bringing in national peers who are experts in architecture, urban development, and all various engineering and construction disciplines to provide input at very specific stages of our project.

**0:18:33.0 BH:** And in this case, I'm happy to say this process has worked really well when we went through a source selection board to select our designer. Together with a selection board that was comprised of the courts, local and national GSA architects, as well as a national peer, we were able to evaluate over 30 proposals. And I'm happy to announce that we will be working with Michael Maltzan out of LA who had spent some time growing up in Hartford, and his mom still lives from my understanding, still lives in Hartford. And Michael is paired up with SLAM Architects out of Glastonbury, Connecticut. SLAM Architects has done many other courthouses. They have a lot of local expertise. I'm really happy to be working with them.

**0:19:29.5 BH:** Some key features of the courthouse. The courthouse will be 281,000 square feet. It will house offices for various federal tenants, including all of the judiciary, the United States

Marshals, U.S. Probation, United States Bankruptcy, GSA, and there will also be a small office for a congressional suite. Now, this will include 66 indoor secure parking spaces, and it will follow US Green Building Council LEED Gold and SITES Silver. Additionally, this will follow GSA's extensive sustainability program. And for us, the focus of sustainability will be on minimizing energy consumption as well as waste, and it'll have a detailed focus on the long-term operational functions of the new building.

**0:20:29.2 BH:** Again, I'd like to thank each of you for taking time to join us tonight to learn more about this project. I am very much looking forward to our continued collaboration on this important project for the judiciary, GSA and the City of Hartford. With that I thank you and will pass on to my colleague.

**0:20:55.3 PH:** Thank you, Bob. Our final presenter tonight is GSA, Sara Massarello. Sara.

**0:21:08.7 Sara Massarello:** Thank you everyone. Thank you to the team and thanks for everyone for coming out tonight. My name is Sara Massarello and I lead the Site Program for the US General Services Administration in the New England region. I've been with GSA running this program for the past 15 years, I've worked on projects for site selection and acquisition all throughout the Northeast. I thought it would be helpful if I told you a little bit more about the site selection process to date, how we got to where we are, the three sites that we're looking for comments on and where we're going next.

**0:21:45.0 SM:** As Bob had mentioned, Congress authorized and funded this new courthouse project, and so because it includes site selection and acquisition, we formed a site selection team. That team consists of representatives from both the courts and from GSA, and then we looked to GSA subject matter experts in all different fields, many of them touching on the resource areas that had been spoken to earlier with regards to NEPA. What I mean by that is we talked to folks that have everything to do with site development and courthouses, real estate, design and construction, historic preservation, urban planning, sustainability, utilities management, environmental justice, floodplains, accessibility. We can add more to that. Those are just a handful of them that we're looking at.

**0:22:38.0 SM:** Then we determine the minimum site requirements for the site, where the courthouse might go. First and foremost, the site needs to fit the courthouse. We're looking at a 281,000 square foot courthouse, which would approximately fit on a minimum of a two-acre site. The second criteria for the minimum requirements is that it has to be within the city limits of Hartford. As Judge Shea had mentioned, there are three seats of court in the District of Connecticut, New Haven, Bridgeport, and Hartford. The courthouse site has to be able to fit the courthouse and be within the city limits. So, charged with those minimum site requirements, we began our market research in December of 2021, and we started with what's called a request for expressions of interest or an REOI, which is very bureaucratic speak for saying, we went out to the public and to the real estate development agencies or entities in the area and said, "Hey, do you have any sites that you might want us to consider for the courthouse?"

**0:23:42.1 SM:** We're looking for at least two acres. We're looking for it to be in the city of Hartford. We sent out a targeted email campaign to landowners in the area, real estate firms. We spoke with the city and the state. We issued a press release. Hopefully some of you saw it or all of you saw it in the Hartford Courant, Hartford Business Journal and other areas asking for folks to

send us sites to consider. We received several sites during that period, which was from December of 2021 through May of 2022. We met with the officials from the City of Hartford, the State of Connecticut, about potential and available sites that might be suitable for the courthouse. We conducted research identifying additional sites that perhaps hadn't been offered to us. We visited Hartford many times. Some folks live in Hartford. We visited all the sites that had been sent to us through the offer process. That happened during the summer of 2022, and then in October of 2022, we made the decision on three sites that were initially identified as being the best sites, for potentially siting the courthouse.

**0:24:49.8 SM:** Shortly after making that announcement again, we did issue a press release. I hope everyone reads their local papers and saw it. Shortly after that, one of the property owners decided they no longer wanted us to consider the site for the courthouse, and so we agreed to remove it from consideration. In October, November of 2022, we still had two great sites. During this time, we had been talking with the state and we found out that they were going through analysis of their own properties throughout the state and they might have a property available for us to consider in Hartford. We reviewed it through the same process we had reviewed other sites that had been formally offered to us. We decided that it also was a great site to consider for the courthouse. Now we're back up to three sites. Just to circle back to the NEPA process, each of these sites correlates to one project action alternative. They're listed here in order from north to south, or if you're looking at it from left to right, the Woodland site is in yellow. The Allyn site is in pink, and the Hudson site is in green.

**0:26:02.7 SM:** A quick summary on each site. The Woodland site is on 10 acres of land. It's improved with an existing state office building. It's in the Asylum Hill neighborhood and it's surrounded by different types of properties, but has the St. Francis Hospital campus just to the northeast, and then it has the Park River to the west. The Allyn site is a surface parking lot on a little bit over two acres. It's in downtown and it's in between Union Station on the left and then the XL Center on the right or west to east. The Hudson site is also a surface parking lot with an auto detailing shop on it on about two and a half acres of land just south of Bushnell Park.

**0:26:46.8 SM:** Here are those sites, again, shown. Woodland site in yellow, Allyn site in pink, and the Hudson site in green. Zooming in on them a bit, this is the Woodland site outlined in yellow. You can see a little bit more closely the state office building, which is in the northeast quadrant of the property. On the west is the Park River. You can see by all of the trees, and part of the property does have some of the river in it.

**0:27:13.5 SM:** To the northeast then you've got St. Francis Hospital. There's the Classical High School to the north. And then UConn School of Law is just on the other side of the Park River. The other thing that I've highlighted in here, which I hope you can see on the screen, is the National Register of Historic Districts. Each of these sites abuts National Register of Historic Districts. So, as it has been spoken to earlier with the umbrella slide about how NEPA looks at a whole bunch of other laws, including the National Historic Preservation Act, so that's why I'm pointing out where the historic districts are. On the Woodland site, we've got the Asylum Hill, National Register of Historic District, Prospect Ave and Seminary.

**0:28:02.9 SM:** The Allyn site, shown in pink, you can tell how it's sited by the I-84 kind of curving around from the north and then to the south. It's got Union Station on the left and the XL Center on the right, so it's sandwiched right in between those. It's slightly north of Bushnell Park, and the

historic district that's shown here is the Ann Street National Register of Historic District. The third site is the Hudson site. It's the southernmost site. We are going from north to south. The Hudson site, if you'll notice, it actually consists of two separate parcels that are separated by Hudson Street.

**0:28:42.5 SM:** The larger site is about 2.2 acres, and it does have the auto detail shop on it in the northeast corner, and then a small parking lot is on the other site. This area you can see, it is close to the Ribicoff Federal Building and Courthouse, which is about two blocks away. It's about a block south of Bushnell Park. The Bushnell Performing Arts Center is a few blocks to the west, and then there are some state properties. There's the State Capitol. I don't have it shown here, but there's a state office building and some state courthouses also to the left. So those are the three sites. This is where we are in the process right now of the site selection effort, and this is where we're looking as part of NEPA for you all to provide comments to us about what you think about the sites and what we should study around them as part of the NEPA process. So, I look forward to your comments. Thank you very much for your time.

**0:29:44.6 PH:** All right. Thank you, Sara. At this point, we're going to move into the comment period, but before we do, I know that we've given you a lot of information tonight. This presentation will be posted on [gsa.gov/HartfordCourthouse](http://gsa.gov/HartfordCourthouse). You will be able to find the presentation. You'll also be able to find all of the current information on project status, any of the releases that we've put out. One of the other things I'd like to remind you about is that there are several ways, in addition to commenting tonight, that you can provide comments to us.

**0:30:23.6 PH:** Of course, there's here and in person, but you can also send us an email to [hartfordcourthouse@gsa.gov](mailto:hartfordcourthouse@gsa.gov) with the subject line Hartford Courthouse EIS. You can send it by mail to the Ribicoff at the address here, Attention: Robert Herman, or you can drop it in a drop box also at the Ribicoff. Important to remember that your comments have to be submitted by July 6.



## **APPENDIX K: SUBMITTED PUBLIC COMMENTS**

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the opportunity to speak. Remember, as I said, there's another way to submit your comments, so you can take advantage of those, as well. Again, there will be a recording of this meeting that will be made available and your comments will be included in the administrative record. The GSA website for the courthouse project is, again, [GSA.gov/hartfordcourthouse](https://www.gsa.gov/hartfordcourthouse).

So, our first commenter tonight is John Gale.

MR. GALE: Good evening. I'm John Gale, J-o-h-n, G-a-l-e. I presently serve on the Hartford City Council and, obviously, live in Hartford. I'm also a practicing lawyer, so I have many mixed feelings about much of this project. The city council part of me, however, leaves me to my immediate reaction that I would support the Woodland Street location over Hudson and Allyn, strictly because I prefer to see those sites become taxpaying uses, residential and commercial uses, as the city develops.

But I want to comment specifically tonight on one area, and that is the impact on the human environment. And my one comment with respect to the human environment is that should you end up with Hudson or Allyn Street as locations, I encourage you to make sure that the design of the building is such that it communicates to the street. It's very important in building a city, a livable city, that our buildings aren't set back far away from those that are walking and utilizing the streets and sidewalks.

I would point to a couple of examples of bad construction that I see in Hartford. Not far away from here, the State of Connecticut built the Department of Housing years ago. They set it on Hudson Street near the park and it's set way back. There's a lot of parking in front of it. That's a horrible design, from my perspective. So, I encourage you not to do that type of thing. If you're going to build on Allyn or a downtown location, your building should be right up against the street and communicating at all times with those that are using the streets and sidewalks. That's just my very limited comment. Thank you very much for that opportunity.

MR. HUGHES: Our next commenter is Paul Chill.

MR. CHILL: Good evening. I'm Paul Chill, P-a-u-l, C-h-i-l-l. I'm currently the associate dean for academic affairs at UConn Law School. Henry Nelson said he would have been here but he had an out-of-town commitment.

I'm here on behalf of the law school to express the support for locating the courthouse at the Woodland site. The Woodland site either borders the lawsuit school property or is within stone's throw of it. The close proximity of the court to the law school would provide exciting new opportunities for the collaboration between the two institutions. Having the law school so close by to the court would provide access to judges, as well as other courts and agency personnel to various law school resources, such as our extensive law library and any events that go on. The courts provide wonderful new educational opportunities for our students. It will be a great recruiting tool for the lawsuit school which would be a good thing on the state's only public law school. And, speaking of recruiting, the proximity of both institutions to the Classical Magnet High School and the West Middle School and the Boys & Girls Club of Hartford could facilitate impactful pipeline programs of community engagement opportunities at the law school.

Finally, a parallel development that I've been authorized to share is that the university has recently submitted a proposal to acquire McKenzie Hall, which is a 51 office, 32,000 square foot building adjacent to the law school that is currently part of the office of the attorney general.

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The attorney general doesn't need it anymore. The university has put in a bid for it. The ultimate decision will be up to OPM, but the inside line says the university law school has a great shot at getting it. We expect a response to the proposal by the end of June. The intended use, among other things, is to have our clinical program and other community facing and access to justice programs. A new federal courthouse at the Woodland site would, thus, become the lynchpin of an exciting new focus of law, learning, and justice in the west end of Hartford. Thank you very much.

MR. HUGHES: Thank you, Paul. Our next commenter is Leslie Hammond.

MS. HAMMOND: Leslie Hammond, L-e-s-l-i-e, H-a-m-m-o-n-d. Thank you so much for doing this, and I really urge you to reach more. Maybe you could reach out to the Hartford residents. Hartford News. It's one of your local on-line and print papers that a lot of people read. They might see things there. I'm a real estate agent. I also live at Linden, which is right across the street from the federal courthouse. Just an aside. I remember when I moved into the Linden in 2011, the courthouse spend 2 or 3 million plus dollars fixing up the front of it and maybe the lobby, so I do hope that you continue to use that building. I am absolutely against the site at Hudson and Capitol. The Bushnell and the city officials have been working really, really hard to develop that area into possibly townhouse apartments, retail. It would just be really a shame to have the courthouse in the midst of that and also our tax dollars, as anybody that lives in Hartford knows, 50 percent of our property is hospitals, state, federal and recently we had to raise our property taxes on multi-families, single families, and it really hurt. You know, especially the multifamily owner. So, we really have to do everything possible to keep as much land as we can and develop it.

I initially was thinking that Woodland might be a good possibility because of the state or the offices also are essential, but then I'm thinking about Asylum and I go back and forth on Asylum a lot and the west end. I just can't imagine that, with a hospital, that being a good location, but I do appreciate what the law person said and I can see that thinking.

So, I really think Allyn Street thinking about transportation, since it's near the train station direct to New Haven. I don't know if that means people will be coming from New Haven, but obviously, that's easy now that the new train situation and it just seems like there's already, I think, an IRS or federal building over that way, that that location is the most sense for what 's around it. Please, please, please do not put it on Hudson. Thank you so much.

MR. HUGHES: Thank you, Leslie. Our next commenter is Stephanie Fried.

MS. FRIED: Good evening. I'm Stephanie Fried, S-t-e-p-h-a-n-i-e, F-r-i-e-d. And I'm commenting on behalf of the Bushnell Center for Performing Arts. I was commenting specifically on the Hudson site. Unless it's designed to accommodate substantial evening and weekend parking for patrons of the Bushnell, the Hudson site being considered as a possible location for the proposed new federal courthouse must be ruled out. Developed in 2021, it fails to realistically address the residential parking and the type of parking required. A heavily secured federal courthouse and its associated parking needs will only exacerbate this problem which already poses a threat to the Bushnell facilities who welcome more than 240,000 patrons a year.

We believe that a detailed parking traffic control inspection and management study be conducted and shared with all parties before any further development plans proceed is

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essential. If the changes are made and they're approved, the currently announced but not yet finalized plans for residential development around those zones, will result in significantly reduced attendance at Bushnell events. This jeopardizes our financial stability, as well as negatively impacting long desired viability of the residential and commercial development.

Combining this with a federal courthouse would most certainly -- to accommodate our patrons. The Bushnell has been and continues to be a strong supporter of -- fully and successfully developed over the coming years. We also must ensure that the totality of those parking needs are addressed with some combination of surface and structure parking. We respectfully request that the thoughtful -- of any future plans and further development of any kind, including the proposed courthouse at this location. There must be a clear and detailed plan for how you accommodate those needs by the town of Hartford for performances, events, experiences at the Bushnell, as well as their patrons of local restaurants and other parking facilities and stores and hotels. The Bushnell has been the center of economic development of patron activities for 93 years. It's one of the premier performing art centers. I come to you today to ask you to remove the Hudson site consideration on behalf of our board of trustees, ambassadors, employees, donors, and, most of all, our 240,000 patrons. Thank you.

MR. HUGHES: Thank you. Our next commenter is Mary Pelletier, M-a-r-y, P-e-l-l-e-t-i-e-r. I'm a resident of the west end for 23 years just across the street from the law school. I'm also the director of Park Watershed, a 501(c) 3 that was founded to restore nature in the city and focused specifically, by Connecticut DEP on improving the impairments of -- the water quality impairments to the north branch of Park River.

I want to be clear well, personally, I just want to say Michael is a great choice. My background is actually in architecture, and he was a teacher's assistant to one of my early classes many years ago, so nice choice.

And Brook Watershed is likely, I want to be very clear, this is an informal comment, but it's likely that the neighborhood stakeholders and the organizations would recommend that the north branch be conserved and revived as an emerald necklace for Hartford. Homestead is a native of Hartford and the north branch is a 5-mile section that's impaired by the opportunistic neighborhoods. Homestead is, of course, nationally recognized just having founded the passage of American Landscape Architecture in America. And we want to honor him and restore the north branch. He walked along the north branch in 1871 and wrote a letter about ways to do that, and the paved parking lot at 61 Woodland, it's certainly, you know, something that we'd like to see restored and a functional wetlands, and that's been on the recommendations of the north branch record watershed management plan that was approved by EPA in 2010, and we're currently working on the update of that management plan.

So, again, these are not formal comments from any of those groups, but I just want to put that out there. In general, I can see the benefits of being at the Woodland site, but I also see benefits of being downtown with public transportation at the Allyn Street site, and I also want to point out that, you know, if the Woodland Street site were restored, it would be a really great residential area, and that -- as much as it's near the law school, it's also near the medical community. I'm not really saying one over the other, but just highlighting the issue of the river, which is, of course, part of the property at 61 Woodland.

So thank you very much for this process, and I'm always respectful and appreciative of

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the GSA and the process.

MR. HUGHES: Thank you, Mary. Our next commenter is Sharig Rqval.

MR. RQVAL: Hi. My name is Sharig Rgval, S-h-a-r-i-g, R-q-v-a-l. I'm just a regular resident, and I just want to --I just come here to see how this process works. One thing I have to say this is a very rare meeting which is started before this time. So that's a good omen. As a resident, I think 61 Woodland is already looked better but, anyway, so that's my biggest comment. I wish the whole project well, and that's all. Thank you.

MR. HUGHES: Thank you, Shariq. Our next commenter is Mike Freinuth.

MR. FREINUTH: Good evening. My name is Mike Freinuth, F-r-e-i-n-u-t-h. I'm with the Capital Region Development Authority. We're an agency designed to vast downtown Hartford and specifically we've had land conveyed to us off - the proposed site would be inconsistent. We've adopted plans with the City and Bushnell and have concerns about this area being developed as a courthouse. I believe it's inconsistent with the master plan which has transformed the site, and I think there are several areas where I believe the GSA should venture further into exploring sites. I don't know how you can do that and if you can do that, frankly. We are right now suffering from commercial overhang with regard to the opportunity to be using existing commercial sites. I think -- for reconstruction and recreate some land that today is untaxable and unavailable with the short term.

I also flagged that the courthouse design is of concern to us generically. It should be aspiring and somewhat humbling. It's sort of an unfriendly bumper style courthouse. We caution you on the design features. I think it's capitalized on the comments. It had to be street smart, people savvy, and true to scale and appealing and not an oppressive security moniker which is, frankly, what you've presented today.

We have no real comments on the sites. We would encourage you to look further into other sites in the community. We also flagged the capital center district plan, which is in the state statutes. We tried to build institutional memorial properties around the state capitol. We suggest the Washington Street corridor. There are lots of places for you to look at as well. I'll be happy to follow up on any of those comments when you folks have a chance.

MR. HUGHES: Thank you, Mike. Our next commenter is Nyesha McCauley.

MS. MCCAULEY: My name is Nyesha McCauley, N-y-e-s-h-a, M-c-c-a-u-l-e-y. I am a resident of Hartford and currently living about a block away from the Hudson Street site. So I'm here with reservation against the Hudson Street site. And following many of the comments that were already said about the development for that area, having followed that development process as a resident in that area and getting pretty excited and seeing the current surface level parking lot turned and revitalized and attracting the cultural resources that the community is so desperately seeking. So my comments are directed to the culture resources and environmental, if you think about the health and vitality of a neighborhood, and what we really, in that area, are trying to cultivate is a sense of community in the neighborhood, and pushing the courthouse into this thriving community, or abutting on that idea, would defeat that type of growth. And so as a parent in that area, I also can tell you this is something that would impede on making it a

**NATIONAL ENVIRONMENTAL POLICY ACT PUBLIC SCOPING MEETING**

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walkable and livable environment because of the security and safety features that we know would have to go into the federal courthouse is something that we would ask, as parents in that area, to consider that bus stops are in that area, kids are walking back and forth through that area, and so we really just have a different vision in growing the neighborhood and making it really into a thriving cultural area expanding on that idea of the theater and also Bushnell Park.

So, I'm more in favor of the Allyn Street site. The development downtown is doable and that type of environment, we all see downtown as a viable lived work area and, you know, this seems to be seen in that environment. Although I'm hearing great Comments around the Woodland Street site, So I may want to reconsider that one, but definitely against the Hudson Street site. Thank you.

MR. HUGHES: Thank you, Nyasha. Our next commenter is Jacquelin McKinney.

MS. MCKINNEY: My name is Jacqueline, J-a-c-q-u-e-l-i-n-e, McKinney, M-c-K-i-n-n-e-y. I'm a resident of Asylum Hill and I'm chair of the Asylum Hill Neighborhood Association. When I look at this proposal for the Woodland Street site, it looks like a development that would be suitable for our neighborhood. Actually, it's kind of exciting. With the amount of land there, I think that we could do something without evading the Park River, and we have a very strong economic development of our organization, and we'd be more than happy to work with all of you on the ongoing development of the site. So, I vote for Woodland.

MR. HUGHES: Thank you, Jackie. Our next Commenter is Donna Swarr.

MS. SWARR: Donna, D-o-n-n-a, Swarr, S-w-a-r-r. So, I just want to highlight that Hartford's biggest problem is the lack of taxable property, and by creating another nontaxable building is painful. So, with that being said, I prefer the property that is off the tax hold, or I would like to suggest looking at the north end. The Bushnell Park area, you know, has a huge development that has been hyped. It does lack sufficient parking for the Bushnell events, but we also have an initiative federal, state, local, for more development in the north end and, with that being said, I would really like to see something that is more in that area helping out that part of our state. So, I don't have a specific site in mind, but I know that there are large areas that could be used. Thank you.

MR. HUGHES: Thank you, Donna. Our next speaker is Luke Bronin.

MR. BRONIN: Good evening, everyone. Luke, L-u-k-e, Bronin, B-r-o-n-i-n. I'm the mayor of Hartford and I want to say thank you to GSA and to everybody for coming out tonight, both to listen and to offer comments.

I'm going to limit my comments to just a few points. The first is to emphasize the importance of keeping the existing building activated and full. It may no longer meet the needs of the court; we understand that, but I cannot stress strongly enough how important it is to keep that building occupied and active. If that building were to go vacant and dark, then any benefit that came from building a new courthouse would be more than off weighed by the negative result of leaving a full city block vacant, deteriorating, and dragging a community down as it tries to buildup. So, I beg you to make sure that whatever is necessary to keep that building occupied is done, and if that requires investment and improvement as a part of this project, I urge that that be done. Again, otherwise, this will be a net negative for a city that's looking for a positive.

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Secondly, I want to echo the comments that have been made about the Hudson Street site. Although, I understand the appeal from GSA's perspective, it's just at the center of every development area that the City of Hartford has identified, known as a transformative development district. That area is prioritized for residential development that will activate it 24/7. It will bring feet on the street, it will reconnect the main street corridor with the capitol and Arch Street down to Bushnell Park and help make out beautiful, historic park the center of a growing residentially and neighborhood, rather than the brevity of downtown. That development is a critically important one, and I know that, as part of this process, GSA looks at the consistency of the city plan, and I think you can say, unequivocally, that this would be inconsistent with the city's plan, as well as all the work that the community has done to develop that plan.

I look forward to thinking and talking more about the alternatives that Allyn Street and Woodland sites, and tonight I'll leave my comments about those two. Thanks for the chance to be here, and thanks to everybody for coming out.

MR. HUGHES: Thank you, Luke. Our final commenter tonight is Emily Gianquinto.

MS. GIANQUINTO: I'm Emily Gianquinto, E-m-i-l-y, G-i-a-n-q-u-i-n-t-o. I am a practicing lawyer. I'm here to comment as a resident of Hartford. I echo everyone's comments about the Hudson Street site. While I understand the appeal of the location, particularly because of the proximity to the current courthouse, that site is too valuable to other purposes of the state. As a UConn alum, I'm excited of the possibility of the Woodland Street site, but, as a resident, I really would like to point out I think it's important, specifically for public accessibility. Not that the Woodland Street side is not on bus lines, it is. But I think the courthouse is a public building, it has many public services. It's important, there are a lot of people who are visiting it for ceremonies, to visit family members are who there for criminal proceedings or who are there for -- there's the general accessibility of trials and court proceedings that I think is very important and, for that reason, I think keeping it downtown where it's closest to bus lines, multiple bus lines, and closer to public transportation on the train line, which seems to increase. I think it's important and we need that accessibility to be one of the deciding factors as to where the courthouse is going to be. Thank you.

MR. HUGHES: Thank you. Is there anyone else that would like to comment that did not sign up?

MS. CHASSRUY: I'm Kathleen Chassrui, K-a-t-h-l-e-e-n, C-h-a-s-s-r-u-y. I am a resident of Asylum Hill. I don't want to repeat what others have said. I do also feel that Allyn Street would be more appropriate because of the accessibility that the previous speakers just mentioned. As a resident of Asylum Hill, I am very opposed to the Woodland Street location. On paper it appears to be ideal because of the size. There's a huge amount of traffic between Asylum and Woodland Street 24/7. It's gridlocked at certain hours of the day. There's 17 Woodland, the campus of St. Francis Hospital, Wheeler Clinic, the family clinic down the street.

It's also a very congested residential area. I was doing the math. I live in one block of Asylum Hill where there's several high-rise buildings. There are 587 businesses just in one block.

So I do not feel -- you know, I heard the previous speakers about the accessibility to the law school, the size, but as a resident and because of the traffic and also a previously speaker

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mentioned the fertility of the whole North Park River watershed, I am opposed to the Woodland. Thank you.

MR. HUGHES: Thank you. If there are no other commenters --sir.

MR. BAMISALYE: My name is Omolubi, O-m-o-l-u-b-i, last name B-a-m-i-s-a-l-y-e. From an engineering point of view, I took the chart of the site for this new place will be where it is effective, where it is sufficient in terms of availability to the people who are going to be using the building. Then it is a part of the mayor, who has just spoken about the Ribicoff Building being not empty would be a good idea to keep that building, because if it's left empty, then it's going to be a lot of different problems.

An example, I came from California, the city center; the courthouse, the city center, the public library, they are in the same area where everybody gets to transact their business and Stanford -- so the center place is where they have the library, they have the -- every transportation circles around the whole city center. So I support the mayor keeping that building useful.

MR. HUGHES : Thank you. Any others? Sir?

MR. DAVEY: My name is John Davey, J-o-h-n, D-a-v-e-y. I support the Allyn Street location; No. One, for its proximity to the train station and public transportation. No. 2, for proximity to the federal building which, with all due respect, when I look at the slides here, I don't see that federal building being highlighted when you showed the different entities that are on the map. No. 3, I think that downtown would be an economic generator for someone in this area already. 4, it's already served by restaurants, office spaces, parking lots, etc., and I don't think there's any gain with Woodland. That's going to be empty, and there's no other higher best deal. That property can be looked at for other residential development, etc., not to mention I think it would be significant traffic issues on Asylum. I live in the west end, so thank you.

MR. HUGHES: Thank you. Yes, sir.

MR. SENNOTT: My name is Jack, J-a-c-k, Sennott, S-e-n-n-o-t-t. I own the building at 100 Allyn Street, so if the Allyn Street site was selected, I would be -- it's about a rectangle and then the small part that sticks out, my building is on the other side of that, as well. Subject to all the very good comments that I heard regarding design, making the scene, being in touch with the city and not be a concrete jungle that's isolating, I would not have an issue with the courthouse being my neighbor. It's a retail building. We're on the XL center side of Allyn Street, and then the Union Station is on the other side, and there's a current open lot in between, actually doesn't give us the connectivity on that street, I think it would be helpful with the courthouse. It would be -- I think my restaurant tenants would think that would be an excellent addition, and the residential folks that are across the street I think would appreciate folks clearing out at the end of the day, so it would have a neighborhood aspect of it, as well. But it would have to work within the neighborhood when you get a downtown site along that line. I recognize that this is the smallest of your three sites from an acreage perspective, and I do worry about having a bit of space between my building and what would be the site of the courthouse, but presuming that you would be a good neighbor and we would have that discussion, then that's not something that, as an immediate neighbor, we would oppose.



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MR. HUGHES: Thank you. Any others? Seeing none, thank you for coming tonight and a few reminders. All of the information that you've heard tonight you can find at [GSA.gov/Hartfordcourthouse](https://www.gsa.gov/Hartfordcourthouse). It should be up by Monday. Reminder on ways that you can Comment. If you haven't commented here tonight, you can e-mail us at [Hartfordcourthouse@GSA.gov](mailto:Hartfordcourthouse@GSA.gov) with the subject line "Hartford Courthouse EIS". You can send Bob an e-mail or you can place comments at the Dropbox at the Ribicoff. Thank you all for coming and have a great night.

(Whereupon, the meeting was concluded at 7:07 p.m.)



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## Hartford Courthouse EIS

1 message

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**Annie Tomlin** <anniet@gmail.com>  
To: HartfordCourthouse@gsa.gov

Tue, Jun 6, 2023 at 11:42 AM

Hello. I am writing to share a public comment regarding the Hartford Courthouse.

We are in a climate emergency that requires the immediate drawdown of greenhouse gases. We can no longer build to the standards of the past. Instead, we need to build with an eye on a much, much hotter future.

Of the three proposed sites, I support whichever will be able to provide space for not only the new building, but public outdoor space and shade. I think the Allyn and Hudson sites best offer an opportunity to thoughtfully develop the spaces in this manner. I would like to see these sites developed to feature abundant outdoor public spaces that include native plantings and shade trees that can help reduce street temperatures in Hartford. These spaces would allow building workers to take breaks (lunch etc) outside and would beautify the city while lowering the street temperature.

Additionally, I know you're not at this stage yet, but: Any new courthouse should be built to run WITHOUT the use of fossil fuels. It should also include solar panels, heat pumps, EV charging points, and other energy-smart clean energy technologies that will ensure a "future-proofed" building is constructed. Using fossil fuels in a new building is short-sighted and, as a former Angeleno who's familiar with Michael Maltzan Architects' work, I know that firm is also well aware of our climate crisis—and that they can and should design with our environment top-of-mind.

Thanks,  
Annie Tomlin



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## proposed court house locations

1 message

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**Carol Gale** <Carol.Gale@hft-1018.org>  
To: HartfordCourthouse@gsa.gov

Tue, Jun 6, 2023 at 2:05 PM

Dear General Services Administration,

I am a lifelong Hartford resident, employee of the Hartford School System, and current president of the Hartford Federation of Teachers. Our offices are across the street from one of your proposed sites for a new courthouse. I am opposed to the Hudson St. site as well as the Woodland and Allyn sites because Hartford does not need more development of non-taxable property. I would much prefer to see mixed use development on these locations as has been proposed for the Hudson St. site previously. As a 30+ year employee in the Hartford Public Schools and from the vantage point of my current position, I am keenly aware of the constraints on our educational system from the lack of adequate property tax revenue.

Therefore, I believe renovating the existing location of the federal courthouse on Main St. is the best option. Given that as the capital city, Hartford already experiences the burden of a disproportionate share of non-taxable land used by state and federal buildings, we do not need another development that adds to that challenge. Therefore, I am fully against any newly constructed sites and only support renovating the pre-existing location that is currently nontaxable. Hartford needs projects that grow our grand list and benefit our residents to the greatest degree possible.

Thank you for your attention to my concerns,

Carol Gale  
President  
**Hartford Federation of Teachers**  
[85 Buckingham St.](#)  
[Hartford, CT 06106](#)  
[hartfordfederationofteachers.org](http://hartfordfederationofteachers.org)  
860-249-7629



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## No to the new courthouse

1 message

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**tybutnotatoy@aol.com** <tybutnotatoy@aol.com>

Tue, Jun 6, 2023 at 1:41 PM

Reply-To: tybutnotatoy@aol.com

To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

I don't think any unnecessary expenditures are advisable. The state of Connecticut needs to think of the taxpayers. Every state in the union is affected by the federal government, which has extremely harmed our country. One of those harmful procedures in the past two years is our fiscal position. Financial stability is in danger.

A concerned American in Connecticut



Hartford Courthouse <hartfordcourthouse@gsa.gov>

## Hartford Courthouse EIS

1 message

**Craig Raabe** <craabe@ikrlaw.com>

Fri, Jun 23, 2023 at 9:42 AM

To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

This email is to express support for the Allyn Street site for the new Hartford courthouse. It's location in the business district near the train station, hotels and restaurants makes it a much better site than the two alternatives. In my opinion, the Hudson site is inconsistent with other development plans in the area and Woodland site would be an island with no easy transportation, food or lodging options.

Craig A. Raabe

Izard, Kindall & Raabe, LLP

29 South Main Street, Suite 305

West Hartford, CT 06107

860-573-4600

[craabe@ikrlaw.com](mailto:craabe@ikrlaw.com)



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Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## Hartford Courthouse EIS

1 message

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**David Fay** <DFay@bushnell.org>  
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Mon, Jun 12, 2023 at 11:54 AM

To the U.S. General Services Administration,

The Bushnell South parcel being considered as a possible location for the proposed new federal courthouse must be ruled out unless it is designed to accommodate substantial evening and weekend parking for patrons of The Bushnell.

While a master development plan for the area was developed in 2021, it completely failed to realistically address the reality that residential parking and the type of surge parking required for a performance center do not mix at all. And now the thought of a heavily secured federal courthouse will only exacerbate this problem that already threatens the very life of The Bushnell.

There needs to be a detailed surge parking, traffic control and pedestrian management plan conducted and shared with all parties before any further development plans and deals are completed. The only way a federal courthouse could be accommodated on the proposed parcel is if it helped solve the patron parking problem and not further complicate it. While doubtful, such a solution would be welcomed, but probably belongs on the parcel directed west of the one being considered.

Currently announced, but not yet finalized plans for residential development, if approved, will result in substantially reducing attendance at Bushnell events, jeopardizing its financial stability as well as negatively impacting the long-desired viability of residential and commercial development of Bushnell South. Unless the security requirements for the courthouse could be met while also providing easy access into and out of a substantial parking structure, the courthouse itself will kill the entire Bushnell South vision.

The Bushnell has been and continues to be a strong supporter of seeing Bushnell South fully and successfully developed over the coming years. But when a single 1,000 space garage with 3 elevators and one point of access is offered as the solution to the parking needs of Bushnell patrons, simple math makes it clear that it would take over 2 hours to empty this deck on a busy Bushnell evening while creating horrible traffic and pedestrian hazards.

Thoughtful leadership must push the pause button on further development of any kind - including the proposed courthouse - before it is too late. We must have a clear and detailed plan.

The Bushnell has been a center of economic as well as artistic activity for 93 years. It is one of the premier performing arts centers in America. It is estimated that the cost of building The Bushnell today would exceed \$350 million. I hope we are not buying plywood to board it up when we should be preparing to celebrate its Centennial in less than 7 years.

Thank you for your consideration.

6/14/23, 2:09 PM

GSA.gov Mail - Hartford Courthouse EIS

David R. Fay

President & CEO

The Bushnell Center for the Performing Arts

[166 Capitol Avenue | Hartford, CT 06106](#)

860.987.6022 – Direct | 860.944.9009 - Cell

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Robert Herman - 1PCM <robert.herman@gsa.gov>

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## Hartford Courthouse EIS

1 message

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**Earl** <earlhenrichon@yahoo.com>

Fri, Jun 16, 2023 at 10:42 AM

Reply-To: Earl <earlhenrichon@yahoo.com>

To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Good morning, I am writing to ask that you please do not build a new courthouse on the Hudson Street parcel currently being considered. That parcel is also under consideration for a new multi use housing and retail setup that would continue to add vibrancy to our neighborhood, which is a growing part of the Hartford downtown area.

To be clear, I am not opposed to having the courthouse in our neighborhood, it is here already...but to abandon the building it is currently in (what would happen to that government building?), just to build right down the street on a parcel that could be developed in a way that would add much more benefit to our city (which already has parking lots and untaxed buildings everywhere) would be a long term mistake in my opinion.

Please consider the positive direction that Hartford is headed with the addition on minor league baseball, soccer and the Uconn Hartford campus moving in, and the fact that people will come and live here and stay if this city feels like it is offering reasons for people to live here, instead of driving in for work and then leaving...

Please consider adding onto the space already used, or moving to a location that makes more sense for the people living downtown.

Thank you

Earl Henrichon





School of Law  
**Office of the Dean**  
Ebony S. Nelson  
Dean and Professor of  
Law

July 6, 2023

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Via email: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov)

Re: Hartford Courthouse EIS

Dear Mr. Herman:

I write to express my strong support for locating the new federal courthouse at the Woodland Site. The Woodland Site abuts the campus of the University of Connecticut School of Law. Situating the courthouse there would benefit both the Court and the Law School and would create enhanced opportunities for productive collaboration between the two.

A courthouse located on the Woodland Site would be a short walk away from the Law School's expansive law library for judges and other Court and agency personnel. Educational events, such as speakers, faculty workshops, and the many scholarly conferences and symposia that take place on campus every year, would also be easily accessible. The increased in-person interaction between judges, faculty members, staff and students could lead to the kind of casual, informal conversations known to produce innovative ideas and initiatives.

Having the courthouse so close by would also provide new educational opportunities for our students and, thus, would be a great recruiting tool for the State's only public law school. In addition, the proximity of the Woodland Site to the Classical Magnet High School, the West Middle School, and the Boys and Girls Clubs of Hartford could facilitate impactful pipeline programs and community engagement opportunities for the Law School and Court.

Finally, in an important parallel development, the University of Connecticut recently submitted a proposal to acquire McKenzie Hall, a 51-office, 32,000 square-foot building adjacent to the Law School that until recently served as a satellite office of the Connecticut Attorney General. The ultimate decision will be determined by the State's Office of Policy & Management, but we are hopeful about the possibility. If our proposal is successful, we intend

55 ELIZABETH STREET  
HARTFORD, CT 06105-2296  
PHONE 860.570.5127  
FAX 860.570.5128  
[www.law.uconn.edu](http://www.law.uconn.edu)

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to use the building primarily to house our extensive clinical programs as well as the Connecticut Community Law Center, a legal incubator that provides “low bono” legal services to clients in certain underrepresented legal areas. A new federal courthouse at the Woodland Site would thus become the linchpin of an exciting new locus of law, learning, and justice in the West End of Hartford.

The Law School traditionally has had strong personal and professional connections with the Court. Several of the judges are alumni of the Law School, serve as members of our adjunct faculty, or have done so in the past. Our students also regularly serve as judicial interns, and our graduates often serve as law clerks. We are tremendously excited by the prospect of increased and strengthened connections and collaborations that a nearby federal courthouse would nurture.

Thank you very much for your consideration. Please do not hesitate to contact me at 860-819-4253 or [eboni.nelson@uconn.edu](mailto:eboni.nelson@uconn.edu) if I can provide any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Eboni S. Nelson". The signature is fluid and cursive, with the first name being the most prominent.

Eboni S. Nelson  
Dean and Professor of Law



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## New Court House? !!

1 message

**Gary Bergeron** <gbergeron7750@gmail.com>

Tue, Jun 6, 2023 at 12:04 PM

To: HartfordCourthouse@gsa.gov

I am opposed to any new courthouse! You are not utilizing the one you have now. I am sick and tired of the lax attitude you people have in supporting the laws of this country! There seems to be no discipline in the people arrested. Slaps on the wrist and let go to terrorize innocent people again is not good use of our court system. This country will revert back to the wild west if something is not done soon. You do not respect the police! You do not respect the lives that were given so we can enjoy freedom! You are only in it to better yourselves and not create any waves. We the people are sick of it!

Until I see our money being put to good use to uphold the laws and law breakers put in jail, then we do not need another courthouse!

Gary Bergeron

Virus-free. [www.avg.com](http://www.avg.com)



Hartford Courthouse <hartfordcourthouse@gsa.gov>

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## Hartford Courthouse EIS

1 message

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**Hans Van de Berg** <hans\_vandeberg@hotmail.com>

Tue, Jun 6, 2023 at 11:48 AM

To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Question on site location. Why locate the proposed courthouse in Hartford with its limited parking and difficult access? Certainly, there are equal and better sites available within Hartford County that would provide better access and parking for all that are required to be present at the courthouse.

Thank you for considering my question.

Hans Vandeberg

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On Thu, May 25, 2023 at 12:46 PM paul khakshouri <[pkhakshouri@gmail.com](mailto:pkhakshouri@gmail.com)> wrote:

Downtown Hartford has suffered tremendously due to the fact that it has not been able to revive from any foot traffic & has lost many of the office workers who are now working from home.

Because of this the retailers are suffering as are the restaurants.

The area from the XL center to the Train station has been the most blighted and ignored section of the downtown area.

But to have a courthouse move to 154 Allyn Street (which is right between the XL center & Train Station) would change the entire landscape there. Now people & the court employees would appear in that area and possibly move there. Retail can come alive to secure the city with much needed additional tax revenues.

Transportation is a huge advantage in that area. All the bus lines run through Asylum Street which is only one block away and the New Haven/NY Train station is also only one block away. Given that it is only 2.19 acres and that the courthouse would take up much of that space depending on the number of floors, there is a 1 acre surface parking lot right across the street that can be built as of right as many floors needed for the employees cars and for people going to court. It can be built in a way to have the sides facing the courthouse have retail stores there that would be able to service the needs of everyone in the Courthouse.

Currently, there is barely any traffic on Allyn Street and getting there would be very easy. The other two locations are closer to Hospitals or on the way to Hospitals with narrower streets and busier locations which would create huge traffic jams.

This location is a win win, and will make a huge difference for the core downtown area - and especially the area that has been ignored mostly.

I hope that you choose this location, it will bring much change here.

Thank you.

Paul Khakshouri

**SK Commercial Corporation, Manager  
Alkon Capitol Avenue, LLC  
Alkon Hudson Street, LLC  
342 North Main Street Suite 200  
West Hartford, CT 06117**

**June 29, 2023**

**Subject:** Hartford Courthouse EIS

RE: 63 Capitol Avenue, Hartford CT 186  
Capitol Avenue, Hartford CT 94-96  
Capitol Avenue, Hartford CT 98-100  
Capitol Avenue, Hartford CT 110  
Buckingham Street, Hartford CT

The undersigned submitted the above-identified properties ("Capitol Lots") in response to the Request for Expression of Interest for the Federal Courthouse on January 25, 2022. We further provided response under letter of May 6, 2022. The Capitol Lots are undeveloped, and currently serve as surface parking lots under lease. We attended the Public Scoping Meeting on June 6 in Hartford, CT and listened attentively to public comments offered following the GSA presentation.

The Capitol Lots sit south of Bushnell Park in what might be colloquially identified as the government center of Hartford. These properties sit in very close proximity to numerous government facilities, including the newly refurbished 65 Capitol Avenue State Constitutional Offices and Department of Administrative Services headquarters, as well as within close walking distance to Department of Energy and Environmental Protection, Hartford Superior Court, State of CT Criminal Court Building, Judicial Department, the State Capitol, Legislative Office Building, and their respective associated parking facilities., including newly-constructed parking garages. The Capitol Lots are well-positioned to be delivered to GSA free and clear of the rights of tenants or parties in possession. A majority of the property is undeveloped, excepting one former service station at the corner of Hudson and Capitol now used a detail shop by a concessionaire to our tenant. Their interest will cease when the prime lease terminates. There is very little demolition to occur to accommodate GSA's timely construction/redevelopment. Site work could commence as soon as GSA is ready to move forward with little, if any, interruption to, or from, surrounding businesses or properties.

The use of the Capitol Lots further enhances the existing focus of this area as a government operations' base. There are easily anticipated synergies given the close proximities among government, both State and Federal, agencies, departments, and courts. There is easy access to bus/rail service without the constant worry of CBD traffic or parking issues. The highly public quest to redevelop the downtown XL Center might also bring unanticipated externalities to other sites that could more directly feel the impact of such large-scale redevelopment in the CBD. There is easy access to both Interstates 84 and 91 as well as to Rte. 2 and Rte. 5/15. This area is truly a blank slate that is ripe to be committed to service in an existing locale where government services dominate. A new Federal Courthouse with its splendor and presence could clearly enhance both this community landscape and the government services offered. It should not be unfairly labeled an unwelcome interloper here. Fairness does not dictate that the Capitol Lots can only be developed for a singular purpose based on a plan that is ever changing. We

are confident that GSA can, and if chosen, will integrate the new Federal Courthouse development melding its needs as well as the needs of, and benefits to, the local community.

We should recollect that these lots serviced the State of Connecticut well for many years when State operations were located at 55 Elm Street, then an affiliated entity. Following the State's election to redevelop and relocate to 55 Elm, as aforesaid, 55 Elm is now under new ownership and is in the process of redevelopment. The 55 Elm developer has a legitimate voice and significant financial interest in what redevelopment south of Bushnell Park looks like and how it functions, and we have no reason to believe that they are not supportive of this submission.

There have long been numerous parties who have been vocal in their opposition to the parking lots on the Capitol Lots. There are no other current functional plans for redevelopment of these sites and there is no current capital stack to effect such a timely reuse. There is no compelling need to further delay redevelopment of these well-sited properties. The GSA development opportunity could bring timely redevelopment to the Capitol Lots. The Federal Courthouse can blend seamlessly with the existing areas' usage, and enhance the significant public dollars already invested in this locale. Redevelopment of any privately owned site will bring the same externality of a loss of tax revenue. That issue is not unique to the Capitol Lots' site. The Capitol Lots are located geographically near other governmental use properties and offers a unique opportunity to be accretive in its benefits and services. Again, there is no demolition to speak of, and there is no interruption to, or from, the CBD and its myriad of uses, or from private enterprise if the Capitol Lots are chosen. There is full ability to blend a new courthouse facility into streetscape that accommodates alternate uses consistent with any redevelopment hoped for adjacent areas in the Bushnell South environs.

We continue to advocate that the Capitol Lots are the best offered solution to GSA for the timely development of a new Federal Courthouse.

Respectfully submitted.

*James Wakim*

James Wakim, EVP  
SK Commercial Corporation, Manager



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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**Hartford Courthouse EIS**

1 message

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**Jane Davey** <jane.davey4@gmail.com>  
To: HartfordCourthouse@gsa.gov

Wed, Jun 14, 2023 at 1:55 PM

To Whom it May Concern,

As a resident of the West End of Hartford I am concerned about the potential location of the courthouse to the Woodland Ave / Asylum Ave site due to traffic issue. The City of Hartford has been studying traffic issues on this section Asylum Avenue. Here are a few recent articles discussing the high volume of accidents and the City's proposed "road diet".

<https://www.wfsb.com/2023/02/07/new-project-aims-reduce-crashes-hartfords-asylum-avenue/>  
<https://www.courant.com/2023/01/16/redesign-of-hartfords-asylum-avenue-could-slow-speeders-carve-out-space-for-bicyclists-but-will-everyone-get-on-board-its-going-to-be-a-tricky-one/>  
<https://www.courant.com/2023/02/06/hartfords-asylum-avenue-traffic-redesign-sparking-controversy-it-comes-amid-national-debate-on-how-to-improve-safety-on-roadways/>  
<https://www.hartfordct.gov/Government/Departments/DDS/DDS-Divisions/Planning-Zoning/Asylum-Ave-Traffic-Calming>  
<https://www.ctinsider.com/news/article/Hartford-dangerous-intersections-crashes-17716677.php>

I believe the city has conducted some sort of study and has engaged an engineering firm to come up with some solutions. However, none of these plans included the addition of a major federal building to the mix. Thus without further consideration to the impact to local traffic this site should be removed from consideration.

Sincerely,

Jane Davey  
1324 Asylum Ave  
Hartford, CT





Robert Herman - 1PCM &lt;robert.herman@gsa.gov&gt;

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## Hartford Courthouse EIS

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**Jane Macy-Painter** <jmacypainter@gmail.com>  
To: HartfordCourthouse@gsa.gov

Fri, Jun 16, 2023 at 9:40 AM

Good Morning,

I'm writing to ask that you do not build a new federal courthouse on the Hudson street parcel currently under consideration. I'm not opposed to the courthouse remaining in our (SoDo) neighborhood, but our community has long suffered from a huge portion of the land being given to parking lots, government buildings and other non-residential (and non-taxable) uses. It sometimes feels as though one forgets that there are people living in South Downtown. In fact we are a vibrant little community and love where we live. But it is imperative to the health of our neighborhood that we build residential and mixed use developments. I hope you will find an appropriate way to move forward with the needs of the courthouse that do not endanger the future of our neighborhood.

Thank you,  
Jane Macy-Painter  
Resident, Buckingham Street



AVON ▪ BLOOMFIELD ▪ BOLTON ▪ BRISTOL ▪ BURLINGTON ▪ CANTON ▪ COVENTRY ▪ EAST GRANBY ▪ EAST WINDSOR ▪ EAST HARTFORD ▪ ELLINGTON  
ENFIELD ▪ FARMINGTON ▪ GLASTONBURY ▪ GRANBY ▪ HARTFORD ▪ MANCHESTER ▪ PLAINVILLE ▪ SIMSBURY ▪ SOMERS ▪ SOUTH WINDSOR  
STAFFORD ▪ SUFFIELD ▪ WEST HARTFORD ▪ WETHERSFIELD ▪ TOLLAND ▪ VERNON ▪ WILLINGTON ▪ WINDSOR ▪ WINDSOR LOCKS

July 5, 2023

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103  
Via email: [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov)

**RE: Hartford Courthouse EIS**

To Whom It May Concern:

On June 6, U.S. General Services Administration (GSA) held a public scoping meeting in support of an Environmental Impact Statement (EIS) for the proposed siting and construction of a new Federal Courthouse in Hartford, Connecticut. Of the three potential sites that GSA has identified, the Woodland Site includes a segment of the North Branch Park River, which flows south of Asylum Avenue.

As mentioned, informally, during the public comment period of the June 6<sup>th</sup> EIS scoping meeting, US Environmental Protection Agency (EPA) and then CT Department of Environmental Protection (*now CT Department of Energy and Environmental Protection*, CT DEEP) approved the North Branch Park River Watershed Management Plan in 2010. A pdf of the North Branch Park River Watershed Management Plan (140 pages), is available online: [https://portal.ct.gov/-/media/DEEP/water/watershed\\_management/wm\\_plans/nbparkr/nbprwbppdf.pdf](https://portal.ct.gov/-/media/DEEP/water/watershed_management/wm_plans/nbparkr/nbprwbppdf.pdf)

This document specifically references an opportunity, the ‘*Lower North Branch Park River Riparian Restoration*,’ which includes the floodplain at 61 Woodland, see pdf on page 88 (*document page 74*) and Figures 3-12a and Figure 3-12b (*pdf pages 91 and 92, attached*).

Recommendations from the 2010 North Branch Park River Watershed Management Plan include:

*Despite the extensive development along this portion of the river, access to the river is limited, especially along the east bank and near the conduit entrance. One of the few access points to the lower reaches of the river exists along the west bank adjacent to the UConn Law School campus.*

*The lower reaches of the North Branch Park River have the potential to provide significant water quality, ecological, recreational, and aesthetic benefits. Enhancements to the riparian corridor in this area are recommended to enhance these benefits. The proposed riparian restoration concepts for this area include (Figure 3-12a and Figure 3-12b):*

- **Access Improvements**

*Improve public accessibility along the lower North Branch Park river by designating access points, parking, and signage at locations such as the UConn Law School campus and locations on the east side of the river.*

*Provide limited public access and educational signage in the area of the conduit entrance. Currently, this area is privately-owned and “no trespassing” is posted in many areas.*

- **Riparian Buffer Improvements**

*When parking lots are resurfaced or repaved, reconfigure parking areas away from the river, providing potential areas for riparian buffer reforestation. Consider whether the parking provided is needed (e.g., in one lot, the trailer for a tractor-trailer truck appears to have been parked in the same location for several years, occupying parking spaces for numerous passenger vehicles).*

*Excess parking could be converted to vegetated riparian area with public access points. There are several areas along the river where additional riparian buffer can be gained without loss of parking through minor lot reconfiguration.*

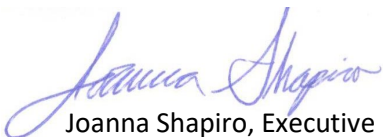
The 61 Woodland property stretches across the North Branch into a wooded wetland, as well as to the centerline of the river, adjacent to UConn School of Law property. Further downstream, south, the Hartford International University for Religion & Peace (*formerly the Hartford Seminary*) protects a woodland slope along the western riparian corridor.

Please note that the North Central Conservation District is currently working to update the 2010 North Branch Park River Watershed Management Plan, and design green infrastructure projects. This project, “*Planning to Reduce Water Pollution in the North Branch Park River Watershed (CT)*,” is funded from the Long Island Sound Futures Fund through the National Fish & Wildlife Foundation (NFWF), will conclude by summer 2024.

In addition to on-going support for implementation of the 2010 North Branch Plan, stakeholders have expressed interest in conservation and revival of the North Branch Park River as an ‘Emerald Necklace; that connects large last landscapes through northwestern neighborhoods of Hartford. This concept emerged through research conducted by Park Watershed (a 501c3) for an Environmental Education Report: *Learning How to Conserve and Revitalize the North Branch Park River*, [https://www.parkwatershed.org/wp-content/uploads/2020/01/Park\\_EnvEd-report.pdf](https://www.parkwatershed.org/wp-content/uploads/2020/01/Park_EnvEd-report.pdf). At this time, there are multiple sources of federal and state funding available to increase resiliency in urban areas.

For the duration of the plan update contract, we are holding regular coordination meetings of both the Advisory Committee and the Project Partners: City of Hartford Engineers, The District (MDC), Capitol Region Council of Governments (CROCG) and CT DEEP. Please contact us if the GSA project team would like to be present at a future meeting in order to gather information.

Respectfully,



Joanna Shapiro, Executive Director and Project Lead  
North Central Conservation District (NCCD)

**Project Coordination:** Mary Pelletier (860) 881-5089  
Meri LLC., with Park Watershed, [maryp@parkwatershed.org](mailto:maryp@parkwatershed.org)

**Project:** Planning to Reduce Water Pollution in the North Branch Park River Watershed (CT)

**Abbreviated title reference:** NCCD/NBranch

- **Project Background**
  - a. The North Branch Park River is an impaired urban river that's included in the statewide bacteria TMDL.
  - b. Although comprising only 11% of the North Branch sub-basin, the northwestern neighborhoods of Hartford receive impaired drainage from upstream suburban development. The majority (~68%) of the 28 square-mile North Branch Park River watershed is within Bloomfield, CT. Drainage from West Hartford (~17%) also flows into the North Branch.
  - c. There is considerable influence of local, site-specific conditions on water quality of the North Branch mainstem. Although largely impaired, water quality does improve within stream segments that are surrounded by intact mature forest ecosystems.
- **Project Goals and Objectives**
  - a. The goals of the project are to advance green infrastructure implementation, reduce pollutant load and runoff volume, and provide secondary benefits such as flood resilience and community amenities.
- **Scope and Deliverables**
  - a. The Quality Assurance Project Plan (QAPP) has been completed and approved.
  - b. The next step is to commence the design development of the green infrastructure projects.

**PROJECT TEAM:**

*Project Lead/Fiscal Agent:* North Central Conservation District  
Joanna Shapiro, Executive Director, [jshapiro@conservect.org](mailto:jshapiro@conservect.org)

*Project Engineering:* Fuss and O'Neill  
Erik Mas, Project Manager, [EMas@fando.com](mailto:EMas@fando.com)  
Akta Patel, Project Engineer, [APatel@fando.com](mailto:APatel@fando.com)

*Project Coordination:* Mary Pelletier (860) 881-5089  
Meri LLC, in conversation with Park Watershed, [maryp@parkwatershed.org](mailto:maryp@parkwatershed.org)

*Community Engagement:* Trust for Public Land  
Walker Holmes, CT State Director, [Walker.Holmes@tpl.org](mailto:Walker.Holmes@tpl.org)

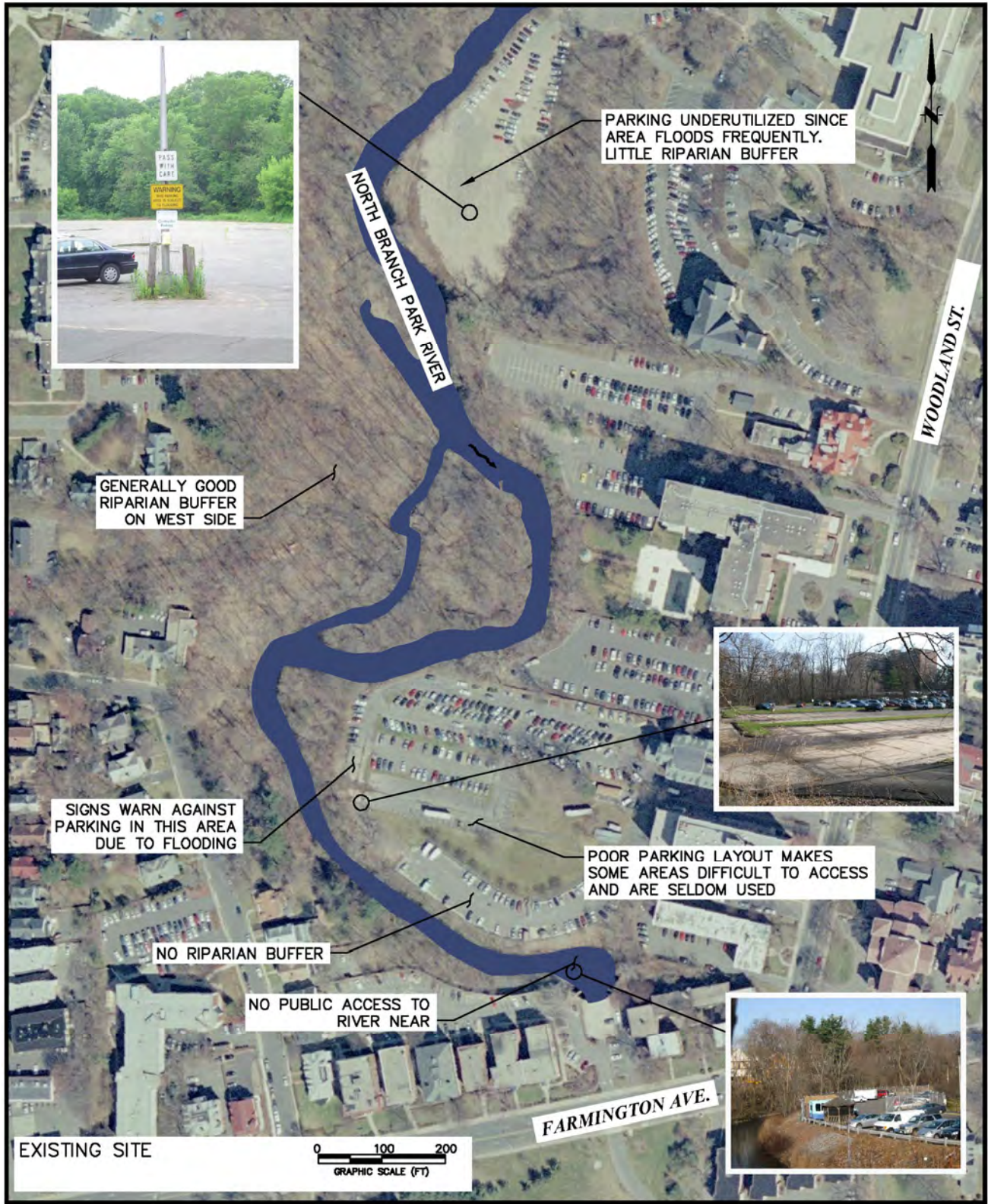
**REFERENCES:**

**2010 North Branch Park River Watershed Management Plan PDF** (140 pages, approved by US EPA and then CT DEP, now DEEP, in 2010): [https://portal.ct.gov/-/media/DEEP/water/watershed\\_management/wm\\_plans/nbparkr/nbprwbppdf.pdf](https://portal.ct.gov/-/media/DEEP/water/watershed_management/wm_plans/nbparkr/nbprwbppdf.pdf)

Note that additional information is available on the archived project website for the 2010 North Branch Park River Watershed Management Plan: <https://www.northparkplan.net/>

**This website includes:**

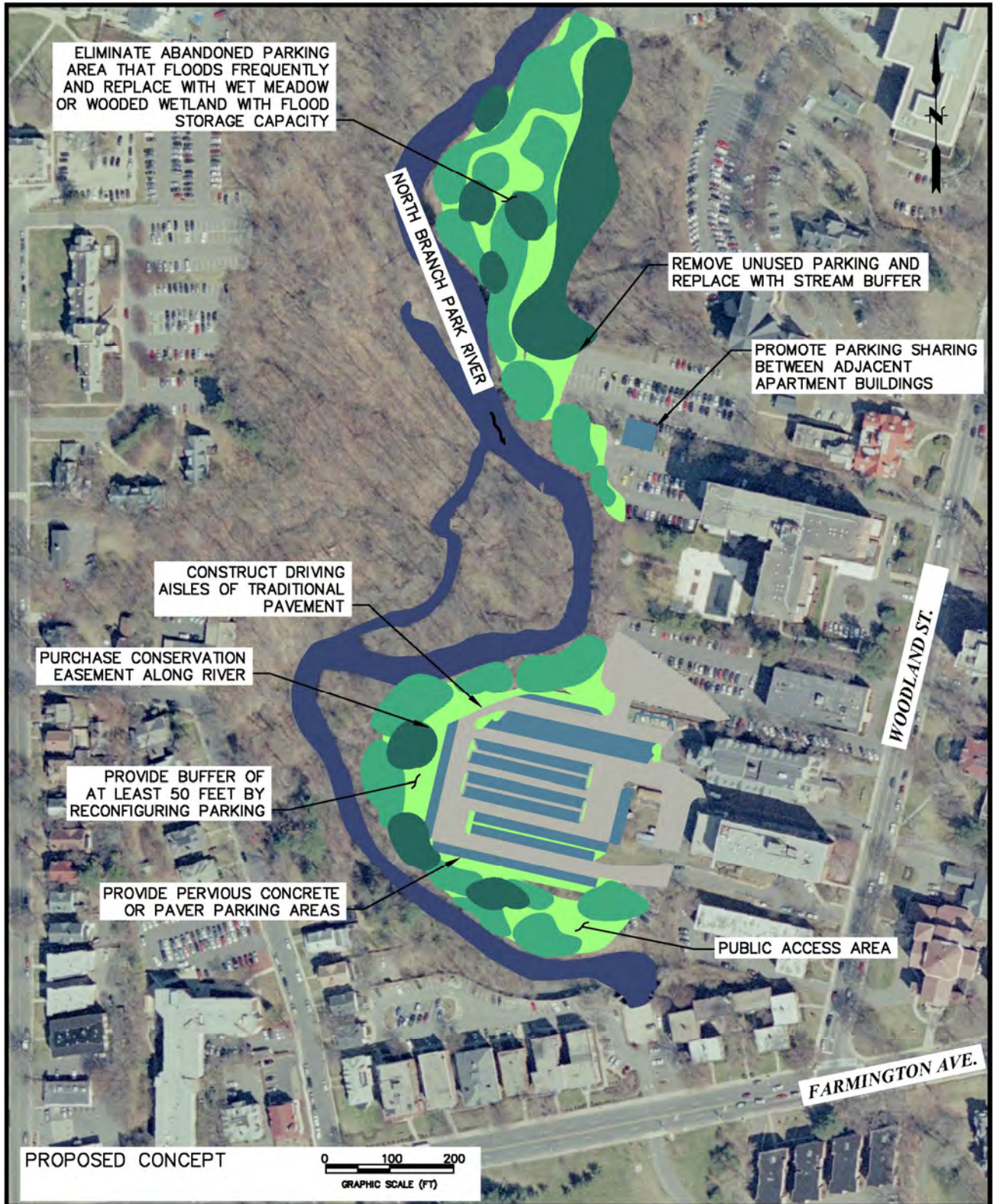
- List of the original Steering Committee members and Project Team
- Field Assessments (maps) of the subwatersheds, surrounding North Branch tributaries.
- A description of the US EPA Nine Element planning process
- Load Reductions Data: [https://northparkplan.net/wp-content/uploads/2010/07/Apx\\_G-LoadReductionsData1.pdf](https://northparkplan.net/wp-content/uploads/2010/07/Apx_G-LoadReductionsData1.pdf)
- Community Presentations and workshops: [https://www.northparkplan.net/?page\\_id=3](https://www.northparkplan.net/?page_id=3)
- Glossary: [https://www.northparkplan.net/?page\\_id=73](https://www.northparkplan.net/?page_id=73)
- City of Hartford 2021 Waterways Resolution: <https://hartford.civicweb.net/document/12158/>



(Source: Metropolitan District Commission 2008; Photo Source: U.S. Geological Survey, 2008)

Figure 3-12a. Lower North Branch Park River – Existing Conditions





(Photo Source: U.S. Geological Survey, 2008)

Figure 3-12b. Lower North Branch Park River – Riparian Reforestation Concept





Hartford Courthouse <hartfordcourthouse@gsa.gov>

## Hartford Courthouse EIS

1 message

joseph jrbcos.com <joseph@jrbcos.com>

Tue, Jun 20, 2023 at 2:35 PM

To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Dear Sir or Madam,

Please accept this note of support for the Federal Courthouse to be built on Allyn St in Downtown Hartford. I work and live in downtown Hartford. One of the biggest challenges facing our great city is the lack of economic activity in the Central Business District.

We need jobs and bodies to fill those jobs in our Central Business District to seed and support the reinvigoration of our downtown. In addition to the employment benefits of having the Federal Courthouse on Allyn street, there are several other benefits of why this is a superior site to other options you may be considering.

First, the Allyn St Site provides access to justice for patrons of all socioeconomic status. The site is proximate to train, private and public bus service terminals and provides easy access to both I-84 and I-91 allowing travelers convenient connectivity to the North, South, East and West). Second, the Allyn Street site offers a campus and neighborhood that supports an intense use like a Federal Courthouse. The surrounding area has available office space of all classes (A, B & C) to support ancillary services. The neighborhood has both formal and informal restaurants, bars, and coffee shops to support both individuals working at the Federal Courthouse and patrons visiting the Federal Courthouse for a specific matter. Additionally, there is ample parking that is both publicly and privately owned. Finally, the Allyn St site has the potential to spur on further development and economic activity in the capital city. Hartford's CBD has seen a dramatic decrease in daytime population since COVID. This has had an adverse impact on the quality of life in our city. The Federal Courthouse could be a catalyst to restart economic expansion in Hartford by bringing quality jobs and consistent economic activity to Downtown Hartford.

Since the Allyn St site in Hartford offers excellent connectivity, synergistic adjacent uses, and would bring needed economic activity to Hartford's CBD, I beseech you to select the Allyn St site for the Federal Courthouse.

Thank you,

Joseph Beaudoin

[21 Temple St](#)

Hartford, CT 06103





## Hartford Courthouse EIS

1 message

**Kathy Cassidy** <kmcblood@gmail.com>  
To: HartfordCourthouse@gsa.gov  
Cc: Kathy Cassidy <kmcblood@gmail.com>

Mon, Jun 12, 2023 at 10:31 AM

Hello -

I would like to share my comments, re: location of the proposed Federal Courthouse in Hartford, CT. I am a resident of the Asylum Hill neighborhood, which is the location of one of the proposed sites.

I attended the Public Comment meeting on 6/7/23 and spoke at that meeting, but I'd like to reiterate my comments as I felt that the local newspaper, The Hartford Courant, presented a bias in their reporting of the comments. (I also left a comment card). The newspaper presented favorable comments for a move to the Woodland Street location from Paul Chill who works at the neighboring UConn law school, but he did not address the people or the neighborhood at all in his comments (as he does not live in this neighborhood) - just the advantages for the proximity to the law school.

AHNA/Asylum Hill Neighborhood Association presented a very brief comment saying that they were in favor of the move to Woodland Street but did not provide any reasons why. I think it's important to note that AHNA, which is one of Hartford's NRZ's/Neighborhood Revitalization Zones, is not representative of the majority of the neighborhood and has historically had little to no influence in any Hartford planning.

I live in the Asylum Hill neighborhood which is the location of the proposed Woodland Street site. While this is by far the largest of the sites, I am opposed to this location for the following reasons;

1. It is a residential neighborhood. In my block alone (Woodland Street between Niles and Farmington) there are over 600 units of housing (two high rise condos and three apartment buildings, one of which is for elderly and disabled). Public record shows that there are over 19,000 people living in this densely populated area. I do not believe that a federal courthouse belongs in a residential neighborhood.
2. The traffic along Asylum Avenue is already troublesome. Asylum Ave. is the main artery linking towns west of Hartford with downtown Hartford.
3. The traffic along Woodland Street is worse. The St. Francis Hospital complex has 24/7 foot, car and ambulance traffic. The Wheeler Clinic is now a full service medical center and while it doesn't have ambulance traffic, the foot and vehicle traffic is equally busy.
4. There are zero amenities in the neighborhood to service the anticipated influx of people to the courthouse, such as restaurants and small stores. It is a 15 minute walk or 5 minute drive to a few small restaurants on Farmington Avenue. Increase in traffic.
5. There is no easy access to the highway from this location. The shortest route to the entrance to I-84 is 1.1 miles, and whichever direction you choose, the traffic is always terrible and alternate routes go through quiet residential homes.
6. There is a high school directly across from [61 Woodland Street](#). I don't feel this is appropriate

I also do not think that the Hudson Street location should be considered because of the extensive work that the city and that neighborhood has been doing to revitalize the area. It took them years to get the CDRA/Capitol Region Development Authority funding which is now allowing them to act on the plans that they have created to grow housing and businesses in their neighborhood. All of that work would need to be thrown away.

I realize that you cannot satisfy everyone when making this type of decision and I greatly appreciate that you are giving folks the opportunity to provide feedback. I do feel that the Allyn Street location is the most appropriate for several reasons. Although it is the smallest of the proposed sites, it has a number of advantages;

1. I-84 is at its doorstep,
2. Union Train Station and the bus station are across the street,
3. As you described the care that will be taken in the design of the courthouse, the site is located in an entryway to downtown Hartford and will make a favorable first impression,
4. There are LOADS of amenities in the immediate neighborhood, including the beautiful Bushnell Park and views of the state capitol.
5. I feel that this location would provide a serious economic boost to downtown Hartford.

I do want to mention another possible location. As you know, CVS purchased Aetna several years ago, and the historic Aetna building on Farmington Avenue is a ghost town. I retired from there and have many contacts who continue to work for CVS/Aetna and, sadly, no one sees a future in Hartford. The building has everything, including a massive new garage, underground entrances from the garage into the building, etc., etc. It's also located right off and entrance/exit ramp to I-84. It is only a matter of time before CVS, located in Woonsocket RI, will get rid of the building.

Thanks for listening to my concerns and please feel free to reach out to me with any questions.

Respectfully,

Kathleen Cassidy

[31 Woodland Street, Unit 4-D](#)  
[Hartford, CT 06105](#)  
[\(860\)214-1957](#)  
[kmcblood@gmail.com](mailto:kmcblood@gmail.com)  
[kmcblood@comcast.net](mailto:kmcblood@comcast.net)

**Thank you for your participation!**

Please submit this comment form by mail, or by placing in the drop box at the address provided. You can comment to the stenographer at the public meeting; or submit comments online:

HartfordCourthouse@gsa.gov

Please reference "Hartford Courthouse EIS" in the subject line of the email. Comments MUST be submitted by July 6, 2023 to ensure full consideration during the scoping process.

Place Stamp Here

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Tape Here

**New Hartford Federal Courthouse EIS  
Comment Form**

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford, CT.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address.

Name: Kathleen Cassidy  
Affiliation (Optional): \_\_\_\_\_  
Mailing Address: 31 Woodland St. -4D  
City: Hartford State: CT Zip Code: 06103  
Email: KMcClelland@gmail.com

Please check the box below if you would like to be informed of project updates.

Yes, mail/email to the above address.

Which key issues and topics would you like to see covered in the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford?

All of my comments are related to the proposal for Woodland St & Asylum  
- All adverse, except for access to public transportation

What adverse or beneficial impacts do you think the proposed project, a new Federal Courthouse, might have on the natural and human environment?

- 1) There are 508 housing units <sup>only</sup> in that block of Woodland St (3 houses) - traffic?
- 2) major intersection for  
- east/west commuters to Hartford  
- school across the street
- 3) 500 - hospital in the same block of Wheeler  
- huge amount of pedestrian traffic due to above, so concerns for safety
- 4) Huge amount of traffic for Wheeler Chinese Family Medicine on Woodland St.

Please provide any other comments you may have below. Attach additional sheets as needed.

- property at Yale Branch of the Park River, which is a very fragile ecosystem already strained to the breaking point from the housing, hospital buildings, etc.

- Impact of Asylum two stories, to create 5/10 bike lanes for commuters, traffic on Asylum Ave.

- Asylum driveway access

- traffic - fast & several  
- congestive

- fragile ecosystem

Wheeler Clinic

new reporter



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

## Hartford Courthouse EIS

1 message

**NORTHSIDE INSTN NGHBRHD A** <ninaken@sbcglobal.net>  
Reply-To: NORTHSIDE INSTN NGHBRHD A <ninaken@sbcglobal.net>  
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Tue, Jul 4, 2023 at 7:35 PM

As precedent is such an important component of the law, might I suggest the GSA consider the case of the New Haven federal courthouse as it weighs how to address the space needs in Hartford. To my mind, the 1919 Richard C. Lee Courthouse, prominently situated on Church Street in downtown New Haven, is inarguably the finest of the three federal courthouses in Connecticut. Yet by 1965, it was almost lost to demolition as burgeoning federal space requirements seemed to necessitate the construction of a new, larger facility. After considering community concerns, however, the GSA devised a brilliant solution. Like many courthouses of the period, the 1919 building was constructed for use as both a post office and a courthouse. Truth be told, the post office was the primary use. By incorporating the post office portion of the building, the GSA solved the court's space needs while simultaneously creating a majestic building of timeless beauty that befits of the dignity of the court and is a continuing source of pride for the New Haven community.

Could Hartford emulate New Haven's example? Indeed it could. The 1932 post office and courthouse, known today as the William R. Cotter Federal Building, is prominently situated at Church and High Street in downtown Hartford, and could be remodeled to serve as a courthouse in the best tradition of its New Haven counterpart. As described in the book of Hartford architecture, *Structures and Styles*, the "Federal Building is an example of fine architecture produced by the Federal government's Great Depression construction program. It uses Indiana limestone and Wisconsin black granite in an Art Deco interpretation of the Neo-Classical Revival ... The monumental forms were appropriate in the design of the substantial building, a reminder of the strength of the Federal government during a period of national anxiety." (p. 26) This monumental building which served as the U.S. District Courthouse in Hartford for more than 30 years in the 20th century could be revitalized to serve that purpose once again in the 21st century.

But where you ask would the current users of the Cotter Federal Building go? I would submit the GSA has already found the answer to that question: the state office building at 61 Woodland Street, with its 215,000 square feet of existing office space, could comfortably accommodate the current users of the Cotter Federal Building. Plus, the 10 acre site provides ample room for future expansion.

In summation, under this proposal the Hartford District Court would get a majestic and monumental building befitting its purpose, two aging buildings would get new life and vitality (making the City of Hartford happy), and all this potentially could be accomplished at a cost that is less than the \$335 million authorized for a brand new from scratch structure (making the taxpayer happy). Thank you for your consideration.

Ken Johnson  
Proud Hartford resident

***NINA: Winner, 2017 AIA Public Service Award***

Ken Johnson

7/5/23, 12:07 PM

GSA.gov Mail - Hartford Courthouse EIS

Executive Director, NINA  
[20 Sargeant Street](#)  
[Hartford, CT 06105](#)

Telephone: 860-244-9390

Visit our website: [www.ninahartford.org](http://www.ninahartford.org)

**Thank you for your participation!**

Please submit this comment form by mail, or by placing in the drop box at the address provided. You can comment to the stenographer at the public meetings; or submit comments online:

HartfordCourthouse@gsa.gov

Please reference **"Hartford Courthouse EIS"** in the subject line of the email. Comments **MUST** be submitted by **July 6, 2023** to ensure full consideration during the scoping process.

Place  
Stamp  
Here

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Tape Here

**New Hartford Federal Courthouse EIS  
Comment Form**

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford, CT.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address.

Name: Luke Fairman  
Affiliation (Optional): \_\_\_\_\_  
Mailing Address: 389 Main Street APT 41  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_  
Email: Luke.J.Fairman@USCIS.DHS.GOV

Please check the box below if you would like to be informed of project updates.

Yes, mail/email to the above address.

Which key issues and topics would you like to see covered in the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford?

Personally, I prefer to see the use of density through a smaller footprint offset by extra floors such as a high-rise. Rather than a sprawling campus and yet more parking lots.

What adverse or beneficial impacts do you think the proposed project, a new Federal Courthouse, might have on the natural and human environment?

The Allgn site would promote commuting through mass transit because it is on several bus lines and mere blocks from the train station.

The Allgn site is also good for downtown as it brings traffic to local restaurants.

Please provide any other comments you may have below. Attach additional sheets as needed.





Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## Hartford Courthouse EIS

1 message

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**Mathew Jasinski** <mathew.jasinski@gmail.com>  
To: HartfordCourthouse@gsa.gov

Mon, Jun 5, 2023 at 3:08 PM

To whom it may concern:

I am an attorney who practices in federal court. My office is in downtown Hartford. My home is in the West End of Hartford. I write in support of locating the new courthouse on Allyn Street or Hudson Street. I strongly urge GSA not to locate the courthouse on Woodland St.

The Allyn Street and Hudson Street locations are both suitable locations for a new courthouse.

Hudson St. has the advantage of being relatively close to the capitol and state courthouses, making it a logical location in that respect. The principal disadvantage is that the city's plan for redeveloping that area is focused on residential development. I'll leave it to others to weigh in on the potential impact of the courthouse on the other plans for that neighborhood.

Allyn St. is located on the west side of the XL center, in a part of the central business district that could use some new life. It has the advantage of being extremely convenient to the train station and in an area with some existing restaurants and a good amount of retail space to support businesses that may draw customers from those attending court. This location would be a convenient walk for many large law firms located downtown, many of which have robust federal court practices. It is also very close to the Cotter federal building. I think this location would be the best choice.

The Woodland Street location is a poor choice for a federal courthouse. It is not at all convenient to the central business district or mass transportation. It is in a primarily residential area, with the exception of St. Francis Hospital and other healthcare and community service providers. It is farther away from highway access, and those exits (46 and 48 in particular) are already highly congested. There's no place to walk for lunch, and no infrastructure to support the type of retail that is attractive nearby a courthouse.

In sum, the courthouse should be located downtown Hartford, whether in the central business district (Allyn Street) or nearer to the state courthouses (Hudson Street). It should not be located in a primarily residential neighborhood that is a mile-plus from downtown (Woodland St.).

Thank you for your consideration of these points.

Very truly yours,  
Mathew P. Jasinski

206 Beacon Street  
Hartford, CT 06105  
860.236.3077 home  
860.208.8267 cell  
[mathew.jasinski@gmail.com](mailto:mathew.jasinski@gmail.com)

Mr. Robert Herman, Project Manager  
General Services Administration  
Abraham A Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

June 13, 2023

RE: New Federal Courthouse  
Hartford, CT

Dear Mr. Herman:

I attended the NEPA public hearing at the Park Street Library on June 6, 2023, regarding the proposed new federal courthouse for Hartford and am supplementing my comments of that evening.

My primary concern has to do with the process used to evaluate various site options. While I have no doubt that your team spoke with a variety of state and municipal officials as well as others, I am somewhat surprised that such conversations resulted in the three locations you are evaluating. There does not seem to be any reflection as to 1/ the existing adopted plans covering the Bushnell South development area; the city's Master Plan and its priority Ten Transformative Projects; or the State of Connecticut's Capital Center District objectives, nor 2/ any consideration for ongoing marketplace realities and public policy goals. For instance, Hartford, like many municipalities, is suffering significant disruption in its CBD office market, begging a look at existing buildings for conversion or perhaps demolition to create new sites, yet neither is suggested to have been part of your review to date. Further, the State DOT and federal transportation officials are actively evaluating major I-91 and I-84 reconfigurations and the overall transportation mobility system. While this planning may not fit into your timeline, such large and once a century construction projects must be at least understood, especially if such reconstruction creates new plots of land or changes access to various locations.

The existing federal courthouse has abutting property to its east that is vacant and would offer an interesting possibility to expand upon the existing building, perhaps creating economies or other opportunities that your team can better determine. The Allyn Street option offers proximity to the Cotter Federal building, but you fail to note this and assess what possibilities it may present for courthouse operations. Why would you consider the Woodland Street site if various federal executive orders and policies direct federal agencies to consider/prioritize downtown central business districts? As I stated in my comments, the "Hudson" Street option, in the heart of the Bushnell South development area, a state and municipal priority (begging the question as to who at those levels did not understand or advise you of this), would disrupt the connectivity we've been trying to restore between the park and the CBD and the neighborhoods to the south.

A budget of \$335 million can create a significant impact on a community, good and bad. Further, such a budget could go a long way in tackling other community issues, that while they are not part of your mission, nonetheless need to be better appreciated by the federal decision-making process. It strikes me as too soon to start evaluating and spending predevelopment money on noise, solid waste, water resources, traffic etc. for three sites that happened to know of and respond to a federal REOI. The selection process really should be more oriented to true site selection practices and not some procurement 'RFP' method better employed to buy books for a local school than the development of real estate.

**Mr. Robert Herman**

**June 13, 2023**

**Page 2**

Regardless of the site selected, the architectural design of the building must be inspirational, designed certainly for judges, lawyers and various parties using the facility, but even more so for the public so that they can appreciate the building's mission of equity and fairness. It can't be an enclosed concrete box, perhaps covered with marble or granite, but oriented inward and away from the very neighborhood where it may be located. It's a rare opportunity to make such an impact and its location and design must be based on more than operational economies, the structure must establish a presence and serve to improve the host community.

Thank you.

Sincerely,

Michael Freimuth  
Executive Director  
Capital Region Development Authority



Hartford Courthouse <hartfordcourthouse@gsa.gov>

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**(no subject)**

1 message

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**Minnie Teal** <minniete542151@gmail.com>  
To: HartfordCourthouse@gsa.gov

Sat, Jun 10, 2023 at 9:50 AM

I Am In Total Agreement Congressman Lawson I think it is long overdue Ps Thank you Congressman Lawson for your Diligence in the matter of getting us more money in our Social Security Benefits because right now me and my husband are not even making ends meet with the amount we have to live on, Also Congressman Lawson I was treated very unfair in my Social Security Benefits from 2009 to 2021 I had to Survive off of \$362.00 a month a I never received any back pay in my Benefits



Hartford Courthouse <hartfordcourthouse@gsa.gov>

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## Courthouse

1 message

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**Patricia Rakauskas** <prakauskas@comcast.net>  
To: HartfordCourthouse@gsa.gov

Tue, Jun 6, 2023 at 5:00 PM

I don't agree spending that much money on a courthouse. There are so many other ways to spend money - like helping homeless people and families that don't have enough money to put food on the table!

Sent from my iPhone



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## Hartford Courthouse EIS

1 message

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**Patrick Klingman** <pak@klingmanlaw.com>

Tue, Jul 4, 2023 at 4:42 PM

To: "HartfordCourthouse@gsa.gov" &lt;HartfordCourthouse@gsa.gov&gt;

A federal courthouse, often the foremost physical symbol of the national government's authority in a community, should convey a certain solemnity and prestige appropriate to its elevated status. But as a relatively public space, as litigants, Court personnel and others use its spaces for trials and other proceedings, the courthouse should also be functional and convenient. According to the National Center for State Courts ([www.ncsc.org](http://www.ncsc.org)), a nonprofit organization focused on improving the administration of justice in state courts, the site of a courthouse "should be one that is easily reached by the general public, either by car or public transportation [and preferably] close to the main business district and any cluster of professional offices, particularly attorneys, and near other government offices with which the court interacts."

Of the three Hartford sites under consideration, only one – Allyn Street – meets all these criteria. It is a currently vacant space across from the neoclassical Cotter Federal Building and one block from the equally historic St. Patrick-St. Anthony Church to the east and Union Station to the west; in the short distance, just across Bushnell Park, is the iconic dome of the State Capitol. Assuming the design is not too *avant garde*, the Courthouse could architecturally compliment the immediately adjacent buildings.

This site is close to I-84 and its intersection with I-91, and also offers reliable alternatives to travel by car: Union Station accommodates not only trains, including CT Railway and Amtrak, but also bus transportation, including CT Fast Track. Close to the core of Hartford's downtown, many office buildings, restaurants and hotels are within a few blocks of this site. Union Place is even closer, and has underutilized retail and restaurant space that would greatly benefit from the increased number of federal employees that the new courthouse would bring.

As explained by Mayor Bronin at the public hearing, the new building should not be sited on Hudson Street as that would interfere with the City's development plans for Bushnell South. The Woodland site, across from St. Francis Hospital, is less accessible and more congested than Allyn Street. Plus, because the Woodland site is relatively more residential, there is less opportunity for commercial development in the immediate area.

A new federal courthouse in Hartford is an exciting development. However, because such construction is infrequent, the location has the ability to influence the surrounding streetscape for generations. Given that impact, I believe the best site is on Allyn Street.

Thank you for your time and consideration.

Patrick A. Klingman

Klingman Law, LLC

280 Trumbull Street Floor 21

Hartford, CT 06103-3514

(860) 256-6120 (ofc.)

7/5/23, 12:06 PM

GSA.gov Mail - Hartford Courthouse EIS

(860) 965-5772 (cell)



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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**Proposed Court House,**

1 message

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**Stuart Beckford** <stuart.beckford@hft-1018.org>  
To: HartfordCourthouse@gsa.gov

Tue, Jun 6, 2023 at 1:50 PM

General Services Administration,

I am a concerned citizen and resident of Hartford and employed by the school system of Hartford. In the proposed use of the space for a courthouse I am not in support of any new construction, there have been better proposals presented to the community for the development of these sites such as an open-air marketplace or even an arts district. Both of which would be beneficial to the greater community and draw in financial support from the surrounding towns. I also believe renovating existing locations is the best option. Currently, Hartford struggles under the burden of non-taxable land, we do not need another development that causes unanticipated financial deficits to be displaced onto the city. Therefore, I am fully against any newly constructed sites other than pre-existing ones that are nontaxable, and will only support projects that improve the city's resources and offer the residents greater social benefits.

Take Care,

Stuart Beckford

**2<sup>nd</sup> Vice President,****Hartford Federation of Teachers**

85 Buckingham St.  
Hartford, CT 06106  
860-249-7629

*Dr. Martin Luther King Jr. " ALL labor has dignity."*





Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## Hartford Courthouse Siting

1 message

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**Johnson, Stuart** <sjohnson@danaherlagnese.com>  
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

Tue, Jun 6, 2023 at 1:06 PM

From my standpoint, the Hudson site would be the least disruptive to the community, as it is very close to the current location. Businesses that rely on courthouse traffic would be unaffected. Traffic patterns would be similar. All other things being equal, it seems like the natural choice.

**Stuart C. Johnson**

Principal



21 Oak Street, Suite 700 | Hartford, CT 06106

T (860) 247-3666 • F (860) 547-1321

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Hartford Courthouse <hartfordcourthouse@gsa.gov>

**Re: TONIGHT: Public Meeting to Discuss a new Federal Courthouse in Hartford**

1 message

**Tashana Brown** <tashanabrown15@gmail.com>  
To: HartfordCourthouse@gsa.gov

Tue, Jun 6, 2023 at 11:37 AM

"Hartford Courthouse EIS"

When building a new courthouse in Hartford consider an AFFORDABLE underground parking, the Hartford Parking Authority has a nasty habit of targeting those at COURT! Literally kicking someone while they are down, last-time i went to court I was ticketed for being outside of the lines; no stranger to receiving parking tickets but it drove me crazy receiving one while at COURT fighting for my freedom.

Thank You,  
Tashana Brown  
Hartford Public High School Grad, Hartford Resident, GOOOO Hartford Women's Rugby!

On Tue, Jun 6, 2023 at 11:14 AM Congressman John B. Larson <ct01ima@mail.house.gov> wrote:

News from Representative Larson



Dear Friends,

I worked with the Connecticut delegation to secure funding and authorization from Congress for a new Federal Courthouse in Hartford. Now, the General Services Administration (GSA) is moving forward with plans for a new site after determining that the current site does not meet the needs of the Court, and there are several proposed locations currently under review.

The GSA will be hosting a public meeting tonight at Hartford's Park Street Library on the proposed siting and construction of a new

Courthouse. **There will be a project presentation at 6:00 PM and a public comment period following the meeting.**

***Lyric Community Room at the Park Street Library  
603 Park Street Hartford, CT 06106  
Tuesday, June 6, 2023, 5:30-7:30 PM***

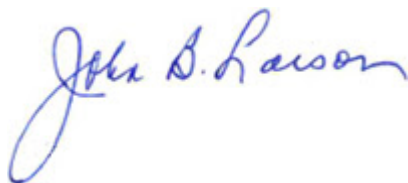
If you are unable to attend the meeting, but would still like to submit a comment, send an email to [HartfordCourthouse@gsa.gov](mailto:HartfordCourthouse@gsa.gov) and reference "Hartford Courthouse EIS" in the subject line, or you can place your written comments in the drop box at the main entrance of the Ribicoff Courthouse, at 450 Main Street, Hartford, CT 06103.

**You can also send written comments via mail to:**

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

To learn more about the Courthouse project, visit [gsa.gov/hartfordcourthouse](https://gsa.gov/hartfordcourthouse).

Regards,



John B. Larson  
Member of Congress

**WASHINGTON OFFICE**

1501 Longworth House Office Building  
Washington, DC 20515  
Phone: (202) 225-2265

**EAST HARTFORD DISTRICT OFFICE**

361 Main Street, 3rd Floor  
East Hartford, CT 06118  
Phone: (860) 278-8888

[Unsubscribe](#) | [Privacy](#)

[Open in browser](#) [Open plain text](#)

### Thank you for your participation!

Please submit this comment form by mail, or by placing in the drop box at the address provided. You can comment to the stenographer at the public meeting; or submit comments online:

HartfordCourthouse@gsa.gov

Please reference "Hartford Courthouse EIS" in the subject line of the email. Comments MUST be submitted by **July 6, 2023** to ensure full consideration during the scoping process.

Place  
Stamp  
Here

General Services Administration  
Attention: Robert Herman, Project Manager  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

Tape Here

### New Hartford Courthouse EIS Comment Form

Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford, CT.

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address.

Name: Feb Caron  
Affiliation (Optional): AHMA board member  
Mailing Address: 31 Woodland St. 12R  
City: Hartford State: CT Zip Code: 06105  
Email: feb.caron@31c@gmail.com

Please check the box below if you would like to be informed of project updates.

Yes, mail/email to the above address.

Which key issues and topics would you like to see covered in the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford?

Who are the people being tried - are they dangerous criminals?

Will there be opportunities to employ neighborhood and other city residents, both in construction and in operation?

What adverse or beneficial impacts do you think the proposed project, a new Federal Courthouse, might have on the natural and human environment?

More jobs coming to Hartford  
Opportunity to replace back parking lot w/ trees along the Park River if Woodland site is chosen. Increasing tree canopy in Asylum Hill and recapturing the north branch of the Park River are among the strategic priorities of the neighborhood association.

Please provide any other comments you may have below. Attach additional sheets as needed.

Hudson St. could be a nice way to replace the vacant lots, but Hudson St and Allyn St. would be better used for property revenue-generating use.

The Woodland site should be developed w/ an eye to preserving and expanding the tree canopy along the Park River.

So as not to increase traffic in Asylum Hill, perhaps reserve Woodland site for administrative offices and leave public services downtown where transportation is already available.



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
**REGION I**  
**5 POST OFFICE SQUARE SUITE 100**  
**BOSTON, MASSACHUSETTS 02109-3912**

June 30, 2023

Robert Herman  
Project Manager, General Services Administration  
Abraham A. Ribicoff U.S. Courthouse  
450 Main Street, Suite 435  
Hartford, CT 06103

RE: EIS Scoping Comments for the General Services Administration proposed Federal Courthouse in Hartford, CT

Dear Mr. Herman:

EPA appreciates the opportunity to provide general comments on issues to be considered as the General Services Administration (GSA) develops an Environmental Impact Statement (EIS) to analyze potential impacts from the proposed development and operation of a new Federal Courthouse in Hartford, Connecticut. According to information on the project website the project entails the “design and construction of a new 281,000-square-foot Federal Courthouse in Hartford, CT. The Courthouse will provide eleven (11) courtrooms, eighteen (18) chambers and offices for court-related agencies along with 66 inside parking spaces. The project will meet the 10-year space needs of the courts and court-related agencies, and will accommodate expansion to meet the anticipated 30-year needs of the courts.” Our scoping comments below are intended to help the GSA develop a comprehensive EIS for the project and are based on our review of information provided on the project website and recorded scoping presentation. We offer the following comments and recommendations related to Environmental Justice, building design and interagency coordination for your consideration as you work to finalize the scope of analysis and community outreach for the EIS.

Environmental Justice

A critical part of achieving environmental justice (EJ) is ensuring appropriate, timely and meaningful stakeholder involvement into decisions affecting communities with EJ concerns. We encourage the GSA to consider use of the tools below to fully analyze EJ issues and develop focused outreach efforts to ensure that affected communities are informed and provided opportunities to meaningfully engage in decision making regarding the project.

The GSA should develop communications written in plain language that can be understood by all affected community members. Readability should not exceed 7th to 8th grade level, which is considered the lower end of the estimated average reading level of the U.S. population. GSA should offer technical assistance to help community members better understand the proposed action and its impacts.

The GSA should determine if any linguistically isolated populations live in the vicinity of the project and provide appropriate translation and interpretive services to ensure meaningful engagement. Public meetings should be accessible to all and scheduled at times that accommodate the greatest number of participants. The GSA should include an inventory of outreach efforts to date and develop a forward-looking outreach plan.

GSA's outreach to impacted communities should include information about the expected effects of construction described in the scoping document and any benefits of the proposed action to communities with EJ concerns. To assist in the evaluation of disproportionate and adverse effects on communities with environmental justice concerns, consider using the following screening tools (which should be ground-truthed and supplemented as needed):

- EPA's [EJScreen](#) as a first step in environmental justice analyses.
- CEQ's [Climate & Environmental Justice Screening Tool \(CEJST\)](#).
- Center for Disease Control (CDC)'s [Tracking Network](#), contains data and information on environments and hazards, health effects, and population health.
- EPA's [Health Impact Assessment \(HIA\) Resource and Tool Compilation](#), includes tools and resources related to the HIA process and those that can be used to collect and analyze data, establish a baseline profile, assess potential health impacts, and establish benchmarks and indicators for monitoring and evaluation. These resources include literature and evidence bases, data and statistics, guidelines, benchmarks, decision and economic analysis tools, scientific models, methods, frameworks, indices, mapping, and various data collection tools.
- EPA's [Air Now](#) portal, for air quality data.
- CDC's [Social Vulnerability Index](#), identifies communities that may need support before, during, or after disasters.
- EPA's [NEPAssist](#), a screening tool that contains environmental and socioeconomic information with national GIS data layers. The application links to EPA's EJSCREEN tool as well.
- EPA's [ENVIROFACTS](#) and [ENVIROATLAS](#), which are points of access to a large number of EPA environmental data sets covering, climate, criteria air pollution, air toxics, water pollution, waste sites, toxic releases, enforcement, and more.
- EPA's [Facility Level Information on Greenhouse Gases Tool](#) which has an EJ mapping layer that will allow users to view demographic indicator information using census tract information. EPA's Greenhouse Gas Reporting Program (GHGRP) also has an [EJ Demographic Highlights dashboard](#) to view data on demographic indicators in proximity to GHGRP reporting facilities by industry through interactive maps, graphs, and charts.
- The "[Environmental Justice \(EJ\) Interagency Working Group \(IWG\) Promising Practices for EJ Methodologies in NEPA Reviews](#)" report, or the Promising Practices Report, provides ways to both consider environmental justice concerns during environmental analyses and encourage effective participation by communities with environmental justice concerns.

### Sustainability

EPA supports the stated GSA goal of making the new courthouse “part of the community” through “design excellence” and the development of a sustainable building that achieves/meets the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Gold status paired with site development work at the Silver level. The EIS should explain how the project will be designed to meet these objectives.

### Interagency Coordination

We encourage the GSA to coordinate the courthouse project with the Connecticut Department of Transportation to make sure that the project is designed with consideration of ongoing transportation planning in the greater Hartford area and how the facility can best be integrated into the city’s public transportation network.

Thank you for the opportunity to provide scoping input for the proposed courthouse project. Please contact me at 617-918-1025 or [timmermann.timothy@epa.gov](mailto:timmermann.timothy@epa.gov) with any questions.

Sincerely,

Timothy Timmermann, Director  
Office of Environmental Review





Hartford Courthouse <hartfordcourthouse@gsa.gov>

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## Socail security

1 message

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**tiny hart** <tinyhart69@yahoo.com>  
To: hartfordcourthouse@gsa.gov

Tue, Jun 6, 2023 at 12:23 PM

My name is tiny hart thank you for speaking up for socail security I am on disability I don't have enough pay all my bills I hope it get pass



Hartford Courthouse &lt;hartfordcourthouse@gsa.gov&gt;

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## New Hartford Courthouse

1 message

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**Toni Gold** <toniagold@gmail.com>  
To: HartfordCourthouse@gsa.gov

Tue, Jun 6, 2023 at 2:28 PM

Gentlemen: I am writing to support the Woodland Street site in Hartford for the proposed new courthouse. I live almost next door to that site, in Woodland House, a high-rise condominium at 31 Woodland Street. As a neighbor, I would not find a courthouse there to be a problem. This neighborhood is already a busy mixed-use one, with a great deal of traffic that serves St. Frances Hospital up the street. The site is plenty big enough, with lots of parking already. The state office building that is there now is obviously under-utilized.

Thank you for the opportunity to comment.

Toni Gold

--

Toni Gold  
31 Woodland Street, Unit 1S  
Hartford, Connecticut 06105  
860-232-9018  
[toniagold@gmail.com](mailto:toniagold@gmail.com)

**Congress of the United States**  
**Washington, DC 20515**

August 15, 2023

The Hon. Robin Carnahan  
Administrator  
U.S. General Services Administration  
1800 F Street, NW  
Washington, DC 20405

Dear Administrator Carnahan,

We write today concerning the proposed siting and construction of a new Hartford courthouse for the United States District Court of Connecticut. Our offices support a new courthouse, replacing an outdated facility, which will provide a safer more efficient operation of judicial proceedings in Hartford. In addition, we believe this project has the potential to promote economic development in the City of Hartford and, if done correctly, can benefit the city and its residents. However, these benefits can only be realized by ensuring the General Services Administration staff continues to collaborate with the City of Hartford and conducts extensive proactive outreach to local stakeholders across the city. In addition, the GSA must place heavy weight on these local perspectives when making any final siting decisions.


We appreciate the work GSA has done to identify three potential sites for the project: Woodland Site, which is a state office building with parking lot consisting of 10.1 acres at 61 Woodland Street; the Allyn Site, which is a surface parking lot consisting of 2.19 acres at 154 Allyn Street; the Hudson Site, which is a surface parking lot with auto detailing shop consisting of 2.54 acres at 201 Hudson Street.

Each of these sites has benefits and drawbacks and the GSA must conduct proactive outreach to community groups to take their concerns into account. In particular, we know that there is significant concern about the Hudson site, which is targeted for critically important redevelopment projects that will transform that neighborhood and generate significant revenue for the city. We share local stakeholder concerns about this site and urge the GSA to heed those concerns.

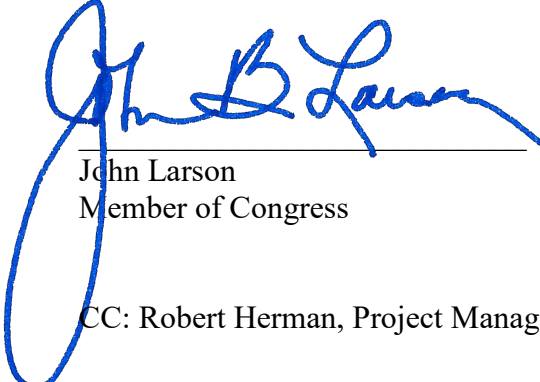
In addition, we are concerned about the courthouse design process. We believe that the courthouse should be designed in a way that is consistent with existing architecture in the area of the selected site. Furthermore, we believe the City of Hartford and other local stakeholders should have an active role in informing that design process. Going forward, we urge the GSA to ensure local input on design at every step in the process and so any new courthouse design is consistent with the architecture of the selected area and the local plan of conservation and development.

Finally, it is imperative that GSA plan for future use of the existing courthouse building and property. When the new courthouse is finished, the existing Abraham A. Ribicoff U.S. Courthouse will be vacant. The City of Hartford has expressed concern that leaving the Ribicoff building vacant will have detrimental effects on the City – especially important given its prominent downtown location. We request that GSA brief our offices on plans for the future of the Ribicoff Courthouse and provide recommendations for any Congressional action.

Sincerely,

  
\_\_\_\_\_  
Senator Richard Blumenthal  
United States Senate

  
\_\_\_\_\_  
Senator Christopher S. Murphy  
United States Senate

  
\_\_\_\_\_  
John Larson  
Member of Congress

CC: Robert Herman, Project Manager, Abraham A. Ribicoff U.S. Courthouse

## **APPENDIX L: INDEX OF COMMENTS**

| <b>Acronym</b> | <b>Definition</b>          |
|----------------|----------------------------|
| A              | Agency                     |
| ALT            | Alternative                |
| BIO            | Biological Resources       |
| CE             | Community Engagement       |
| DES            | Design                     |
| EJ             | Environmental Justice      |
| LU             | Land Use                   |
| P              | Public                     |
| RFI            | Request for Information    |
| SCO            | Outside of Scope           |
| SOC            | Socioeconomics             |
| TT             | Traffic and Transportation |
| WR             | Water Resources            |

| Comment Date | Commenter       | Commenter Code | Affiliation                             | Nature of Comment   | Code | Comment Code | Comment Method                       |
|--------------|-----------------|----------------|---|---|------|--------------|--------------------------------------|
| 6/6/2023     | John Gale       | A1             | Hartford City Council                   | Alternative: supports the Woodland site.  | ALT  | ALT1         | Verbal comment at the public meeting |
| 6/6/2023     | John Gale       | A1             | Hartford City Council                   | Socioeconomics: Allyn and Hudson sites should not be removed from the tax base.   | SOC  | SOC1         | Verbal comment at the public meeting |
| 6/6/2023     | John Gale       | A1             | Hartford City Council                   | Land Use: Allyn and Hudson sites should be used for residential and commercial development.   | LU   | LU1          | Verbal comment at the public meeting |
| 6/6/2023     | John Gale       | A1             | Hartford City Council                   | Design: design of the building should be in alignment with the street design. The building should not be set back far away from the streets and sidewalks. The building design should communicate with those using the streets and sidewalks.   | DES  | DES1         | Verbal comment at the public meeting |
| 6/6/2023     | Paul Chill      | A2             | UConn Law School                        | Alternative: supports the Woodland site. This site would provide opportunities for collaboration between the Law School and the courthouse. Court and agency personnel would have access to Law School resources, such as the library and school events, and the students would benefit from the educational and recruitment opportunities. | ALT  | ALT2         | Verbal comment at the public meeting |
| 6/6/2023     | Paul Chill      | A2             | UConn Law School                        | Community Engagement: locating the courthouse at the Woodland site could facilitate pipeline programs of community engagement opportunities at the Law School, such as the currently proposed clinical and justice programs for the community.  | CE   | CE1          | Verbal comment at the public meeting |
| 6/6/2023     | Leslie Hammond  | P1             | Public                                  | Community Engagement: GSA should reach out to more Hartford residents via local online and print papers such as the Hartford News.  | CE   | CE2          | Verbal comment at the public meeting |
| 6/6/2023     | Leslie Hammond  | P1             | Public                                  | Alternative: opposes the Hudson site. Ribicoff Courthouse should continue to be used.   | ALT  | ALT3         | Verbal comment at the public meeting |
| 6/6/2023     | Leslie Hammond  | P1             | Public                                  | Land Use: townhouse apartments and retail should be developed at the Hudson site.   | LU   | LU2          | Verbal comment at the public meeting |
| 6/6/2023     | Leslie Hammond  | P1             | Public                                  | Socioeconomics: the recent increase in property taxes on single- and multi-family homes has financially affected Hartford residents. Hudson site should not be removed from the tax base.   | SOC  | SOC2         | Verbal comment at the public meeting |
| 6/6/2023     | Leslie Hammond  | P1             | Public                                  | Traffic and Transportation: proximity of the Allyn site to transportation, including the Union Station, and the presence of other federal buildings in its vicinity makes it the more favorable choice for a courthouse.  | TT   | TT1          | Verbal comment at the public meeting |
| 6/6/2023     | Stephanie Fried | A3             | Bushnell Center for the Performing Arts | Alternative: opposes the Hudson site, unless provisions are made to accommodate parking for the Bushnell patrons.   | ALT  | ALT4         | Verbal comment at the public meeting |
| 6/6/2023     | Stephanie Fried | A3             | Bushnell Center for the Performing Arts | Traffic and Transportation: a traffic control inspection and management study should be developed prior to the project.   | TT   | TT2          | Verbal comment at the public meeting |
| 6/6/2023     | Stephanie Fried | A3             | Bushnell Center for the Performing Arts | Socioeconomics: lack of adequate parking near the Bushnell could jeopardize their financial stability due to reduced attendance at events.  | SOC  | SOC3         | Verbal comment at the public meeting |
| 6/6/2023     | Stephanie Fried | A3             | Bushnell Center for the Performing Arts | Land Use: land use at the Hudson site must accommodate the city's plans for that site.  | LU   | LU3          | Verbal comment at the public meeting |

|                        |                     |    |  |  |     |       |   |
|------------------------|---------------------|----|--|--|-----|-------|---|
| 6/6/2023               | Mary Pelletier      | P2 | Public                                 | Water Resources: neighborhood stakeholders and other organizations near the Woodland site have plans to conserve and restore the Park River North Branch, a part of which flows through the site. This includes revitalization of the paved parking lot on the site. | WR  | WR1   | Verbal comment at the public meeting        |
| 6/6/2023               | Mary Pelletier      | P2 | Public                                 | Alternative: supports Allyn site due to its location and proximity to public transport.  | ALT | ALT5  | Verbal comment at the public meeting        |
| 6/6/2023               | Mary Pelletier      | P2 | Public                                 | Land Use: Woodland site could be used for residential development due to its proximity to medical facilities.  | LU  | LU4   | Verbal comment at the public meeting        |
| 6/6/2023               | Shariq Rqval        | P3 | Public                                 | Alternative: supports the Woodland site.   | ALT | ALT6  | Verbal comment at the public meeting        |
| 6/6/2023               | Mike Freimuth       | A4 | Capital Regional Development Authority | Alternative: opposes all sites. GSA should reexamine their site selection process to look for other sites or options for courthouse development, such as considering expansion of the existing Ribicoff Building or the neighboring Cotter Federal Building.         | ALT | ALT7  | Verbal comment at the public meeting        |
| 6/6/2023               | Mike Freimuth       | A4 | Capital Regional Development Authority | Land Use: development of a courthouse at the Hudson site would be inconsistent with the city's planning for the site.  | LU  | LU5   | Verbal comment at the public meeting        |
| 6/6/2023               | Mike Freimuth       | A4 | Capital Regional Development Authority | Design: courthouse design should be street smart, people savvy, and overall appealing.   | DES | DES2  | Verbal comment at the public meeting        |
| 6/13/2023              | Mike Freimuth       | A4 | Capital Regional Development Authority | Traffic and Transportation: site selection process may not have considered state and federal transportation officials' evaluation of major I-91 and I-84 configurations and overall transportation mobility system.  | TT  | TT3   | Email                                       |
| 6/6/2023               | Nyesha McCauley     | P4 | Public                                 | Alternative: opposes Hudson site and supports Allyn site.  | ALT | ALT8  | Verbal comment at the public meeting        |
| 6/6/2023               | Nyesha McCauley     | P4 | Public                                 | Land Use: location of a courthouse at the Hudson site would not align with the intended cultural growth and development of the neighborhood and affect walkability in the area.  | LU  | LU6   | Verbal comment at the public meeting        |
| 6/6/2023               | Jacqueline McKinney | P5 | Public                                 | Alternative: supports the Woodland site.   | ALT | ALT9  | Verbal comment at the public meeting        |
| 6/6/2023               | Donna Swarr         | P6 | Public                                 | Socioeconomics: supports development that would not affect the city's tax base.  | SOC | SOC4  | Verbal comment at the public meeting        |
| 6/6/2023               | Luke Bronin         | A5 | City of Hartford                       | Alternative: the existing Ribicoff Courthouse should be kept active. Opposes Hudson site.  | ALT | ALT10 | Verbal comment at the public meeting        |
| 6/6/2023               | Luke Bronin         | A5 | City of Hartford                       | Land Use: Hudson site is not compatible with the city's developmental goals for the site to transform it into a primarily residential space.   | LU  | LU7   | Verbal comment at the public meeting        |
| 6/6/2023               | Emily Gianquinto    | P7 | Public                                 | Alternative: opposes the Hudson site.  | ALT | ALT11 | Verbal comment at the public meeting        |
| 6/6/2023               | Emily Gianquinto    | P7 | Public                                 | Traffic and Transportation: locating the courthouse downtown would make the building more accessible to the public via several public transportation options.  | TT  | TT4   | Verbal comment at the public meeting        |
| 6/6/2023;<br>6/12/2023 | Kathleen Cassidy    | P8 | Public                                 | Alternative: opposes Hudson and Woodland sites and supports Allyn site due to its location and overall accessibility. Suggested considering alternative sites for the proposed courthouse.   | ALT | ALT12 | Verbal comment at the public meeting; Email |



|                        |                    |     |                                       |  |     |       |   |
|------------------------|--------------------|-----|---------------------------------------|--|-----|-------|---|
| 6/6/2023;<br>6/12/2023 | Kathleen Cassidy   | P8  | Public                                | Traffic and Transportation: there is a huge amount of traffic between Asylum and Woodland streets at all times. It is a very congested residential area. No easy access to highway from this location.                                   | TT  | TT5   | Verbal comment at the public meeting; Email |
| 6/12/2023              | Kathleen Cassidy   | P8  | Public                                | Traffic and Transportation: Allyn site is located close to I-84, the Union Station, and has access to public transport and other downtown amenities.   | TT  | TT6   | Email                                       |
| 6/12/2023              | Kathleen Cassidy   | P8  | Public                                | Land Use: opposes the location of a courthouse in a residential neighborhood. There are currently no amenities supporting the use of the Woodland site as a courthouse.  | LU  | LU8   | Email                                       |
| 6/12/2023              | Kathleen Cassidy   | P8  | Public                                | Land Use: courthouse development on the Hudson site would be incompatible with the city's goals to revitalize the area for residents and businesses.   | LU  | LU9   | Email                                       |
| 6/12/2023              | Kathleen Cassidy   | P8  | Public                                | Socioeconomics: development at Allyn site would provide an economic boost to downtown Hartford.  | SOC | SOC5  | Email                                       |
| 6/6/2023               | Omolubi Bamisaye   | P9  | Public                                | Alternative: the existing Ribicoff Courthouse should be kept active. The site selected should be accessible to the public.   | ALT | ALT13 | Verbal comment at the public meeting        |
| 6/6/2023               | John Davey         | P10 | Public                                | Alternative: supports the Allyn site.  | ALT | ALT14 | Verbal comment at the public meeting        |
| 6/6/2023               | John Davey         | P10 | Public                                | Traffic and Transportation: Allyn site has proximity to the Union Station, public transportation, federal buildings, and other amenities. There are existing traffic issues at Woodland site.  | TT  | TT7   | Verbal comment at the public meeting        |
| 6/6/2023               | John Davey         | P10 | Public                                | Socioeconomics: development at Allyn site would boost the economy of downtown Hartford.  | SOC | SOC6  | Verbal comment at the public meeting        |
| 6/6/2023               | John Davey         | P10 | Public                                | Land Use: Woodland site should be used for residential development.  | LU  | LU10  | Verbal comment at the public meeting        |
| 6/6/2023               | Jack Sennott       | P11 | Public                                | Alternative: supports the Allyn site.  | ALT | ALT15 | Verbal comment at the public meeting        |
| 6/6/2023               | Jack Sennott       | P11 | Public                                | Design: courthouse design should align with that of the neighborhood.  | DES | DES3  | Verbal comment at the public meeting        |
| 6/6/2023               | Jack Sennott       | P11 | Public                                | Socioeconomics: locating a courthouse at the Allyn site would boost the restaurant businesses in the neighborhood.   | SOC | SOC7  | Verbal comment at the public meeting        |
| 6/6/2023               | Toni Gold          | P12 | Public                                | Alternative: supports the Woodland site. The site is located in a busy, mixed-use neighborhood, has traffic that serves the hospital, is adequately sized, and currently underutilized.  | ALT | ALT16 | Email                                       |
|                        | Tiny Hart          | P13 | Public                                | Outside of Scope   | SCO | SCO1  | Email                                       |
| 6/30/2023              | Timothy Timmermann | A6  | Environmental Protection Agency (EPA) | Environmental Justice: consider use of suggested tools to fully analyze EJ issues and develop focused outreach efforts. Develop outreach efforts to ensure meaningful engagement of affected communities in the decision making process. | EJ  | EJ1   | Email                                       |
| 6/30/2023              | Timothy Timmermann | A6  | EPA                                   | Design: supports GSA's design plans for the courthouse and the development of a sustainable building.  | DES | DES4  | Email                                       |
| 6/30/2023              | Timothy Timmermann | A6  | EPA                                   | Traffic and Transportation: GSA should coordinate with the Connecticut Department of Transportation to make sure that the project is designed with consideration of ongoing transportation planning in the greater Hartford area.        | TT  | TT8   | Email                                       |

|           |                    |     |                                 |   |     |       |                                       |
|-----------|--------------------|-----|---------------------------------|---|-----|-------|---------------------------------------|
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Request for Information: who are the people being tried at the courthouse?  | RFI | RFI1  | Email                                 |
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Request for Information: will there be opportunities to employ neighborhood and other city residents in construction and operation?   | RFI | RFI2  | Email                                 |
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Socioeconomics: the project may create job opportunities in Hartford.   | SOC | SOC8  | Email                                 |
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Biological Resources: if Woodland site is selected, consider increasing tree canopy in the parking lot and along the site perimeter.  | BIO | BIO1  | Email                                 |
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Water Resources: revitalizing the Park River North Branch is the neighborhood association's top priority.   | WR  | WR2   | Email                                 |
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Socioeconomics: Hudson and Allyn sites should preferably not be removed from the city's tax base.   | SOC | SOC9  | Email                                 |
| 6/6/2023  | Ted Carroll        | P14 | Public                          | Traffic and Transportation: current traffic conditions in the Asylum Hill neighborhood are not ideal for the development of a courthouse at the Woodland site.  | TT  | TT9   | Written comment at the public meeting |
| 6/6/2023  | Tashana Brown      | P15 | Public                          | Traffic and Transportation: consider affordable underground parking at the new courthouse.  | TT  | TT10  | Email                                 |
| 6/6/2023  | Stuart Johnson     | P16 | Public                          | Alternative: supports Allyn site due to its location and proximity to public transport.   | ALT | ALT17 | Email                                 |
| 6/6/2023  | Stuart Beckford    | A7  | Hartford Federation of Teachers | Alternative: does not support any new construction. Renovating existing location is the best option.  | ALT | ALT18 | Email                                 |
| 6/6/2023  | Stuart Beckford    | A7  | Hartford Federation of Teachers | Socioeconomics: Hartford struggles under the burden of non-taxable land and does not need another development that causes unanticipated financial deficits to be displaced onto the city.   | SOC | SOC10 | Email                                 |
| 7/4/2023  | Patrick Klingman   | P17 | Public                          | Traffic and Transportation: site of the new courthouse should be accessible by public transportation and close to the business district and other similar development. Allyn site is accessible via public transport and is located close to the Union Station, other federal buildings, and I-89 & I-91. | TT  | TT11  | Email                                 |
| 7/4/2023  | Patrick Klingman   | P17 | Public                          | Alternative: opposes Hudson and Woodland sites and supports Allyn site.   | ALT | ALT19 | Email                                 |
| 7/4/2023  | Patrick Klingman   | P17 | Public                          | Socioeconomics: the Allyn site would provide a boost to the restaurants, hotels, and other businesses in the downtown area.   | SOC | SOC11 | Email                                 |
| 7/4/2023  | Patrick Klingman   | P17 | Public                          | Land Use: construction of a courthouse at the Hudson site would be inconsistent with the city's development plans for Bushnell South.   | LU  | LU11  | Email                                 |
| 7/4/2023  | Patrick Klingman   | P17 | Public                          | Traffic and Transportation: Woodland site is less accessible and more congested than Allyn site.  | TT  | TT12  | Email                                 |
| 6/6/2023  | Patricia Rakauskas | P18 | Public                          | Alternative: opposes the project.   | ALT | ALT20 | Email                                 |
| 6/10/2023 | Minnie Teal        | P19 | Public                          | Outside of Scope  | SCO | SCO2  | Email                                 |
| 6/5/2023  | Mathew Jasinski    | P20 | Public                          | Alternative: opposes Woodland site and prefers either Hudson or Allyn sites.  | ALT | ALT21 | Email                                 |
| 6/5/2023  | Mathew Jasinski    | P20 | Public                          | Alternative: Hudson site is located close to the capitol and state courthouses, making it a logical location for a courthouse.  | ALT | ALT22 | Email                                 |

|           |                   |     |  |  |     |       |                                       |
|-----------|-------------------|-----|--|--|-----|-------|---------------------------------------|
| 6/5/2023  | Mathew Jasinski   | P20 | Public                                     | Land Use: development of a courthouse at the Hudson site would be inconsistent with the city's plan for residential development at this site.  | LU  | LU12  | Email                                 |
| 6/5/2023  | Mathew Jasinski   | P20 | Public                                     | Land Use: the new courthouse would not align with the primarily residential use of the Woodland site neighborhood.   | LU  | LU13  | Email                                 |
| 6/5/2023  | Mathew Jasinski   | P20 | Public                                     | Traffic and Transportation: Allyn site is located in the central business district and has access to public transportation, including the train station, is located close to other law firms and federal buildings, and is walkable.   | TT  | TT13  | Email                                 |
| 6/5/2023  | Mathew Jasinski   | P20 | Public                                     | Traffic and Transportation: Woodland site is less accessible compared to other two sites and is highly congested. Existing infrastructure is not pedestrian friendly.  | TT  | TT14  | Email                                 |
| 6/5/2023  | Mathew Jasinski   | P20 | Public                                     | Socioeconomics: locating the new courthouse at the Allyn site would support the existing restaurants and other businesses in the area.   | SOC | SOC12 | Email                                 |
| 6/6/2023  | Luke Fairman      | P21 | Public                                     | Alternative: site with the smallest footprint should be selected.  | ALT | ALT23 | Email                                 |
| 6/6/2023  | Luke Fairman      | P21 | Public                                     | Traffic and Transportation: Allyn site would promote the use of public transport.  | TT  | TT15  | Written comment at the public meeting |
| 6/6/2023  | Luke Fairman      | P21 | Public                                     | Socioeconomics: Allyn site would boost business at the restaurants in the neighborhood.  | SOC | SOC13 | Written comment at the public meeting |
| 7/4/2023  | Ken Johnson       | P22 | Public                                     | Alternative: the Cotter Federal Building should be renovated and expanded to accommodate the space needs of the Ribicoff Courthouse.   | ALT | ALT24 | Email                                 |
| 6/20/2023 | Joseph Beaudoin   | P23 | Public                                     | Alternative: supports the Allyn Site.  | ALT | ALT25 | Email                                 |
| 6/20/2023 | Joseph Beaudoin   | P23 | Public                                     | Socioeconomics: new construction at the Allyn site would boost the economy of the central business district.   | SOC | SOC14 | Email                                 |
| 6/20/2023 | Joseph Beaudoin   | P23 | Public                                     | Traffic and Transportation: Allyn site is connected to public transportation and provides easy access to I-89 and I-91.  | TT  | TT16  | Email                                 |
| 6/20/2023 | Joseph Beaudoin   | P23 | Public                                     | Land Use: use of the Allyn site as a courthouse would be compatible with surrounding development and it has amenities already in place.  | LU  | LU14  | Email                                 |
| 7/5/2023  | Joanna Shapiro    | A8  | North Central Conservation District (NCCD) | Water Resources: the Woodland Site includes a segment of the North Branch Park River. EPA and CT Department of Energy and Environmental Protection approved the North Branch Park River Watershed Management Plan in 2010. NCCD is currently updating the 2010 plan and planning to implement it in the future to revive wetlands and other natural areas in the parking lot at the Woodland site and along the river segment. | WR  | WR3   | Email                                 |
| 6/16/2023 | Jane Macy-Painter | P24 | Public                                     | Alternatives: opposes the Hudson site.   | ALT | ALT26 | Email                                 |
| 6/16/2023 | Jane Macy-Painter | P24 | Public                                     | Land Use: the Hudson site should be used for residential and mixed-use development.  | LU  | LU15  | Email                                 |
| 6/14/2023 | Jane Davey        | P25 | Public                                     | Traffic and Transportation: concerned about the Woodland site due to traffic issues and high volume of accidents in the area   | TT  | TT17  | Email                                 |
| 6/14/2023 | Jane Davey        | P25 | Public                                     | Alternative: opposed to the Woodland site if no consideration is given to impact on the local traffic.   | ALT | ALT27 | Email                                 |

|           |                 |     |   |  |     |       |       |
|-----------|-----------------|-----|---|--|-----|-------|-------|
| 6/29/2023 | James Wakim     | A9  | SK Commercial Corporation               | Alternative: supports Hudson site due to its proximity to other government buildings and facilities in Hartford. Very little demolition would be required prior to construction and GSA could commence construction as soon as they are ready.   | ALT | ALT28 | Email |
| 6/29/2023 | James Wakim     | A9  | SK Commercial Corporation               | Traffic and Transportation: the Hudson site is easily accessible via bus/rail service and is located close to I-89, I-91, and other important road networks.   | TT  | TT18  | Email |
| 6/29/2023 | James Wakim     | A9  | SK Commercial Corporation               | Land Use: use of the Hudson site as a courthouse would blend with the land use in the surrounding area due to the location of several government agencies and facilities. The project could enhance the community landscape of the neighborhood and government services offered.       | LU  | LU16  | Email |
| 5/25/2023 | Paul Khakshouri | P26 | Public                                  | Alternative: supports the Allyn Site.  | ALT | ALT29 | Email |
| 5/25/2023 | Paul Khakshouri | P26 | Public                                  | Socioeconomics: a courthouse at the Allyn site would provide an economic boost to businesses, retailers, and restaurants in the neighborhood which have been financially affected due to the reduced foot traffic in the area.   | SOC | SOC15 | Email |
| 5/25/2023 | Paul Khakshouri | P26 | Public                                  | Traffic and Transportation: the Allyn site is located close to bus and train lines and provides easy access. The area does not currently have a lot of traffic. Locating a courthouse at either Woodland or Hudson sites could increase traffic congestion in those neighborhoods.     | TT  | TT19  | Email |
| 6/6/2023  | Hans Vandeberg  | P27 | Public                                  | Alternative: opposed to all sites. Consider alternate sites within Hartford County.  | ALT | ALT30 | Email |
| 6/6/2023  | Hans Vandeberg  | P27 | Public                                  | Traffic and Transportation: sites located in Hartford would provide limited parking and would be difficult to access.  | TT  | TT20  | Email |
| 6/6/2023  | Gary Bergeron   | P28 | Public                                  | Alternative: opposed to the project.   | ALT | ALT31 | Email |
| 7/6/2023  | Eboni S. Nelson | A10 | UConn Law School                        | Alternative: supports Woodland site as it would provide opportunities for collaboration between the Law School and the courthouse.   | ALT | ALT32 | Email |
| 7/6/2023  | Eboni S. Nelson | A10 | UConn Law School                        | Community Engagement: locating the courthouse at Woodland site could facilitate pipeline programs of community engagement opportunities for the Law School and the Court, such as the currently proposed clinical and justice programs for the community.                              | CE  | CE3   | Email |
| 6/16/2023 | Earl Henrichon  | P29 | Public                                  | Alternative: opposed to the Hudson site. Consider expanding the existing Ribicoff Building   | ALT | ALT33 | Email |
| 6/16/2023 | Earl Henrichon  | P29 | Public                                  | Land Use: development of housing and retail is proposed for the Hudson site. Locating a courthouse at this site would be incompatible with the city's and community's long-term goals for this site.   | LU  | LU17  | Email |
| 6/12/2023 | David Fay       | A11 | Bushnell Center for the Performing Arts | Alternative: opposed to the Hudson site, unless provisions are made to accommodate parking for the Bushnell patrons.   | ALT | ALT34 | Email |
| 6/12/2023 | David Fay       | A11 | Bushnell Center for the Performing Arts | Traffic and Transportation: there is currently inadequate parking for patrons of the Bushnell and locating a courthouse at that site could exacerbate the problem. The project should not be pursued without a detailed surge parking, traffic control and pedestrian management plan. | TT  | TT21  | Email |

|           |  |     |   |  |     |       |       |
|-----------|--|-----|---|--|-----|-------|-------|
| 6/12/2023 | David Fay  | A11 | Bushnell Center for the Performing Arts | Socioeconomics: currently proposed plans for residential development at the Hudson site may have adverse financial impacts on the Bushnell by reducing attendance. Any development at this site should ensure sufficient parking for the Bushnell patrons.   | SOC | SOC16 | Email |
| 6/23/2023 | Craig Raabe  | P30 | Public                                  | Alternative: supports the Allyn site due to its location and neighboring amenities.  | ALT | ALT35 | Email |
| 6/23/2023 | Craig Raabe  | P30 | Public                                  | Land Use: construction of a courthouse at the Hudson site would be inconsistent with the city's development plans for the neighborhood.  | LU  | LU18  | Email |
| 6/23/2023 | Craig Raabe  | P30 | Public                                  | Traffic and Transportation: construction of a courthouse at the Woodland site would increase traffic and congestion in the neighborhood.   | TT  | TT22  | Email |
| 6/6/2023  | Anonymous  | P31 | Public                                  | Alternative: opposes the project.  | ALT | ALT36 | Email |
| 6/6/2023  | Carol Gale   | A12 | Hartford Federation of Teachers         | Alternative: opposes all three sites. The existing Ribicoff Courthouse should be renovated.  | ALT | ALT37 | Email |
| 6/6/2023  | Carol Gale   | A12 | Hartford Federation of Teachers         | Socioeconomics: a federal courthouse should not be developed on non-taxable property.  | SOC | SOC17 | Email |
| 6/6/2023  | Carol Gale   | A12 | Hartford Federation of Teachers         | Land Use: the proposed locations for the courthouse should be used for mixed-use development.  | LU  | LU19  | Email |
| 6/6/2023  | Annie Tomlin   | P32 | Public                                  | Design: design and construction of the courthouse should incorporate sustainable technologies and aim to minimize its carbon footprint.  | DES | DES5  | Email |
| 8/15/2023 | Richard Blumenthal; Christopher S. Murphy; and John Larson | A13 | U.S. Congress                           | Alternative: support a new courthouse, replacing an outdated facility, which will provide a safer more efficient operation of judicial proceedings in Hartford.  | ALT | ALT40 | Email |
| 8/15/2023 | Richard Blumenthal; Christopher S. Murphy; and John Larson | A13 | U.S. Congress                           | Socioeconomics: this project has the potential to promote economic development in the City of Hartford and, if done correctly, can benefit the city and its residents.   | SOC | SOC18 | Email |
| 8/15/2023 | Richard Blumenthal; Christopher S. Murphy; and John Larson | A13 | U.S. Congress                           | Community Engagement: General Services Administration staff should continue to collaborate with the City of Hartford and conducts extensive proactive outreach to local stakeholders across the city. GSA must place heavy weight on these local perspectives when making any final siting decisions. City of Hartford and other local stakeholders should have an active role in informing that design process. | CE  | CE4   | Email |
| 8/15/2023 | Richard Blumenthal; Christopher S. Murphy; and John Larson | A13 | U.S. Congress                           | Socioeconomics: there is significant concern about the Hudson site, which is targeted for critically important redevelopment projects that will transform that neighborhood and generate significant revenue for the city.   | SOC | SOC19 | Email |
| 8/15/2023 | Richard Blumenthal; Christopher S. Murphy; and John Larson | A13 | U.S. Congress                           | Design: the courthouse should be designed in a way that is consistent with existing architecture in the area of the selected site and the local plan of conservation and development.  | DES | DES6  | Email |

|           |  |     |               |  |     |       |       |
|-----------|--|-----|---------------|--|-----|-------|-------|
| 8/15/2023 | Richard Blumenthal; Christopher S. Murphy; and John Larson | A13 | U.S. Congress | Alternative: GSA should brief the Congressional offices on plans for the future of the Ribicoff Courthouse and provide recommendations for any Congressional action. The City of Hartford has expressed concerns about leaving the Ribicoff building vacant. | ALT | ALT41 | Email |
|-----------|--|-----|---------------|--|-----|-------|-------|

## **APPENDIX B: TRAFFIC DUE DILIGENCE STUDY**

To: Oshin Paranjape (Solv)

From: Thomas Ruff, PE, PTOE, AICP (TG)

RE: Hartford Federal Courthouse Transportation Due Diligence

Date: June 2024

Copy: Evan Robohm, PE (TG)

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## **Introduction**

The U.S. General Services Administration (GSA) is exploring options to construct a new federal courthouse in Hartford, CT. The Abraham A. Ribicoff Federal Building and Courthouse (FB/CH) in Hartford currently houses the U.S. District Court for the District of Connecticut (the Court) and other federal agencies. The Ribicoff FB/CH does not have the capacity to accommodate the Court's functions and operations. As part of the National Environmental Policy Act (NEPA) process, Timmons Group analyzed the existing site conditions at three potential sites for a new courthouse and the Ribicoff FB/CH. Note that the Hudson Site is no longer under consideration for a new courthouse; however, this report retains the Hudson Site research and analysis. Site analysis includes trip generation calculations, existing roadway geometry, and a review of existing traffic data. Timmons Group completed a review of the adjacent roadways based on publicly available information.

As shown in the site location map on Figure 1, the potential sites are as follows:

- Alternative 1 – Woodland Site
- Alternative 2 – Allyn Site
- Alternative 3 – Hudson Site (removed from consideration)

Key features of the new courthouse would include:

- Total building gross square footage (GSF) of approximately 281,000;
- 11 courtrooms and 18 judges chambers;
- Offices for the Court and related agencies; and
- 66 secure parking spaces.

In total, the anticipated number of full-time positions at the new courthouse would range from 220 to 240 (assumed to be 250 for the purposes of trip generation), which also includes personnel outside of the Court Program. The new courthouse would receive approximately 200 to 500 daily visitors.

Trip generation was calculated for each site using the Institute of Transportation Engineers' (ITE) Trip Generation Manual 11<sup>th</sup> Edition. The calculations for each site include estimated trips for the existing land use, resulting in a report of the net change in hourly/daily trips for the proposed site development after implementation of the proposed site scheme.

**Table 1** summarizes the current roadway conditions and traffic volumes at the Woodland Site, Allyn



Site, Hudson Site, and the Ribicoff FB/CH. This is explained in detail in subsequent sections.

**Table 1 – Summary of Existing Roadway Conditions and Traffic Volume**

| Site Name      | Roadway (North) |   | Roadway (East)     |   | Roadway (South)     |   | Roadway (West) |   |
|----------------|-----------------|---|--------------------|---|---------------------|---|----------------|---|
|                | Name            | vpd (data year)                                     | Name               | vpd (data year)                                     | Name                | vpd (data year)                                   | Name           | vpd (data year)                                     |
| Woodland       | Asylum Avenue   | <b>14,300</b><br>(2018);<br><b>11,600</b><br>(2021) | Woodland Street    | <b>12,400</b><br>(2018);<br><b>10,900</b><br>(2021) | n/a                 | n/a   | n/a            | n/a   |
| Allyn          | Church Street   | <b>5,100</b><br>(2018);<br><b>2,900</b><br>(2021)   | Ann Uccello Street | <b>3,500</b><br>(2018)*                             | Allyn Street        | <b>850</b><br>(2018);<br><b>700</b> (2021)        | High Street    | <b>3,900</b><br>(2018);<br><b>2,900</b><br>(2021)   |
| Hudson         | Capitol Avenue  | <b>10,300</b><br>(2018);<br><b>6,900</b><br>(2021)  | Hudson Street      | <b>6,800</b><br>(2018);<br><b>4,600</b><br>(2021)   | Buckingham Street   | <b>7,500</b><br>(2018);<br><b>4,900</b><br>(2021) | West Street    | No data available                                   |
| Ribicoff FB/CH | Sheldon Street  | <b>1,700</b><br>(2018);<br><b>1,100</b><br>(2021)   | S. Prospect Street | <b>4,800</b><br>(2018);<br><b>3,800</b><br>(2021)   | Pulaski Mall (park) | n/a   | Main Street    | <b>15,900</b><br>(2018);<br><b>12,900</b><br>(2021) |

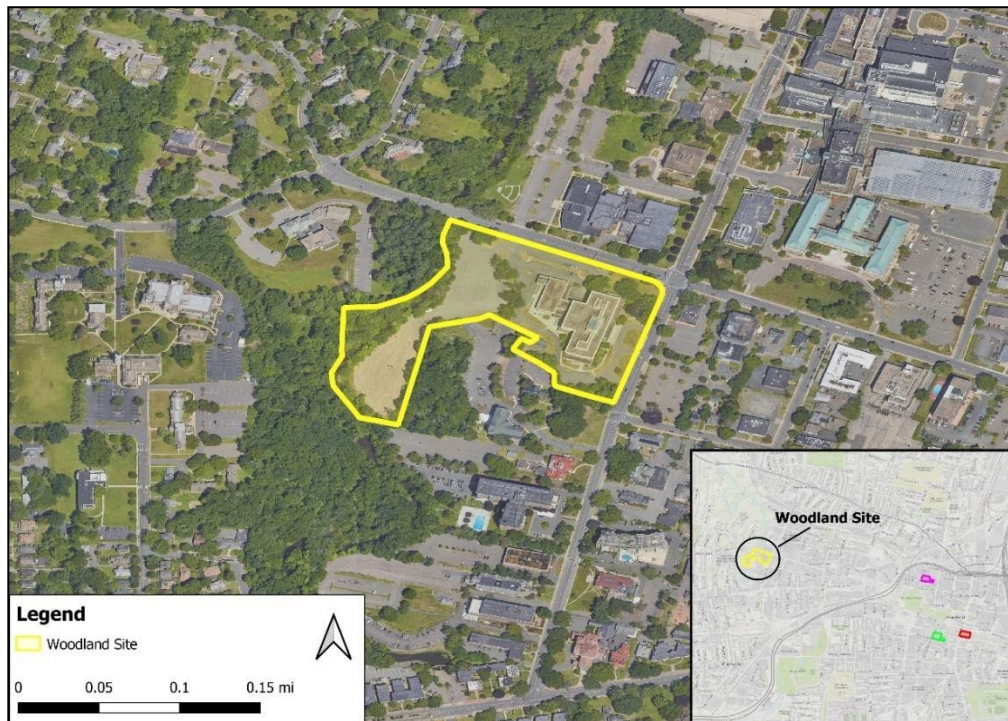
\* 2021 vpd data for Ann Uccello Street was unavailable.

vpd= vehicles per day

## **Alternative 1 – Woodland Site**

The Woodland Site is a 10.19-acre parcel located on the western side of Hartford at 61 Woodland Street currently zoned MX-2. The property is bounded by Asylum Avenue to the north, the North Branch Park River to the west, and Woodland Street to the east, as shown by **Figure 2**. The site is approximately 0.65 to 0.75 miles away from the nearest interchange with I-84. Primary circulation to the site is provided via city streets along Asylum Avenue and Woodland Street. Access is currently provided via five driveway entrances. Two are located on Asylum Avenue and three are located on Woodland Street. The existing driveways would likely be removed and/or repurposed during the development of the proposed courthouse project. The number of proposed driveways would be determined during the site plan development stage.

Notable landmarks nearby include the Hartford Classical High School (adjacent), St. Francis Hospital (0.25 mi), University of Connecticut School of Law (0.3 mi), Hartford Union Station (1.05 mi), Connecticut State Capitol (1.1 mi), and the Ribicoff FB/CH (1.6 mi).



**Figure 2 - Location of Woodland Site**

The existing building and property was previously used as the Greater Hartford Community College and currently serves as a State of Connecticut government office building. The building has six floors and is approximately 245,000 GSF. The site also contains an ancillary building and an open-space parking lot with a total of 510 spaces. The building employs approximately 235 full-time employees and receives 85 trainees or visitors per week. The existing buildings and parking lot may be demolished and/or repurposed to accommodate the proposed courthouse and necessary site improvements.

## Woodland Site – Existing Roadway Conditions & Traffic Data

Asylum Avenue travels east-west through the study area and has variable lane control signals starting at Elizabeth Street west of the site and continuing east toward downtown Hartford. West of Woodland Street, Asylum Avenue is a two-lane, undivided road with turn lanes. East of Woodland Street, Asylum Avenue is a four-lane undivided road. Asylum Avenue has a posted speed limit of 25 miles per hour (mph) and is classified as an urban minor arterial as defined by the Connecticut Department of Transportation (CTDOT) Functional Classification Map. Traffic count data was reviewed between 2018 and 2021. Note that traffic counts were not conducted consecutively each year and the 2021 data is the most currently available. Asylum Avenue served approximately 14,300 vehicles per day (vpd) in 2018 and 11,600 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes present.

Woodland Street is a two-lane, undivided roadway that travels north-south through the study area. Woodland Street has a posted speed limit of 30 mph and is classified as an urban minor arterial as defined by the CTDOT Functional Classification Map. Woodland Street served approximately 12,400 vpd in 2018 and 10,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. On-street bicycle lanes are present along Woodland Street roughly 600 ft north and south of the intersection with Asylum Avenue; however, there is not a formed and connected network through the study area.

The Woodland Site lies in the vicinity of two CTtransit local bus lines, 72 (Asylum Avenue) and 74 (Granby Street), and one CTfastrak bus line, 161 (St. Francis Hospital/Hartford Hospital).

## Woodland Site – Trip Generation

**Table 2** shows the ITE trip generation for the Woodland Site estimated average weekday daily and peak hour trips for the existing and proposed land uses, resulting in a net increase of trips for the proposed site. Note that the ITE Land Use 730 (Government Office Building) does not have enough studies, and the sizes of the existing and proposed buildings are outside the data range. As a result, Land Use 710 (General Office Building) was used.

In order to most accurately estimate the trips for the proposed courthouse, different methods were used for the average daily trips and the peak hour trips. The average daily trips were generated using the building square footage to account for an estimated 200-500 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours. The peak hour trips were generated using the anticipated number of employees (250) to reflect the expected AM peak hour (6 am to 9 am) and PM peak hour (4 pm to 7 pm) travel pattern. As shown in **Table 2**, the proposed courthouse at the Woodland Site is expected to generate a net +321 average daily trips, +6 net AM peak hour trips, and +7 net PM peak hour trips.

**Table 2 – Woodland Site Trip Generation**

| LAND USE  | ITE CODE | AMOUNT  | UNITS     | WEEKDAY |              |     |       |              |     |       |
|---|----------|---------|-----------|---------|--------------|-----|-------|--------------|-----|-------|
|   |          |         |           | ADT     | AM PEAK HOUR |     |       | PM PEAK HOUR |     |       |
|   |          |         |           |         | IN           | OUT | TOTAL | IN           | OUT | TOTAL |
| <b>Existing</b>   |          |         |           |         |              |     |       |              |     |       |
| General Office Building (Federal Courthouse) <sup>(1,2)</sup>   | 710      | 235     | Employees |         | 137          | 19  | 156   | 23           | 115 | 138   |
|   |          | 245,000 | SF (GFA)  | 2,530   |              |     |       |              |     |       |
| <b>Total</b>  |          |         |           | 2,530   | 137          | 19  | 156   | 23           | 115 | 138   |
| <b>Proposed</b>   |          |         |           |         |              |     |       |              |     |       |
| General Office Building (Federal Courthouse) <sup>(1,2,3)</sup> | 710      | 250     | Employees |         | 143          | 19  | 162   | 25           | 120 | 145   |
|   |          | 281,000 | SF (GFA)  | 2,851   |              |     |       |              |     |       |
| <b>Total</b>  |          |         |           | 2,851   | 143          | 19  | 162   | 25           | 120 | 145   |
| <b>Net Difference – Trips</b>                                   |          |         |           | 321     | 6            | 0   | 6     | 2            | 5   | 7     |
| <b>% Difference</b>   |          |         |           | 12.7    | 4.4          | 0.0 | 3.8   | 8.7          | 4.3 | 5.1   |

Notes:

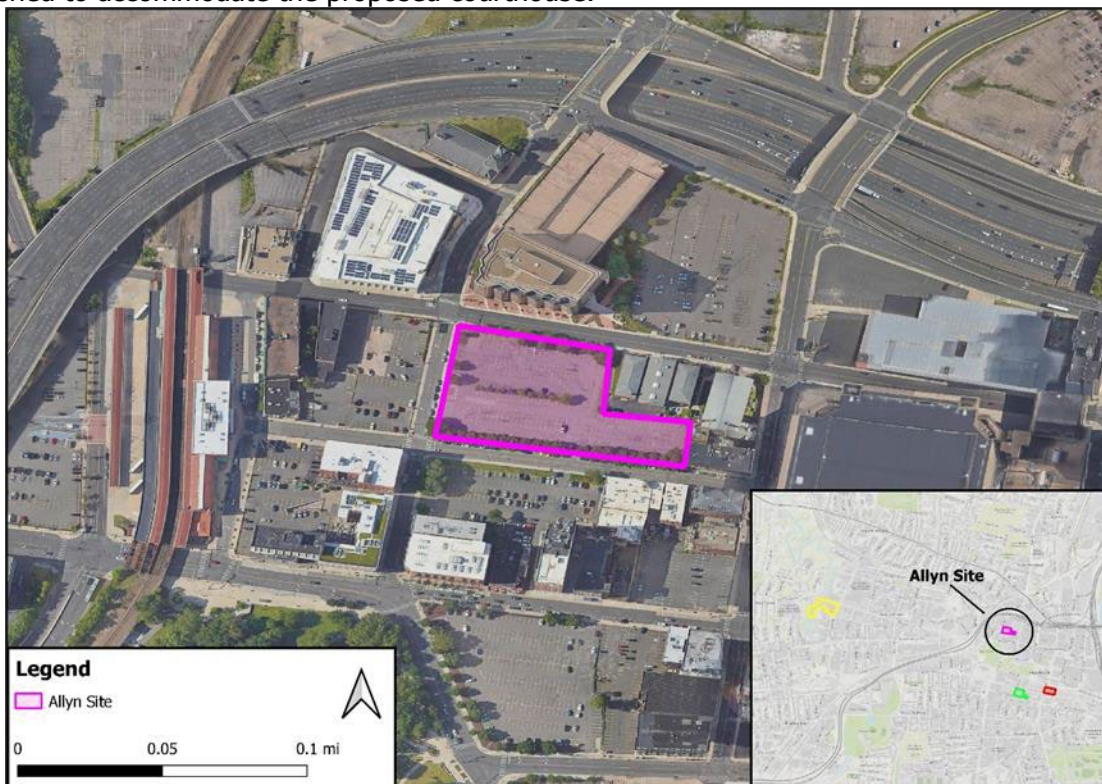
- (1) ADT is calculated using the 1,000 SF GFA independent variable to account for visitor traffic throughout the day.
- (2) AM and PM peak hour traffic volumes calculated using the proposed number of employees to most accurately reflect peak hour travel patterns.
- (3) The maximum proposed GSF for the new courthouse (281,000) was assumed for a conservative estimate.

## **Alternative 2 – Allyn Site**

The Allyn Site consists of 2.19 acres located at 154 Allyn Street and currently zoned a mixture of DT-2 and DT-3. The site is bounded by Church Street to the north, High Street to the west, Allyn Street to the south, and Ann Uccello Street to the east as shown in **Figure 3**. The site is approximately 650 feet away from the nearest interchange with I-84. The site is approximately 400 feet away from Hartford Union Station, providing direct access to train and bus service. Vehicular access is currently provided via three gated entrances – one each onto Allyn Street, High Street, and Church Street. The existing driveways would likely be removed and/or repurposed during the development of the proposed courthouse project. The number of proposed driveways would be determined during the site plan development stage.

Notable landmarks nearby include the William Cotter Federal Building (adjacent), XL Center (adjacent), Bushnell Park (adjacent), Hartford Union Station (adjacent), Connecticut State Capitol (0.3 mi), and the Ribicoff FB/CH (0.6 mi).

The existing site consists of an open-space parking lot with a total of 290 spaces and would be demolished to accommodate the proposed courthouse.



**Figure 3 - Location of Allyn Site**

## **Allyn Site – Existing Roadway Conditions & Traffic Data**

Allyn Street is a two-lane, undivided road that travels east-west through the study area. Allyn Street has no posted speed limit and is classified as an urban minor collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Allyn Street is listed as having a speed limit of 30 mph. Traffic count data was reviewed between 2018 and 2021. Note that traffic counts were not conducted consecutively each year and the 2021 data is the most currently available. Allyn Street served approximately 850 vpd in 2018 and 700 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. On-street bike lanes are present along Allyn Street, extending from Ann Uccello St. and terminating at Union Pl. There is on-street parking permitted on the westbound travel lane only.

Church Street is a two-lane, undivided road that travels east-west through the study area. Church Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Church Street is listed as having a speed limit of 30 mph. Church Street served approximately 5,100 vpd in 2018 and 2,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. On-street bicycle lanes with buffer are present in both directions. In both directions of Church Street, the bike lanes have periodic breaks at transit stop locations to become shared lanes to allow for the buses to pull out of the through lane. There is no on-street parking permitted along the section that extends along the parcel boundary.

High Street is a two-lane, undivided road that travels one-way northbound through the study area between Asylum Street and Church Street. High Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, High Street is listed as having a speed limit of 25 mph. High Street served approximately 3,900 vpd in 2018 and 2,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes. There is on-street parking permitted on the eastern portion of the travel lane only.

Ann Uccello Street is an undivided roadway that travels north-south through the study area and has one lane southbound and two lanes northbound. Ann Uccello Street has no posted speed limit and is classified as an urban major arterial as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Ann Uccello Street is listed as having a speed limit of 30 mph. Note that the 2018 data is the most currently available for this street. Ann Uccello Street served approximately 3,500 vpd in 2018 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes. There is on-street parking permitted on the southbound travel lane only.

The Allyn Site is located on the following bus lines: CTtransit local bus lines 60 (Farmington Avenue/West Hartford Center), 62 (Farmington Avenue/Bishops Corner), 64 (Farmington Avenue/Westfarms Mall), 66 (Farmington Avenue/UConn/Unionville), 72 (Asylum Avenue), 74 (Granby Street), and 76 (Ashley Street); CTtransit express service routes 902 (Farm Spring Express), 909 (Farmington-Unionville Express), 923 (Bristol Express), and 928 (Southington-Cheshire-Waterbury Express); CTfastrak bus lines 101 (Hartford/New Britain), 102 (Hartford/New Britain/Bristol), and 128 (Hartford/Westfarms-New Britain); and the Hartford dash shuttle line. Additionally, the site is well connected to several other CTtransit local and express bus lines, CTfastrak bus lines, and the Hartford dash shuttle line, all of which are present within a few blocks of the site. As previously mentioned, the Hartford Union Station lies adjacent to the west of the Allyn Site and connects downtown Hartford with Springfield, MA to the north and New Haven, CT to the south via the CTrail Hartford Line.

## Allyn Site – Trip Generation

**Table 3** shows the ITE trip generation for the Allyn Site estimated average weekday daily and peak hour trips for the existing and proposed land uses, resulting in a net increase of trips for the proposed site. Note that the ITE Land Use 730 (Government Office Building) does not have enough studies, and the size of the proposed building is outside the data range. As a result, Land Use 710 (General Office Building) was used.

In order to provide a conservative analysis, trips were not estimated for the existing surface parking lot consisting of 290 spaces. ITE does not have trip generation data available for a surface parking lot. If this site is chosen, then traffic counts will be collected at all entrances to determine the current trips generated from the parking lot. Then, the existing trips will be subtracted to generate a net increase in trips for the property.

In order to most accurately estimate the trips for the proposed courthouse, different methods were used for the average daily trips and the peak hour trips. The average daily trips were generated using the building square footage to account for an estimated 200-500 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours. The peak hour trips were generated using the anticipated number of employees (250) to reflect the expected AM and PM peak hour travel pattern. As shown in **Table 3**, the proposed courthouse at the Allyn Site is expected to generate 2,851 new average daily trips, 162 new AM peak hour trips, and 145 new PM peak hour trips.

**Table 3 – Allyn Site Trip Generation**

| LAND USE  | ITE CODE | AMOUNT  | UNITS     | WEEKDAY |              |     |       |              |     |       |
|---|----------|---------|-----------|---------|--------------|-----|-------|--------------|-----|-------|
|   |          |         |           | ADT     | AM PEAK HOUR |     |       | PM PEAK HOUR |     |       |
|   |          |         |           |         | IN           | OUT | TOTAL | IN           | OUT | TOTAL |
| <b>Proposed</b>   |          |         |           |         |              |     |       |              |     |       |
| General Office Building (Federal Courthouse) <sup>(1,2,3)</sup> | 710      | 250     | Employees |         | 143          | 19  | 162   | 25           | 120 | 145   |
|   |          | 281,000 | SF (GFA)  | 2,851   |              |     |       |              |     |       |
| <b>Total</b>  |          |         |           | 2,851   | 143          | 19  | 162   | 25           | 120 | 145   |

Notes:

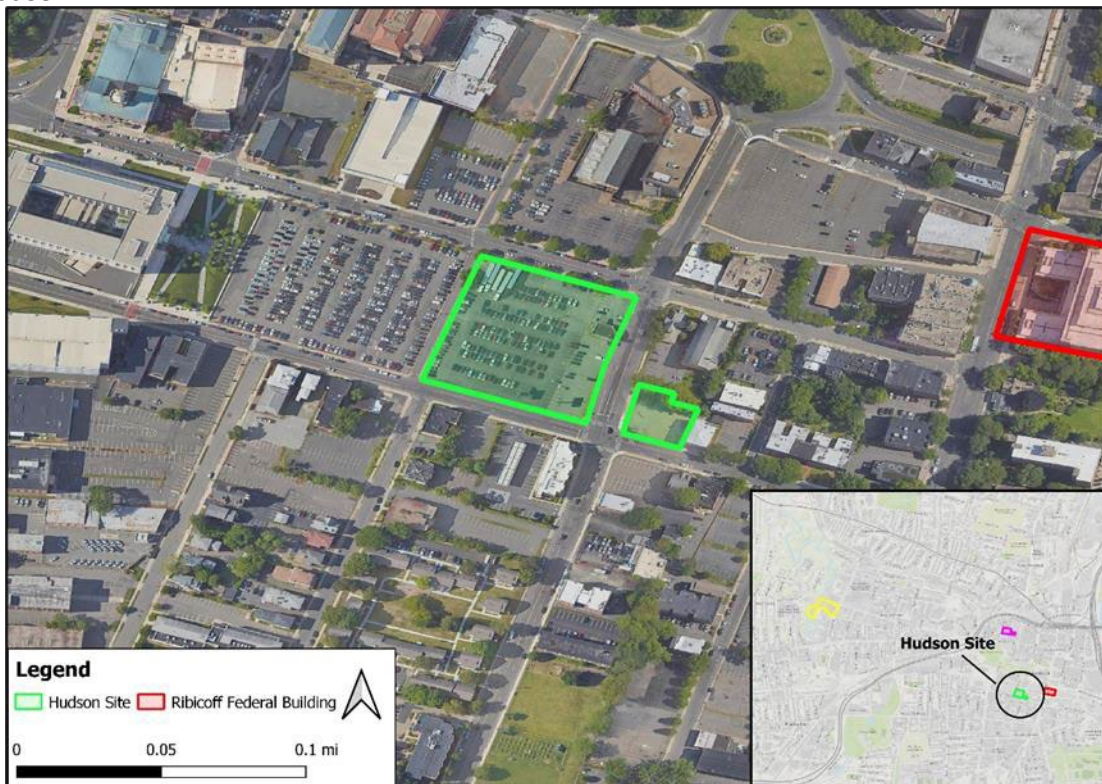
- (1) ADT is calculated using the 1,000 SF GFA independent variable to account for visitor traffic throughout the day.
- (2) AM and PM peak hour traffic volumes are calculated using the proposed number of employees to most accurately reflect the peak hour travel patterns.
- (3) The maximum proposed GSF for the new construction (281,000) was assumed for a conservative estimate.

### **Alternative 3 – Hudson Site**

The Hudson Site consists of two parcels totaling 2.54 acres located at 201 Hudson Street and currently zoned MX-2 (Hudson West) and NX-1 (Hudson East). The site is bounded by Capitol Avenue to the north, West Street to the west, Buckingham Street to the south, and Hudson Street to the east as shown in **Figure 4**. The site is approximately 800 feet away from Whitehead Highway (with access to I-91). Access is currently provided via four entrances – one on West Street, one on Capitol Avenue, and two on Hudson Street. The existing driveways would likely be removed and/or repurposed during the development of the proposed courthouse project. The number of proposed driveways will be determined during the site plan development stage.

Notable landmarks nearby include the Connecticut Government Complex (adjacent), XL Center (0.5 mi), Bushnell Park (0.15 mi), Hartford Union Station (0.6 mi), Connecticut State Capitol (0.3 mi), Connecticut Superior Court (0.3 mi), and the Ribicoff FB/CH (0.2 mi).

The existing site consists of two open-space parking lots with a total of 331 spaces and a 1,092 SF Auto Detail Shop. All structures and parking lots would be demolished to accommodate the proposed courthouse.



**Figure 4 - Location of Hudson Site**



## **Hudson Site – Existing Roadway Conditions & Traffic Data**

Buckingham Street is a two-lane, undivided road that travels east-west through the study area. Buckingham Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Buckingham Street is listed as having a speed limit of 30 mph. Traffic count data was reviewed between 2018 and 2021. Note that traffic counts were not conducted consecutively each year and the 2021 data is the most currently available. Buckingham Street served approximately 7,500 vpd in 2018 and 4,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes. There is no on-street parking permitted along the section that extends along the parcel boundary.

Capitol Avenue is a two-lane, undivided road that travels east-west through the study area. Capitol Avenue has no posted speed limit and is classified as an urban minor arterial as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Capitol Avenue is listed as having a speed limit of 30 mph. Capitol Avenue served approximately 10,300 vpd in 2018 and 6,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. On-street bicycle lanes are present in both directions but do not form a connected network. On-street parking is permitted in both directions of travel.

West Street is a two-lane, undivided one-way road that travels southbound only through the study area from Capitol Avenue to Buckingham Street. West Street has no posted speed limit and is classified as an urban local road as defined by the CTDOT Functional Classification Map. Traffic count data is not available for West Street. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes or on-street parking permitted.

Hudson Street is an undivided roadway that travels north-south through the study area. Hudson Street has four lanes south of Buckingham Street and two lanes north of Buckingham Street. Hudson Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Hudson Street is listed as having a speed limit of 30 mph. Hudson Street served approximately 6,800 vpd in 2018 and 4,600 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes or on-street parking permitted.

The Hudson Site is located on the following bus lines: CTtransit local bus lines 61 (Broad Street), 63 (Hillside Avenue), and 69 (Capitol Avenue); and CTfastrak bus line 121 (CT State Manchester/Hartford/UConn Health). The site is also well connected to several other CTtransit local and express bus lines, CTfastrak bus lines, and the Hartford dash shuttle line, all of which are present within a few blocks of the site.

## Hudson Site – Trip Generation

**Table 4** shows the ITE trip generation for the Hudson Site estimated average weekday daily and peak hour trips for the existing and proposed land uses, resulting in a net increase of trips for the proposed site. Note that the ITE Land Use 730 (Government Office Building) does not have enough studies, and the size of the proposed building is outside the data range. As a result, Land Use 710 (General Office Building) was used.

In order to provide a conservative analysis, trips were not estimated for the existing surface parking lot consisting of 331 spaces. ITE does not have trip generation data available for a surface parking lot. If this site is chosen, then traffic counts will be collected at all entrances to determine the current trips generated from the parking lot. Then, the existing trips will be subtracted to generate a net increase in trips for the property.

In order to most accurately estimate the trips for the proposed courthouse, different methods were used for the average daily trips and the peak hour trips. The average daily trips were generated using the building square footage to account for an estimated 200-500 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours. The peak hour trips were generated using the anticipated number of employees (250) to reflect the expected AM and PM peak hour travel pattern. As shown in Table 4, the proposed courthouse at the Hudson Site is expected to generate 2,851 new average daily trips, 162 new AM peak hour trips, and 145 new PM peak hour trips.

**Table 4 – Hudson Site Trip Generation**

| LAND USE  | ITE CODE | AMOUNT  | UNITS     | WEEKDAY |              |     |       |              |     |       |
|---|----------|---------|-----------|---------|--------------|-----|-------|--------------|-----|-------|
|   |          |         |           | ADT     | AM PEAK HOUR |     |       | PM PEAK HOUR |     |       |
|   |          |         |           |         | IN           | OUT | TOTAL | IN           | OUT | TOTAL |
| <b>Proposed</b>   |          |         |           |         |              |     |       |              |     |       |
| General Office Building (Federal Courthouse) <sup>(1,2,3)</sup> | 710      | 250     | Employees |         | 143          | 19  | 162   | 25           | 120 | 145   |
|   |          | 281,000 | SF (GFA)  | 2,851   |              |     |       |              |     |       |
| <b>Total</b>  |          |         |           | 2,851   | 143          | 19  | 162   | 25           | 120 | 145   |

Notes:

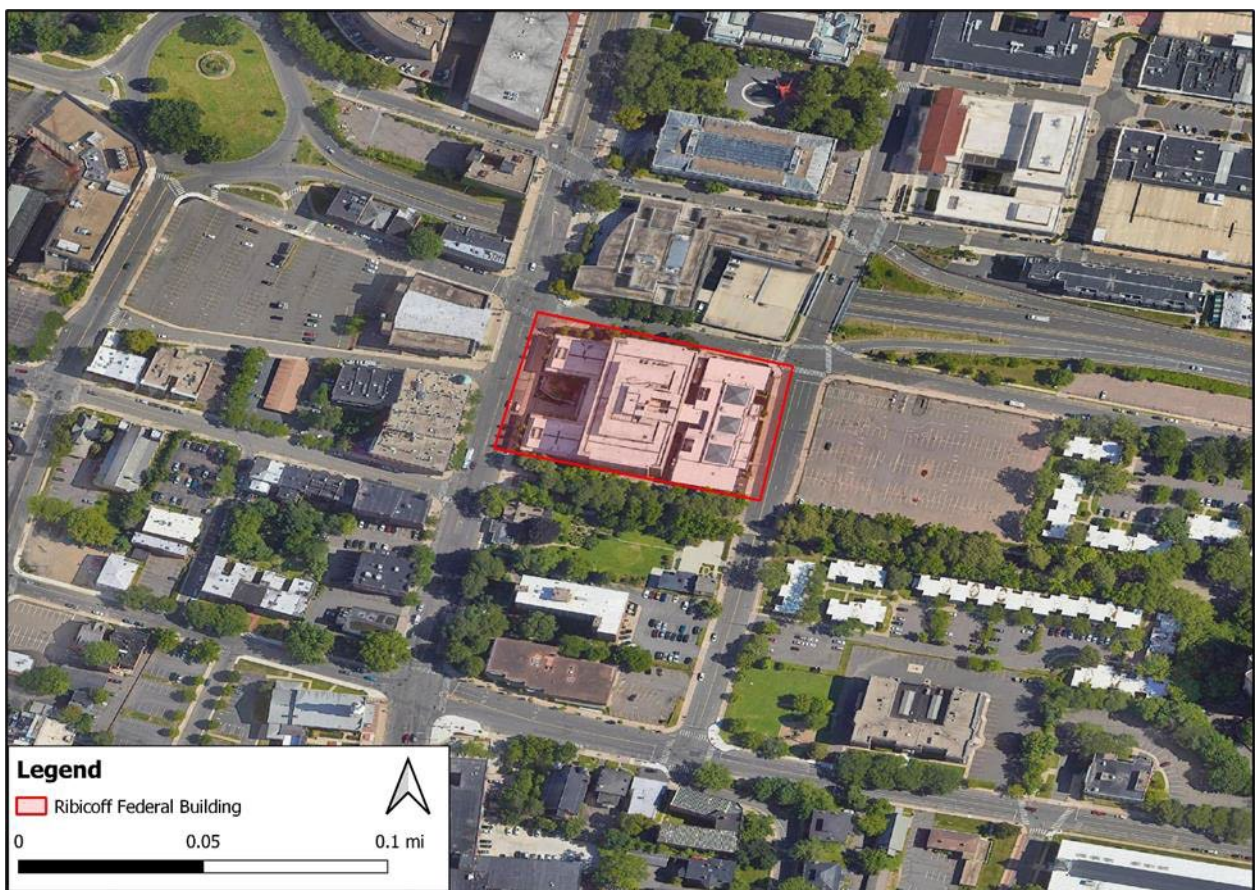
- (1) ADT is calculated using the 1,000 SF GFA independent variable to account for visitor traffic throughout the day.
- (2) AM and PM peak hour traffic volumes are calculated using the proposed number of employees to most accurately reflect the peak hour travel patterns.
- (3) The maximum proposed GSF for the new courthouse (281,000) was assumed for a conservative estimate.

## **Ribicoff Federal Building and Courthouse**

The Ribicoff FB/CH consists of a seven-story building totaling 365,542 SF on 1.9 acres located at 450 Main Street and currently zoned DT-3. The site is bounded by Sheldon Street to the north, Main Street to the west, Pulaski Mall to the south, and S. Prospect Street to the east as shown in **Figure 5**. The site is adjacent to Whitehead Highway (with access to I-91). Access is currently provided via two entrances on S. Prospect Street.

The Ribicoff FB/CH currently houses the Court and other federal agencies. With the construction of a new courthouse, the Court and related agencies would relocate. As a result, the total employees will decrease from 365 to between 200 and 240 (assumed to be 250 for the purposes of trip generation).

Notable landmarks nearby include the XL Center (0.5 mi), Bushnell Park (two blocks), Hartford Union Station (0.65 mi), Connecticut State Capitol (0.47 mi), and the Connecticut Superior Court (0.47 mi).



**Figure 5 - Location of the Ribicoff FB/CH**

## **Ribicoff FB/CH – Existing Roadway Conditions & Traffic Data**

Main Street is a two-lane, undivided road that travels north-south through the study area. Main Street has no posted speed limit and is classified as an urban principal arterial as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Main Street is listed as having a speed limit of 30 mph. Traffic count data was reviewed between 2018 and 2021. Note that traffic counts were not conducted consecutively each year and the 2021 data is the most currently available. Main Street served approximately 15,900 vpd in 2018 and 12,900 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. On-street bicycle lanes are present in both directions and extend from Arch Street south several miles. On-street parking is partially permitted in both directions of travel, subject to time-of-day and other restrictions.

Sheldon Street is a two-lane, one-way eastbound roadway through the study area. Sheldon Street has no posted speed limit and is classified as an urban minor collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Sheldon Street is listed as having a speed limit of 30 mph. Sheldon Street served approximately 1,700 vpd in 2018 and 1,100 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes or on-street parking permitted.

S. Prospect Street is a two-lane, undivided road that travels north-south through the study area. S. Prospect Street has no posted speed limit and is classified as an urban major collector as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, S. Prospect Street is listed as having a speed limit of 30 mph. S. Prospect Street served approximately 4,800 vpd in 2018 and 3,800 vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes. On-street parking is partially permitted in both directions of travel, subject to time-of-day and other restrictions.

Since the Ribicoff FB/CH is on Main Street, it has access to several bus lines, including CTtransit local and express bus lines, CTfastrak, and the Hartford dash shuttle. The bus lines closest to the site include the CTtransit local bus lines 45 (Berlin Turnpike Flyer) and 55 (Middletown).

## Ribicoff FB/CH – Trip Generation

**Table 5** shows the ITE trip generation for the Ribicoff FB/CH estimated average weekday daily and peak hour trips for the existing and proposed land uses, resulting in a net decrease of trips for the proposed site. Note that the ITE Land Use 730 (Government Office Building) does not have enough studies, and the size of the building is outside the data range. As a result, Land Use 710 (General Office Building) was used.

In order to most accurately estimate the trips at the Ribicoff FB/CH currently, and the trips at the Ribicoff FB/CH if the Court and related agencies relocate to a new courthouse (the proposed scenario), different methods were used for the average daily trips and the peak hour trips.

The current average daily trips at the Ribicoff FB/CH were generated using the building square footage to account for an estimated 100-300 visitors per day which are expected to arrive and depart from the building mostly outside the AM and PM peak hours.

In the proposed scenario, the ADT of the building is expected to decrease. This decrease was estimated to be the average of the net change in total AM & PM peak hour trips. The peak hour trips were generated using the anticipated number of employees (250) to reflect the expected AM and PM peak hour travel pattern. As shown in **Table 5**, with the relocation of the Court and related agencies, the Ribicoff FB/CH is expected to experience -824 net average daily trips, -45 net AM peak hour trips, and -47 net PM peak hour trips.

**Table 5 – Ribicoff FB/CH Trip Generation**

| LAND USE  | ITE CODE | AMOUNT  | UNITS     | WEEKDAY |              |       |       |              |       |       |
|---|----------|---------|-----------|---------|--------------|-------|-------|--------------|-------|-------|
|   |          |         |           | ADT     | AM PEAK HOUR |       |       | PM PEAK HOUR |       |       |
|   |          |         |           |         | IN           | OUT   | TOTAL | IN           | OUT   | TOTAL |
| <b>Existing</b>   |          |         |           |         |              |       |       |              |       |       |
| General Office Building (Federal Courthouse) <sup>(1,2)</sup>   | 710      | 365     | Employees |         | 182          | 25    | 207   | 33           | 159   | 192   |
|   |          | 365,600 | SF (GFA)  | 3,584   |              |       |       |              |       |       |
| <b>Total</b>  |          |         |           | 3,584   | 182          | 25    | 207   | 33           | 159   | 192   |
| <b>Proposed</b>   |          |         |           |         |              |       |       |              |       |       |
| General Office Building (Federal Courthouse) <sup>(1,2,3)</sup> | 710      | 250     | Employees |         | 143          | 19    | 162   | 25           | 120   | 145   |
|   |          | 365,600 | SF (GFA)  | 2,760   |              |       |       |              |       |       |
| <b>Total</b>  |          |         |           | 2,760   | 143          | 19    | 162   | 25           | 120   | 145   |
| <b>Net Difference – Trips</b>                                   |          |         |           | -824    | 6            | 0     | 6     | 2            | 5     | 7     |
| <b>% Difference</b>   |          |         |           | -23.0   | -21.4        | -24.0 | -21.7 | -24.2        | -24.5 | -24.5 |

**Notes:**

- (1) ADT is calculated using the 1,000 SF GFA independent variable to account for visitor traffic throughout the day.
- (2) AM and PM peak hour traffic volumes are calculated using the proposed number of employees to most accurately reflect the peak hour travel patterns.
- (3) In the proposed scenario, upon relocation of the federal courthouse, the ADT is expected to decrease. This was estimated at 23%, the average of the net change in total AM and PM peak hour trips.

## **Conclusion**

**Table 6** summarizes the net change in average weekday daily and peak hour traffic values for the three potential courthouse sites and the Ribicoff FB/CH post construction of the proposed courthouse. As discussed above, all three potential courthouse sites would experience an overall increase in average daily trips and AM/PM peak traffic compared to current conditions. This increase would be less intense at the Woodland Site since the site's projected use as a courthouse would be similar to its existing use as a state office building. Conversely, Allyn and Hudson sites would transition to a different use and experience greater traffic volumes. After construction of the new courthouse, the Ribicoff FB/CH would experience an overall decrease in average daily and peak hour traffic due to the relocation of its largest tenant, the Court, which would be accompanied by a reduced number of daily visitors to the site.

**Table 6 – Change in Traffic Conditions Post Courthouse Construction**

| Site           | Average Daily Trips | Net AM Peak Hour Trips | Net PM Peak Hour Trips |
|----------------|---------------------|------------------------|------------------------|
| Woodland       | +321                | +6                     | +7                     |
| Allyn          | +2,851              | +162                   | +145                   |
| Hudson         | +2,851              | +162                   | +145                   |
| Ribicoff FB/CH | -824                | -45                    | -47                    |



Site Location Map  
 Hartford Federal Courthouse Transportation Due Diligence  
 Hartford, Connecticut

Figure  
 1

**APPENDIX C: GENERAL CONFORMITY AND  
CLIMATE CHANGE CALCULATIONS**



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**GENERAL CONFORMITY APPLICABILITY ANALYSIS AND CLIMATE  
CHANGE CALCULATIONS  
FOR  
CONSTRUCTION OF A NEW FEDERAL COURTHOUSE  
HARTFORD, CONNECTICUT**

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## 1.0 INTRODUCTION

The General Conformity Rule (GCR) was established to ensure that federal activities do not hamper local efforts to control air pollution. In particular, the GCR implements Section 176(c) of the Clean Air Act (CAA), which prohibits federal agencies, departments, or instrumentalities from engaging in, supporting, licensing, or approving any action that does not conform to an approved state or federal implementation plan. The purpose of the GCR applicability analysis is to determine whether the proposed project in the City and County of Hartford, CT is subject to the federal GCR.

Greenhouse gasses (GHGs) are components of the atmosphere that contribute to the greenhouse effect and global warming. Some GHGs occur naturally in the atmosphere, while others result from human activities such as burning of fossil fuels. The accumulation of GHGs in the atmosphere affects the earth's temperature. Federal agencies, states, and local communities address global warming by preparing GHG inventories and adopting policies that will result in a decrease of GHG emissions. Pursuant to Executive Order 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, agencies are encouraged to use appropriate tools and methodologies for quantifying GHG emissions for any projects they may undertake.

The project involves the acquisition of a site in Hartford, CT and the subsequent design, construction, and operation of a new federal courthouse to accommodate the functions and operations of the U.S. District Court for the District of Connecticut (the Court). The project would relocate the Court headquarters from New Haven to Hartford and would meet its current and long-term program requirements. The U.S. General Services Administration (GSA) would own and manage the building and the Court and related agencies would serve as tenants.

The project would result in emissions from the use of construction equipment, haul trucks, and vehicles during construction and demolition activities. Emissions of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM<sub>2.5</sub>), particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM<sub>10</sub>), sulfur dioxide (SO<sub>2</sub>), volatile organic compounds (VOCs), and carbon dioxide (CO<sub>2</sub>) were calculated using the U.S. Environmental Protection Agency's (EPA) MOVES3.1 model coefficients, and compilation of air emission factors for criteria pollutants and GHG emissions. These calculations demonstrate that the emissions of criteria pollutants resulting from the project would be below the de minimis levels defined for those pollutants in the 'Applicability' section of the GCR and would not be regionally significant. Therefore, the GCR is not applicable to the project. Additionally, GHG emissions associated with the project would only constitute a small fraction of the State of Connecticut's total GHG emissions.

## 2.0 GENERAL CONFORMITY RULE APPLICABILITY ANALYSIS

The purpose of this analysis is to determine whether the project in the City and County of Hartford, Connecticut is subject to the federal GCR established in 40 Code of Federal Regulations, Part 93 (40 CFR Part 93), *Determining Conformity of Federal Actions to State or Federal Implementation Plans*. This analysis will determine under which of the following areas the project would fall:

- Not subject to the rule – The action does not emit criteria pollutants or precursors for which the area is designated as a *nonattainment* or *maintenance* area; all procurement actions are excluded from the GCR;
- Exempt or meets *de minimis* levels – Emissions from the action are below de minimis levels and are not regionally significant, or the action is exempt; or

- 
- Does not meet *de minimis* levels or is regionally significant – Emissions from the action exceed *de minimis* levels; a Conformity Determination must be prepared for such actions.

## 2.1 Background

As part of the implementation of the CAA Amendments, the EPA issued National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: CO, SO<sub>2</sub>, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), and lead (Pb). The EPA defines ambient air in guidelines established in 40 CFR Part 50 as “that portion of the atmosphere, external to buildings, to which the general public has access.”

The CAA divides the U.S. into geographic areas called “air quality control regions” (AQCRs). These AQCRs are established areas such as counties, urbanized areas, and consolidated metropolitan statistical areas. An AQCR in which levels of a criteria air pollutant meet the health-based NAAQS is defined as an attainment area for the pollutant, while an area that does not meet the NAAQS is designated a nonattainment area for the pollutant. An AQCR that was once designated a nonattainment area but was later reclassified as an attainment area is known as a maintenance area. Nonattainment and maintenance areas can be further classified as extreme, severe, serious, moderate, or marginal.

An AQCR may have an acceptable level for one criteria air pollutant but may have unacceptable levels for other criteria air pollutants. Thus, an area could be attainment, maintenance, and/or nonattainment at the same time for different pollutants. Each state that contains at least one nonattainment AQCR is responsible for submitting a State Implementation Plan (SIP), which specifies how the NAAQS will be achieved and maintained. Maintenance areas must adhere to a maintenance plan for the specific pollutant for which the area was initially designated nonattainment.

The project is located in Hartford County, Connecticut. Hartford County is located in the Hartford-New Haven-Springfield Interstate AQCR, which is managed by EPA Region 1 and the Connecticut Department of Energy and Environmental Protection (CTDEEP). The EPA has designated Hartford County as a “serious” *nonattainment* area for the 2008 8-hour O<sub>3</sub> NAAQS and a “moderate” *nonattainment* area for the 2015 8-hour O<sub>3</sub> NAAQS (EPA, 2023a). Additionally, the EPA has also designated one ozone transport region (OTR), which extends from Northern Virginia to New England, and includes Hartford County. OTRs are designated to control O<sub>3</sub> precursors in areas particularly affected by O<sub>3</sub>, and have more restrictive NAAQS.

Because Hartford County is a nonattainment area for O<sub>3</sub>, an applicability analysis of O<sub>3</sub> is required using the criteria for a nonattainment area. Note that O<sub>3</sub> is a secondary pollutant that is not emitted directly but is created when NO<sub>2</sub> reacts with VOCs and oxygen in the presence of sunlight. Therefore, direct O<sub>3</sub> emissions were not estimated; the emissions of the precursor pollutants (i.e., NO<sub>x</sub> and VOCs) were used to calculate the O<sub>3</sub> emissions that would occur under the project. For purposes of analysis and completeness, the potential CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and SO<sub>2</sub> emissions were also calculated and compared to *de minimis* rates. Emissions of lead were not analyzed because removal of lead-based paint and other lead-containing materials would be carried out by licensed contractors who would implement appropriate best management practices to minimize and contain lead emissions. Lead emissions are not anticipated to occur at measurable levels.

The criteria used in the GCR applicability analysis are listed in the ‘Applicability’ section of the GCR, Section 93.153(b), which defines *de minimis* emission rates for criteria pollutants based on the degree of nonattainment. **Table 1** lists the *de minimis* levels that were used in this analysis (40 CFR 93.153).

**Table 1. De Minimis Levels for the Project**

| <b>Criteria Pollutant</b> | <b>De Minimis Emission Rate (tons/year)</b> |
|---------------------------|---|
| CO                        | 100   |
| NO <sub>x</sub>           | 50  |
| PM <sub>2.5</sub>         | 100   |
| PM <sub>10</sub>          | 100   |
| SO <sub>2</sub>           | 100   |
| VOC                       | 50  |

Source: 40 CFR 93.153

Note: CO = carbon dioxide; NO<sub>x</sub> = nitrogen oxides; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM<sub>10</sub> = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO<sub>2</sub> = sulfur dioxide; VOC = volatile organic compound.

### **3.0 CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS**

The EPA assigns each GHG a global warming potential (GWP). The GWP is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO<sub>2</sub>, which is given a value of 1. For example, methane (CH<sub>4</sub>) has a GWP of 25, which means that it has a global warming effect 25 times greater than CO<sub>2</sub> on an equal-mass basis. To simplify GHG analyses, total GHG emissions from a source are often expressed as a CO<sub>2</sub> equivalent (CO<sub>2e</sub>), which is calculated by multiplying the emissions of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

In 2021, GHG emissions for the U.S. totaled over 6,340 million metric tons of carbon dioxide equivalent<sup>1</sup> (MMTCO<sub>2e</sub>) (EPA, 2023b). The largest source of human-generated GHG emissions in the U.S. were from the burning of fossil fuels for electricity, heat, and transportation, largely from economic sectors. GHG emissions for Connecticut totaled 39.3 MMTCO<sub>2e</sub> in 2019. Emissions reduced to 32.7 MMTCO<sub>2e</sub> in 2020 due to the effects of the global COVID-19 pandemic and increased to an estimated 34.7 MMTCO<sub>2e</sub> in 2021 as the economy began to rebound. Transportation accounted for the highest GHG emissions in the state in 2021, with emissions more than twice as high as residential emissions. The commercial sector was the third-highest source of GHG emissions. Other sectors contributing to Connecticut’s GHG emissions include electric power consumption, industrial, waste management, agriculture, and natural gas leakage (CTDEEP, 2023). These GHGs accounted for a small fraction (0.5 percent) of the U.S. as a whole.

Connecticut has engaged in efforts to address climate change by tracking and reducing its GHG emissions. The state first established GHG targets in its 2008 Global Warming Solutions Act (GWSA), Connecticut Public Act 08-98, which established a mandate to reduce statewide GHG emissions 10 percent below 1990 levels by 2020 and 80 percent below 2001 levels by 2050. GWSA was amended in 2018 to add a medium-term target of 45 percent emissions reductions below the 2001 levels by 2030. Additionally, in 2022, the state passed legislation requiring Connecticut’s electrical grid to be carbon free by 2040. The CTDEEP regularly tracks its progress toward the statutory GHG emissions reduction targets by publishing GHG emissions inventories at frequent intervals. Parallely, the federal government has invested substantially in climate change and energy through two major bills: the Infrastructure Investment and Jobs Act and the

<sup>1</sup> Carbon dioxide equivalent, or CO<sub>2e</sub>, means the number of metric tons of CO<sub>2</sub> emissions with the same global warming potential as one metric ton of another greenhouse gas.

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Inflation Reduction Act. Together, these are expected to reduce nationwide emissions to 30 – 43 percent below 2005 levels by 2030 (CTDEEP, 2023).

## 4.0 PROJECT DESCRIPTION

The project entails the acquisition of a site in Hartford, CT and the subsequent design, construction, and operation of a new federal courthouse. Key features of the new courthouse would include:

- Total building gross square footage of up to 281,000;
- 11 courtrooms and 18 judges chambers;
- Offices for the Court and related agencies; and
- 66 interior secure parking spaces.

GSA has identified two potential sites for the construction of the new courthouse, each corresponding to an action alternative as described briefly below:

- **Alternative 1 (Woodland site)** – GSA would acquire up to 10.19 acres of land located at 61 Woodland Street. The site houses a state government office building, an ancillary building, and a surface parking lot. A portion of the existing parking lot at the Woodland Site currently experiences frequent flooding from the North Branch Park River. Under Alternative 1, the existing buildings at the Woodland Site may be demolished or reused as part of the construction of the new courthouse. The new courthouse may contain up to two levels of underground secure parking only, surface-level secure parking only, or a combination of the two. In the event of new construction, the site would be excavated and graded to prepare the foundation for the new courthouse. A new landscape plan would be developed for the site with native plantings.
- **Alternative 2 (Allyn Site)** – GSA would acquire approximately 2.19 acres of land located at 154 Allyn Street. The Allyn Site currently serves as a surface parking lot and contains 290 lined parking spaces. There are also three small, automatic gates for the entry and exit of vehicles into the lot from Allyn, Church, and High Streets. Under Alternative 2, a new courthouse would be constructed on the Allyn Site. The automatic gates for entry/exit of vehicles would be removed prior to construction. The new courthouse would contain up to two levels of underground secure parking. Excavation and grading would occur to prepare the foundation for the new courthouse and for the construction of the underground parking levels. A new landscape plan would be developed for the Site with native plantings.

## 5.0 METHODOLOGY AND EMISSIONS CALCULATIONS

### 5.1 Criteria Pollutant Emissions

Because the EPA has designated Hartford County as a nonattainment area for O<sub>3</sub>, this applicability analysis estimates the project's potential emissions of NO<sub>x</sub> and VOCs (as precursors of O<sub>3</sub>); for completeness, potential emissions of other criteria pollutants (CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and SO<sub>2</sub>) and fugitive dust (PM<sub>2.5</sub>, PM<sub>10</sub>) were also estimated. Construction, demolition, and associated activities (e.g., transport of demolition waste, excavated materials, and construction materials) would cause temporary air emissions of these pollutants. To provide a worst-case (i.e., conservative) estimate of emissions on a calendar-year basis, it was assumed that all required nonroad vehicles would be operating full-time (i.e., eight hours per day and five days per week). Construction would take approximately three calendar years to complete. Though peak construction would not extend over the full three-year period, the annual emissions were assumed to be the same for each year to ensure a conservative approach.

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It was assumed that approximately 320 construction personnel would be hired for the project and they would commute up to 50 miles each day and would drive their own vehicle (i.e., no carpooling). Approximately 80 haul trucks would be used each day to transport construction and demolition debris, excavated earth, and construction materials to/from the project site. The daily commute for haul trucks was assumed to be 70 miles. For the purpose of analysis, the same assumptions were applied to both action alternatives described in Section 4.0<sup>2</sup>.

The type of construction and demolition waste generated would vary across the action alternatives. Alternative 1 would produce substantial quantities of demolition debris if the existing building is demolished but would generate less waste if the building is reused for the new courthouse. Alternative 2 would likely generate fewer quantities of demolition debris compared to Alternative 1, which would primarily result from the removal of the asphalt parking lot. The amount of excavation waste generated under both alternatives from construction of up to two levels of underground parking was assumed to be the same.

Construction and demolition emissions were estimated for on-road and nonroad vehicles. The emissions from on-road vehicles such as privately-owned vehicles (POVs) and haul trucks were estimated using industry standard emission rates (Argonne 2013; Argonne, 2021). Emission rates for nonroad vehicles such as excavators, cranes, graders, tractors, and dozers were estimated using EPA's MOVES3.1 model (EPA, 2023c). Fugitive dust emissions were estimated using EPA's 2020 National Emissions Inventory data (EPA, 2023d). See **Table 2** for the emission factors used in the analysis and **Table 3** for the results of the analysis.

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<sup>2</sup> The duration of each phase of the project (e.g., demolition, excavation, grading, etc.), the number of construction workers required for each phase, and the number of haul trucks operating during each project phase may vary across alternatives and would be determined by the construction contractor at the time of construction.

**Table 2. Factors Used to Estimate Nonroad and On-Road Vehicle Emissions**

| Source <sup>3</sup>  | No. of Units | Pollutant |                 |                   |                  |                 |         |
|--|--------------|-----------|-----------------|-------------------|------------------|-----------------|---------|
|  |              | CO        | NO <sub>x</sub> | PM <sub>2.5</sub> | PM <sub>10</sub> | SO <sub>2</sub> | VOC     |
| <b>Nonroad Equipment Emission Factor Averaged Over Three Years (Diesel) [g/hour]</b> |              |           |                 |                   |                  |                 |         |
| Paving Equipment   | 2            | 11.7053   | 40.0091         | 1.6888            | 1.7411           | 0.0629          | 2.6427  |
| Trenchers  | 2            | 14.5444   | 78.3124         | 1.7591            | 1.8135           | 0.0700          | 2.7935  |
| Concrete/Industrial Saws   | 6            | 11.0043   | 55.2432         | 1.2450            | 1.2835           | 0.0453          | 2.3454  |
| Cement and Mortar Mixers   | 5            | 19.2979   | 46.8790         | 2.7372            | 2.8218           | 0.0251          | 4.6942  |
| Cranes   | 2            | 10.8238   | 47.3717         | 2.0162            | 2.0786           | 0.1436          | 2.5285  |
| Rough Terrain Forklift   | 3            | 13.6092   | 51.9932         | 2.1772            | 2.2445           | 0.0878          | 1.7904  |
| Tractors/Loaders/Backhoes  | 4            | 24.6995   | 37.1970         | 3.8304            | 3.9489           | 0.0376          | 5.3008  |
| Dumpers/Tenders  | 7            | 21.9212   | 27.0369         | 2.9967            | 3.0894           | 0.0157          | 4.7444  |
| Other Construction Equipment   | 5            | 75.3632   | 195.6173        | 10.4299           | 10.7525          | 0.2970          | 10.8041 |
| Excavators   | 5            | 6.3794    | 34.4629         | 1.2823            | 1.3220           | 0.1451          | 1.5572  |
| Graders  | 3            | 6.0851    | 22.9915         | 1.3958            | 1.4389           | 0.1718          | 1.4967  |
| Crawler Tractors/Dozers  | 4            | 15.5124   | 84.2706         | 2.9089            | 2.9989           | 0.2215          | 3.1829  |
| <b>On-Road Emission Factor (g/mile)</b>  |              |           |                 |                   |                  |                 |         |
| Passenger cars   | 320          | 2.741     | 0.082           | 0.0035            | 0.0175           | 0.0044          | 0.115   |
| Haul trucks  | 80           | 3.698     | 2.371           | 0.0095            | 0.0595           | 0.007           | 0.0705  |

Source: Argonne, 2013; Argonne, 2021; EPA, 2023c

Note: CO = carbon dioxide; g = grams; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM<sub>10</sub> = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO<sub>2</sub> = sulfur dioxide; VOC = volatile organic compound.

<sup>3</sup> This list of nonroad construction equipment was compiled by reviewing projects of similar scope and nature. However, the type and quantity of construction equipment used for this project would be determined by the construction contractor and may vary across action alternatives. For the purpose of calculation, equipment list is assumed to be the same for all action alternatives.



**Table 3. Annual Nonroad and On-Road Vehicle Emissions for the Project**

| Source   | Pollutant      |                 |                   |                  |                 |               |
|--|----------------|-----------------|-------------------|------------------|-----------------|---------------|
|  | CO             | NO <sub>x</sub> | PM <sub>2.5</sub> | PM <sub>10</sub> | SO <sub>2</sub> | VOC           |
| <b>Nonroad Equipment Emissions (Diesel) [tons]</b> |                |                 |                   |                  |                 |               |
| Paving Equipment                                   | 0.0536         | 0.1831          | 0.0077            | 0.0080           | 0.0003          | 0.0121        |
| Trenchers  | 0.0666         | 0.3584          | 0.0080            | 0.0083           | 0.0003          | 0.0128        |
| Concrete/Industrial Saws                           | 0.1511         | 0.7584          | 0.0171            | 0.0176           | 0.0006          | 0.0322        |
| Cement and Mortar Mixers                           | 0.2208         | 0.5363          | 0.0313            | 0.0323           | 0.0003          | 0.0537        |
| Cranes   | 0.0495         | 0.2168          | 0.0092            | 0.0095           | 0.0007          | 0.0116        |
| Rough Terrain Forklift                             | 0.0934         | 0.3569          | 0.0149            | 0.0154           | 0.0006          | 0.0123        |
| Tractors/Loaders/Backhoes                          | 0.2260         | 0.3404          | 0.0351            | 0.0361           | 0.0003          | 0.0485        |
| Dumpers/Tenders                                    | 0.3511         | 0.4330          | 0.0480            | 0.0495           | 0.0003          | 0.0760        |
| Other Construction Equipment                       | 0.8622         | 2.2379          | 0.1193            | 0.1230           | 0.0034          | 0.1236        |
| Excavators   | 0.0730         | 0.3943          | 0.0147            | 0.0151           | 0.0017          | 0.0178        |
| Graders  | 0.0418         | 0.1578          | 0.0096            | 0.0099           | 0.0012          | 0.0103        |
| Crawler Tractors/Dozers                            | 0.1420         | 0.7712          | 0.0266            | 0.0274           | 0.0020          | 0.0291        |
| <b>On-Road Emissions (tons)</b>                    |                |                 |                   |                  |                 |               |
| Passenger cars                                     | 12.5428        | 0.3752          | 0.0160            | 0.0801           | 0.0201          | 0.5262        |
| Haul trucks  | 5.9227         | 3.7974          | 0.0152            | 0.0953           | 0.0112          | 0.1129        |
| <b>Fugitive Dust Emissions (tons)</b>              |                |                 |                   |                  |                 |               |
| Fugitive dust from non-residential construction    | -              | -               | 0.57              | 5.7              | -               | -             |
| <b>Total (tons per year)</b>                       | <b>20.7964</b> | <b>10.9169</b>  | <b>0.9427</b>     | <b>6.2275</b>    | <b>0.0429</b>   | <b>1.0790</b> |
| <b>De Minimis threshold (tons per year)</b>        | <b>100</b>     | <b>50</b>       | <b>100</b>        | <b>100</b>       | <b>100</b>      | <b>50</b>     |

Source: Argonne, 2013; Argonne, 2021; EPA, 2023c; EPA, 2023d

Note: CO = carbon dioxide; g = grams; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM<sub>10</sub> = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO<sub>2</sub> = sulfur dioxide; VOC = volatile organic compound.

## 5.2 GHG Emissions

GHG emissions for the nonroad and on-road vehicles described in Section 5.1 above were estimated as the sum total of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions produced for all equipment and vehicles in use. CO<sub>2</sub> emissions from nonroad construction vehicles such as loaders, excavators, and other equipment were obtained using EPA's MOVES3.1 model. CO<sub>2</sub> emissions for on-road vehicles such as POVs and haul trucks were estimated using EPA's 2023 GHG Emission Factors (EPA, 2023e). The annual emissions were converted to CO<sub>2</sub>-equivalent by multiplying the CH<sub>4</sub> and N<sub>2</sub>O emissions by their conversion factors, 25 and 298, respectively.

For construction vehicles, the emission factors for CH<sub>4</sub> and N<sub>2</sub>O were presented in kilograms per gallon of fuel. Therefore, the emission factors were multiplied by the average fuel consumption of each construction vehicle, hours per day (8), days per week (5), weeks per year (52), and the number of vehicles

in operation to calculate the annual emissions of each GHG. For POVs and haul trucks, the emission factors were presented in kilograms per gallon of fuel (CO<sub>2</sub>) and kilograms per mile (CH<sub>4</sub> and N<sub>2</sub>O). To calculate the annual emissions of CO<sub>2</sub>, the emission factor was multiplied by the average gas mileage of the vehicle, miles traveled per day, number of vehicles, days per week (5), and weeks per year (52). To calculate the annual emissions of CH<sub>4</sub> and N<sub>2</sub>O, the emission factors were multiplied by miles per day (50), number of vehicles, days per week (5), and weeks per year (52). CH<sub>4</sub> and N<sub>2</sub>O emissions were then converted to CO<sub>2</sub>-equivalent by multiplying with their respective conversion factors. The total annual CO<sub>2</sub>-equivalent number was compared to Connecticut’s annual CO<sub>2</sub>-equivalent emissions for 2021.

Construction equipment fuel usage values were obtained from the websites of construction equipment manufacturers and other related sources (See **Table 4**). Estimates of vehicle type, number of vehicles, and operating hours were assumed to be the same as described in Section 5.1 to provide a worst-case (i.e., conservative) estimate of emissions. Total GHG emissions for the project are presented in **Table 5**.

**Table 4. Construction Equipment Fuel Usage**

| <b>Equipment</b>             | <b>Fuel Usage<br/>(gallons/hour)</b> | <b>Notes</b>                           |
|------------------------------|--------------------------------------|--|
| Paving Equipment             | 8.5                                  | Assumed to be the same as a dump truck |
| Trenchers                    | 10.5                                 |  |
| Concrete/Industrial Saws     | 0.45                                 |  |
| Cement and Mortar Mixers     | 4.5                                  |  |
| Cranes                       | 4                                    | Assumed to be the same as an excavator |
| Rough Terrain Forklift       | 2.6                                  |  |
| Tractors/Loaders/Backhoes    | 12                                   |  |
| Dumpers/Tenders              | 8.5                                  |  |
| Other Construction Equipment | 5                                    | Assumed to be the same as a dozer      |
| Excavators                   | 4                                    |  |
| Graders                      | 16                                   |  |
| Crawler Tractors/Dozers      | 5                                    |  |

Source: ALLLIFT, 2021; Central Power Systems and Services, 2021; Concrete Construction, 2015; Construction Equipment, 2012; Masonry Magazine, 2014.

**Table 5. GHG Emissions Associated with the Project**

| <b>Construction Equipment<sup>a</sup>/Vehicle<sup>b,c</sup></b>   | <b>Total GHG Emissions in CO<sub>2e</sub> (metric ton)</b> |
|---|--|
| Paving Equipment  | 104.9  |
| Trenchers   | 119.5  |
| Concrete/Industrial Saws  | 208.3  |
| Cement and Mortar Mixers  | 91.2   |
| Cranes  | 224.4  |
| Rough Terrain Forklift  | 207.2  |
| Tractors/Loaders/Backhoes   | 136.6  |
| Dumpers/Tenders   | 103.9  |
| Other Construction Equipment  | 1,098.8  |
| Excavators  | 579.7  |
| Graders   | 432.1  |
| Crawler Tractors/Dozers   | 698.6  |
| POVs  | 1,678.1  |
| Haul Trucks   | 2,288.9  |
| <b>Total Annual GHG Emissions from Construction Activities =</b>  | <b>7,971.8</b>   |
| <b>Total Project GHG Emissions from Construction Activities over a three-year construction period =</b> | <b>23,915.3</b>  |
| <b>2021 Connecticut GHG Emissions =</b>   | <b>34,700,000</b>  |
| <b>Project Annual Percentage of Total =</b>   | <b>0.02 %</b>  |
| <b>Project Percentage of Total =</b>  | <b>0.07 %</b>  |

Source: CTDEEP, 2023; EPA, 2023c; EPA, 2023e

Note: CO<sub>2e</sub> = carbon dioxide equivalent; GHG = greenhouse gas.

<sup>a</sup> GHG emission factors for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are assumed to be 10.21, 0.00094, and 0.00087 gallons per fuel, respectively, for construction vehicles.

<sup>b</sup> GHG emission factors for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are assumed to be 8.78, 0.0000051, and 0.0000015 gallons per fuel, respectively, for POVs.

<sup>c</sup> GHG emission factors for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are assumed to be 8.78, 0.0000332, and 0.0000021 gallons per fuel, respectively, for haul trucks.

## 6.0 CONCLUSION

As shown in **Table 3**, none of the criteria pollutant emissions estimated for the project would exceed their respective de minimis thresholds. Therefore, the General Conformity Rule is not applicable to the project.

As shown in **Table 5**, the construction phase of the project would result in the emission of **7,971.8 metric tons of CO<sub>2e</sub>** of GHGs annually, and **23,915.3 metric tons of CO<sub>2e</sub>** of GHGs over the three-year construction phase of the project. Total GHG emissions for the project would constitute 0.02 percent of Connecticut's GHG emissions (at 2021 levels) annually and 0.07 percent of the state's emissions over the entirety of the project.

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## 7.0 REFERENCES

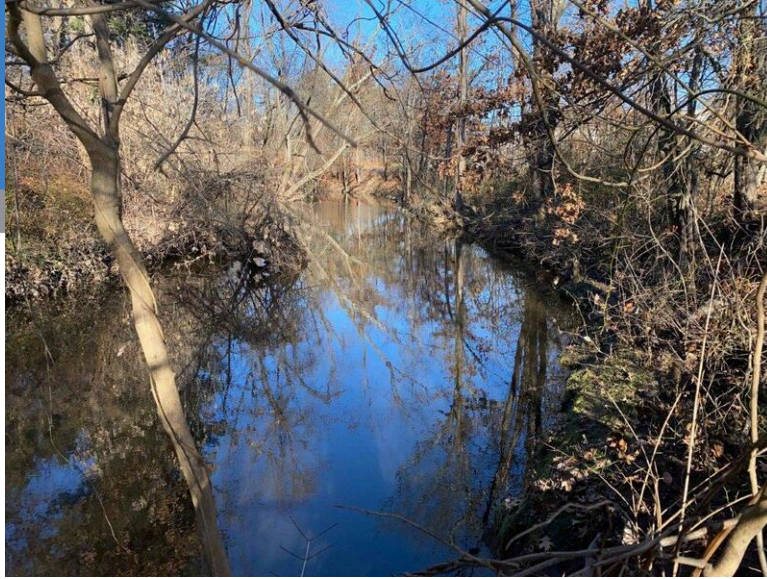
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## **APPENDIX D: WETLANDS DELINEATION REPORT**

# WATERS OF THE U.S. DELINEATION



WOODLAND SITE

61 WOODLAND STREET  
HARTFORD, CONNECTICUT 06105

ECS PROJECT NO. 47:18017

FOR: SOLV, LLC

FEBRUARY 27, 2024





February 27, 2024

Ms. Oshin Paranjape  
Solv, LLC  
8201 Greensboro Drive  
McLean, Virginia 22102

ECS Project No. 47:18017

Reference: Waters of the U.S. Delineation, Woodland Site, 61 Woodland Street, Hartford, Hartford County, Connecticut

Dear Ms. Paranjape:

ECS Mid-Atlantic, LLC (ECS) is pleased to provide you with the results of our Waters of the U.S. (WOUS) Delineation Report for the referenced site. ECS' services were provided in general accordance with ECS Proposal No. 47:30826-EP authorized on December 7, 2023 and generally meet the requirements of the 1987 U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual, and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region, Version 2.0, dated January 2012.

If there are questions regarding this report, or a need for further information, please contact the undersigned.

Sincerely,

ECS Mid-Atlantic, LLC

Andrew Young  
Environmental Project Manager  
ayoung@ecslimited.com  
717-767-4788

Ryan J. Croyle, REM  
Vice President, Principal  
rcroyle@ecslimited.com  
717-767-4788



## 1.0 INTRODUCTION

This report presents the findings of a wetland and stream study conducted by ECS Mid-Atlantic, LLC (ECS) for Solv, LLC at the Woodland Site located at 61 Woodland Street in Hartford, Hartford County, Connecticut (Latitude: 41.77220 N, Longitude: -72.70219 W); the site is identified by the Hartford County Online GIS as Parcel No. 155312004. The site includes approximately 10 acres, as shown on the Site Location Map (Appendix I). The site has been previously developed with an existing structure and asphalt parking lot areas. The balance of the parcel is comprised of landscaped and wooded areas with the North Branch Park River forming a portion of the western property boundary.

ECS conducted the wetland and stream delineation on December 12, 2023. The purpose of this study was to identify and delineate potentially jurisdictional Waters of the U.S. (WOUS) within the proposed project site.

## 2.0 METHODOLOGY

This wetland delineation is based on ECS's professional judgment and application of the technical criteria presented in the 1987 U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual, and on the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northeast Regional Supplement, Version 2.0, dated January 2012. Wetland boundaries were delineated using the routine onsite determination method described in the USACE Manual and Regional Supplement, in conjunction with the Northcentral and Northeast 2020 Regional Wetland Plant List, and the USDA Soil Survey. Field work was completed on December 12, 2023 by Andrew Young.

ECS completed the following tasks to identify and delineate potentially jurisdictional wetland boundaries onsite:

**Desktop Review:** ECS wetland scientists reviewed the U.S. Geological Survey (USGS) topographic map, U.S. Department of Agriculture Natural Resource Conservation Service (USDA-NRCS) Soil Survey of Hartford County, Connecticut, U.S. Fish & Wildlife Service (USFWS) National Wetlands Inventory (NWI) maps, Federal Emergency Management Agency (FEMA) floodplain maps, and available aerial photographs to identify potentially jurisdictional Waters of the U.S. (i.e., streams, wetlands, natural ponds, lakes). Please reference Appendix I for the above-mentioned maps.

**Field Investigation:** ECS performed onsite wetland delineations as described above. First, site hydrology was observed and the plant community within the data plot was characterized. The dominant plant species within each community were then identified, and it was determined whether or not hydrophytic (wetland) plants dominated the plant community. The USFWS has defined the following wetland plant indicator categories:

Obligate wetland (OBL) – has >99% probability of occurring in wetlands  
Facultative wetland (FACW) – has 66% to 99% chance of occurring in wetlands  
Facultative (FAC) – has 33% to 66% chance of occurring in wetlands  
Facultative upland (FACU) – has 1 to 33% chance of occurring in wetlands  
Upland (UPL) – has <1% chance of occurring in wetlands  
No Indicator (NI) – no wetland indicator for the specified species

Plants identified as OBL, FACW, or FAC are considered wetland plants (or hydrophytes) by USACE.

In areas determined to have hydrophytic vegetation and potential wetland hydrology, an approximately 16-20 inch soil test hole was completed with a hand auger to determine if hydric soils were present. The soil boring was also inspected to determine if indicators of wetland hydrology (inundation, soil saturation, etc.) were present.

Once an area is determined to be a wetland, further testing was performed to locate the wetland/upland (non-wetland) boundary. A second test hole was completed in the upland area to document non-wetland conditions. Wetland boundaries were marked with consecutively numbered surveyor's ribbon flags. The wetland flags were surveyed as part of this assessment using a sub-meter accuracy GPS unit.

Data forms specified in the Regional Supplement were completed for each wetland and non-wetland test hole location, referred to as data points. The data forms recorded the vegetation, soils, and hydrology observations used in making the wetland determinations. ECS did identify areas during the site reconnaissance which, in our professional opinion, would be considered jurisdictional wetlands by the USACE.

## **2.1 Methodology for Delineating Streams**

During the field evaluation for wetlands, ECS observed the site for streams that would potentially be considered jurisdictional by state and federal regulatory agencies. ECS used field indicators such as the presence of an ordinary high water mark (OHWM) and continuous bed and banks to delineate stream channels and also observed characteristics such as flow, substrate composition, presence/absence of defined bed and banks, origin of hydrologic source, presence/absence of vegetation in the stream channel, and composition and relative abundance of resident benthic macroinvertebrates to classify onsite streams into three stream types: ephemeral, intermittent, and perennial.

The stream located onsite is depicted on the Waters of the U.S. Delineation Map (Appendix V). The individual stream length and classification is summarized in Table 1. Photographs of the stream are presented in Appendix IV.

### 3.0 FINDINGS

#### 3.1 Desktop Review

The USGS Hartford North, CT 2021 quadrangle map shows an elevation range of 35 feet to 75 feet and identifies the North Branch Park River onsite. LiDAR data obtained from the USGS indicates that the site slopes to the west. The site drains to the North Branch Park River and is located within the Lower Connecticut River watershed, identified as Hydrologic Unit Code (HUC) 01080205. The NWI map depicts one forested wetland and one braided riverine feature within the project site boundaries. According to FEMA, the lower sections of the site to the west are mapped within the 100-year floodplain. The weather at the time of the site reconnaissance was 43 degrees and clear. The last precipitation event prior to the site reconnaissance was on December 11, 2023 and approximately 2.53 inches of precipitation was recorded according to data obtained from the West Hartford, CT station. According to the USACE Antecedent Precipitation Tool (APT), the 90-day rolling rainfall average was wetter than the normal range for this location and time of year. The latter information is provided in Appendix II.

#### 3.2 Site Soils

A review of the USDA Soil Survey for the project site identified five mapping units within the site boundaries. These soil mapping units are: 106 – Winooski silt loam, 108 – Saco silt loam, frequently ponded, 0 to 2 percent slopes, 306 – Udorthents-Urban land complex, 307 – Urban land and W – Water. Units 106 and 108 are classified as hydric by the NRCS.

#### 3.3 Waters of the U.S.

Two potentially jurisdictional wetland areas totaling 0.20 acres and one potentially jurisdictional stream totaling 1,036 linear feet were identified and delineated within the study area. The size and USFWS Cowardin classifications are summarized below (Table 1), and the locations are illustrated on the Waters of the U.S. Delineation Map (Appendix V).

Hydrologic features within the study area are governed primarily by topography, an offsite wetland and the North Branch Park River. Topography combined with hydrology from offsite sources and river overflow results in the presence of different wetland field indicators. Therefore, topography and surface water flow, as well as a high water table, are the primary hydrology sources for the site.

**Table 1: WOUS Summary Table**

| WOUS      | Cowardin Classification | Onsite Linear Feet (LF) | Onsite Acreage (AC) | Onsite Square Footage (Sq. Ft.) |
|-----------|-------------------------|-------------------------|---------------------|---------------------------------|
| Wetland 1 | PEM                     | -                       | 0.01                | 440                             |
| Wetland 2 | PFO                     | -                       | 0.19                | 8,087                           |
| Stream 1  | Perennial (R3)          | 1,036                   | -                   | -                               |

#### 4.0 REGULATORY DISCUSSION

The WOUS are regulated by Sections 401 and 404 of the Clean Water Act. State and Federal law dictates that any disturbance to WOUS must be permitted through the appropriate agencies including the Connecticut Department of Energy & Environmental Protection (CT DEEP) to ensure the discharge is consistent with the federal Clean Water Act and the Connecticut Water Quality Standards. Any applicant for a federal license or permit, including a dredge and fill permit from the U.S. Army Corps of Engineers must obtain a 401 Water Quality Certificate from CT DEEP if the proposed activity may result in any discharge into the navigable waters. Such discharges include, among other things, the discharge of dredged and fill material and stormwater during construction, incidental discharge of sediments from dredging or excavating, and the discharge of stormwater from a facility once it is constructed, and any excavation, flooding, draining, and clearing and grading in or affecting the navigable waters.

In addition, the City of Hartford requires an Inland Wetlands and Watercourses permit when work is to be done within a wetland or watercourse or within the upland review area, which is defined as an area within 100' of a wetland, watercourse, or floodplain. Minor impacts within 100' upland review area can be reviewed administratively. Significant impacts, which are generally considered work directly within a wetland or watercourse or a significant disturbance within the upland review area, are reviewed by the Inland Wetlands and Watercourses Commission (IWW). IWW permit approval is required prior to the approval of any zoning permit, site plan, or special permit application.

Upon your request, we will contact the USACE to schedule a field meeting to conduct a wetlands and Waters boundary confirmation and preliminary jurisdictional determination if required. This process takes an average of four months in the New England District depending on the availability of USACE personnel. If any potential impacts are proposed, we can assist you with permitting options and support to complete the process.

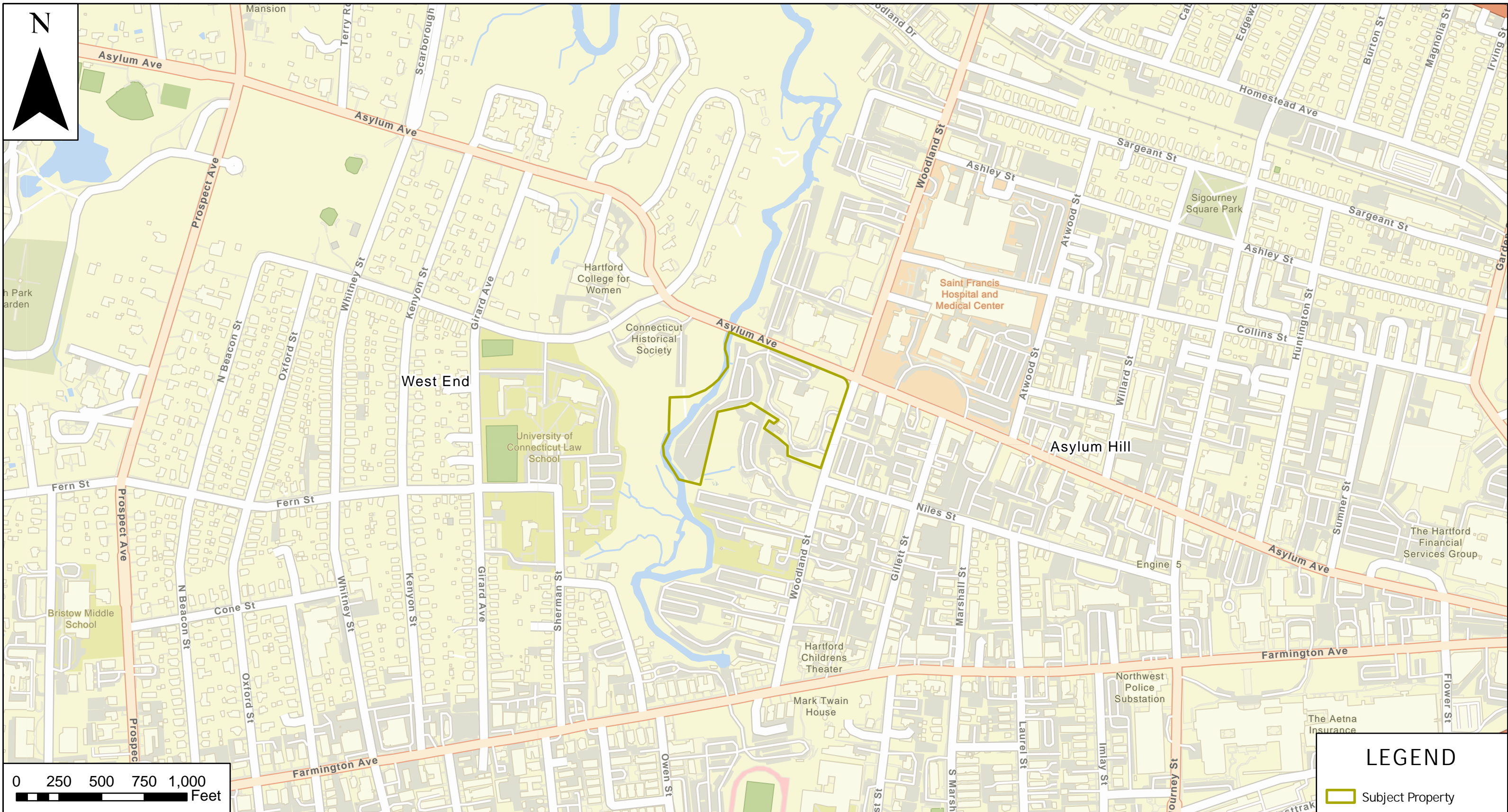
In the interim, we recommend further review of state and federal agency records pertaining to Section 7 (Federal Endangered Species Act) and Section 106 (National Historic Preservation Act). These reviews will generally be required to verify compliance with either the Nationwide Permit (NWP) or General Permit conditions and early coordination may help prevent potential permitting delays.

## 5.0 CONCLUSIONS

Two potentially jurisdictional wetland areas totaling 0.20 acres and one potentially jurisdictional stream totaling 1,036 linear feet were identified and delineated within the study area. The locations and boundaries of potentially jurisdictional Waters are illustrated on the attached Waters of the U.S. Delineation Map (Appendix V).

The flagged WOUS boundaries may be subject to change during the jurisdictional determination meeting with the USACE. Therefore, ECS cannot guarantee that field conditions and/or WOUS boundaries will not change over time.

# **Appendix I: Figures**



**LEGEND**

Subject Property



ECS Mid-Atlantic, LLC  
 52-6 Grumbacher Road  
 York, PA 17406  
 Phone: (717) 767-4788  
 www.ecslimited.com

ECS Project No. 47:18017

**Woodland Street Site  
 61 Woodland Street  
 Hartford, CT**

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 1  
 Site Location Map**

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

Service Layer Credits:  
 World Street Map: Esri Community Maps Contributors, City of Hartford, CT, MDC, MassGIS, UConn/CTDEEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS





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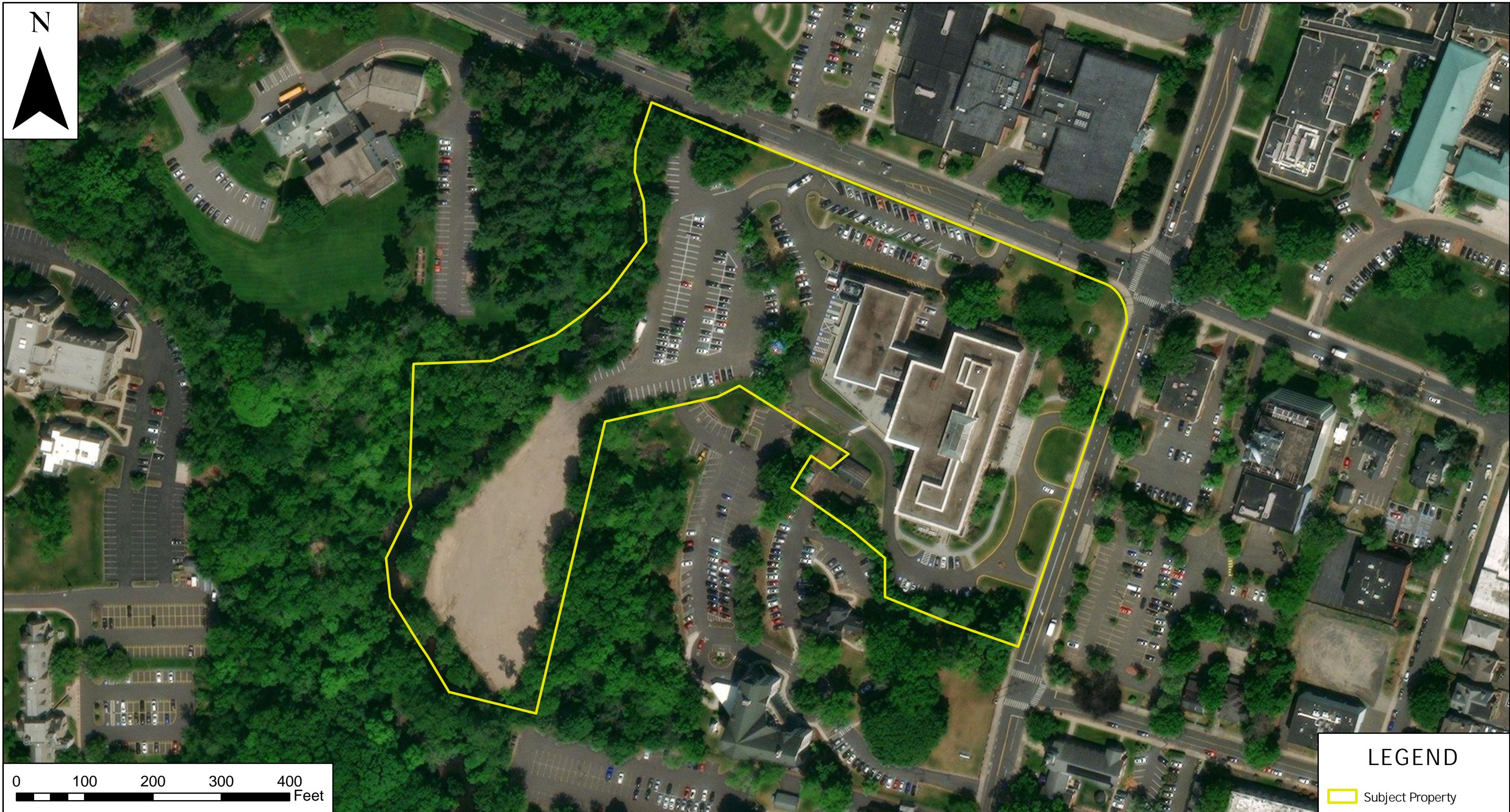
**Woodland Street Site**  
 61 Woodland Street  
 Hartford, CT

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 2**  
 USGS Topography

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

Service Layer Credits:  
 USGS Topographic Map of the Hartford North, CT (2021) Quadrangle



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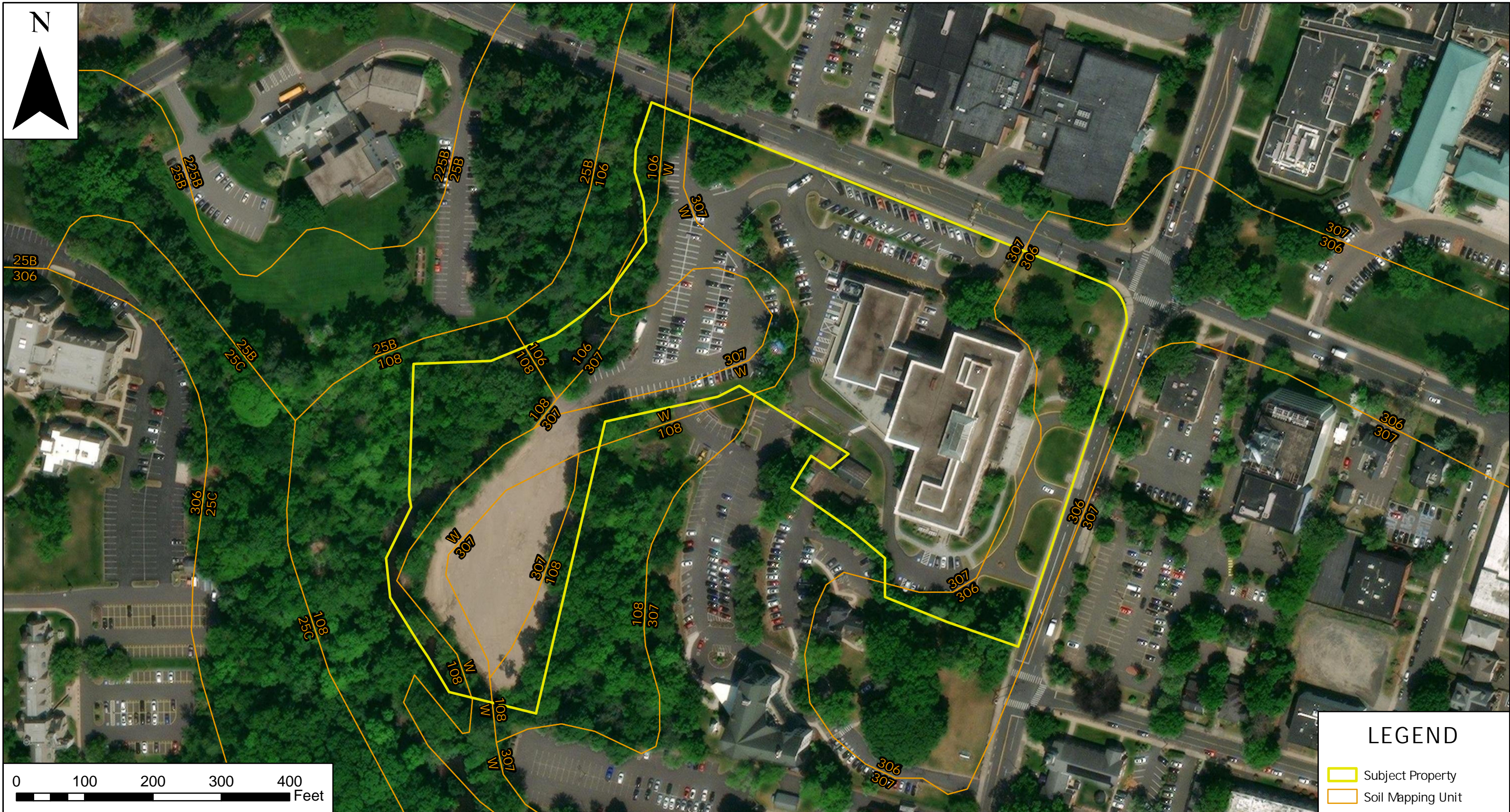
**Woodland Street Site  
 61 Woodland Street  
 Hartford, CT**

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 3  
 Aerial Imagery**

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

Service Layer Credits:  
 World Imagery: Maxar, Microsoft



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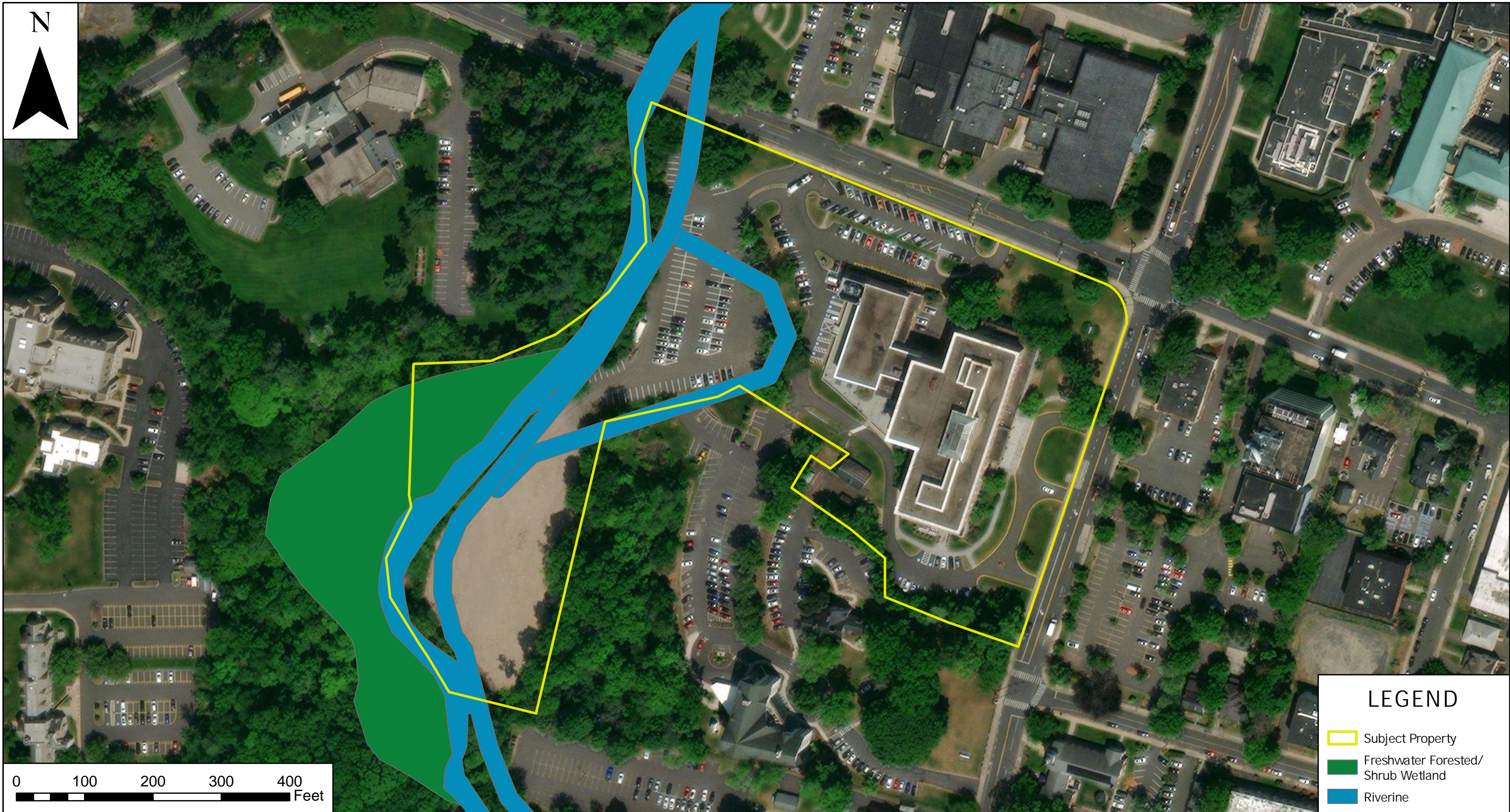
**Woodland Street Site**  
**61 Woodland Street**  
**Hartford, CT**

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 4**  
**NRCS Soils**

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

Service Layer Credits:  
 World Imagery: Maxar, Microsoft  
 Soils Data: USDA NRCS Web Soil Survey



**LEGEND**

- Subject Property
- Freshwater Forested/  
Shrub Wetland
- Riverine



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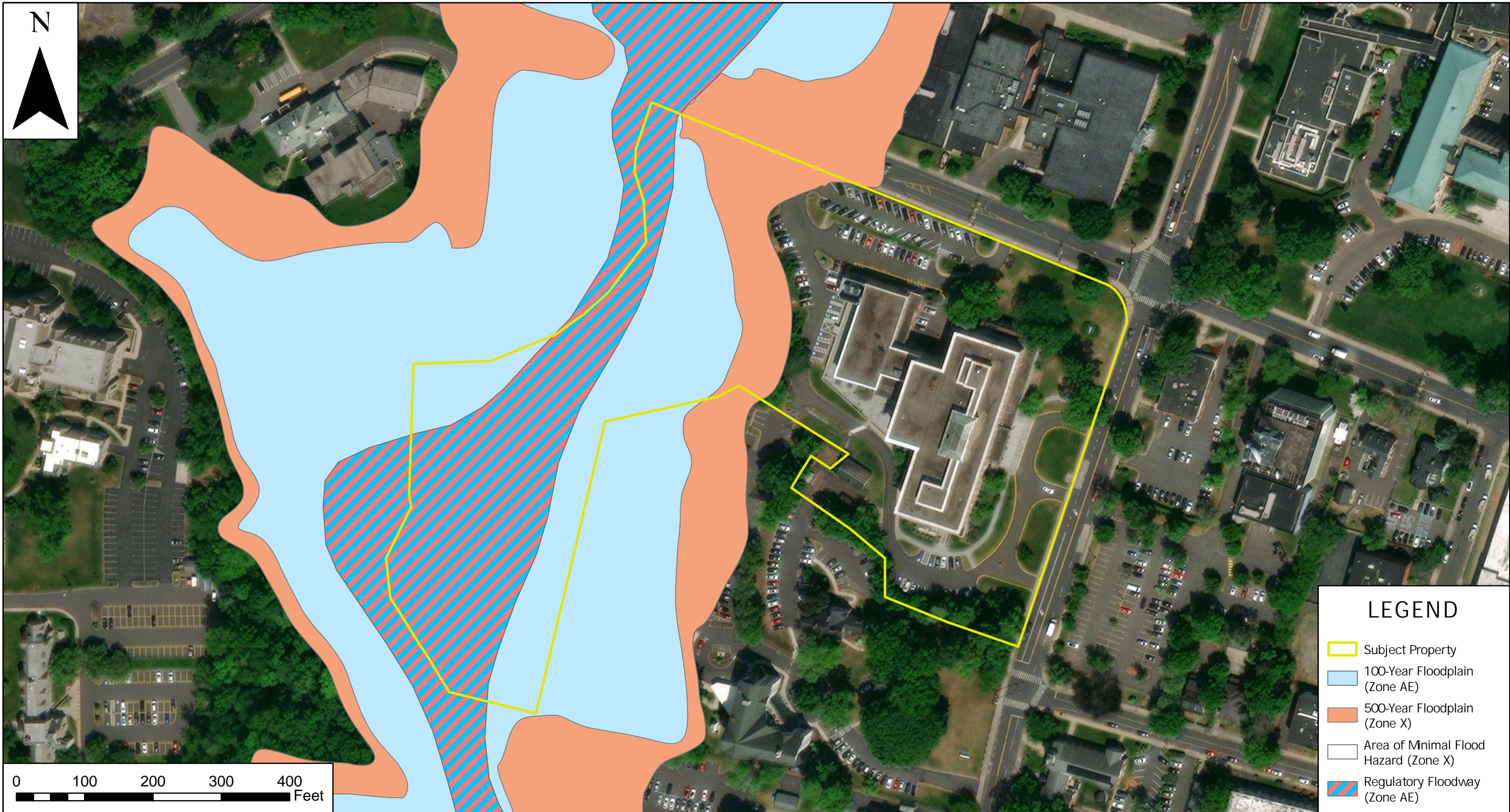
**Woodland Street Site  
 61 Woodland Street  
 Hartford, CT**

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 5  
 National Wetlands Inventory**

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

Service Layer Credits:  
 World Imagery: Maxar, Microsoft  
 Wetlands Data: National Wetlands Inventory



**LEGEND**

- Subject Property
- 100-Year Floodplain (Zone AE)
- 500-Year Floodplain (Zone X)
- Area of Minimal Flood Hazard (Zone X)
- Regulatory Floodway (Zone AE)

0 100 200 300 400 Feet



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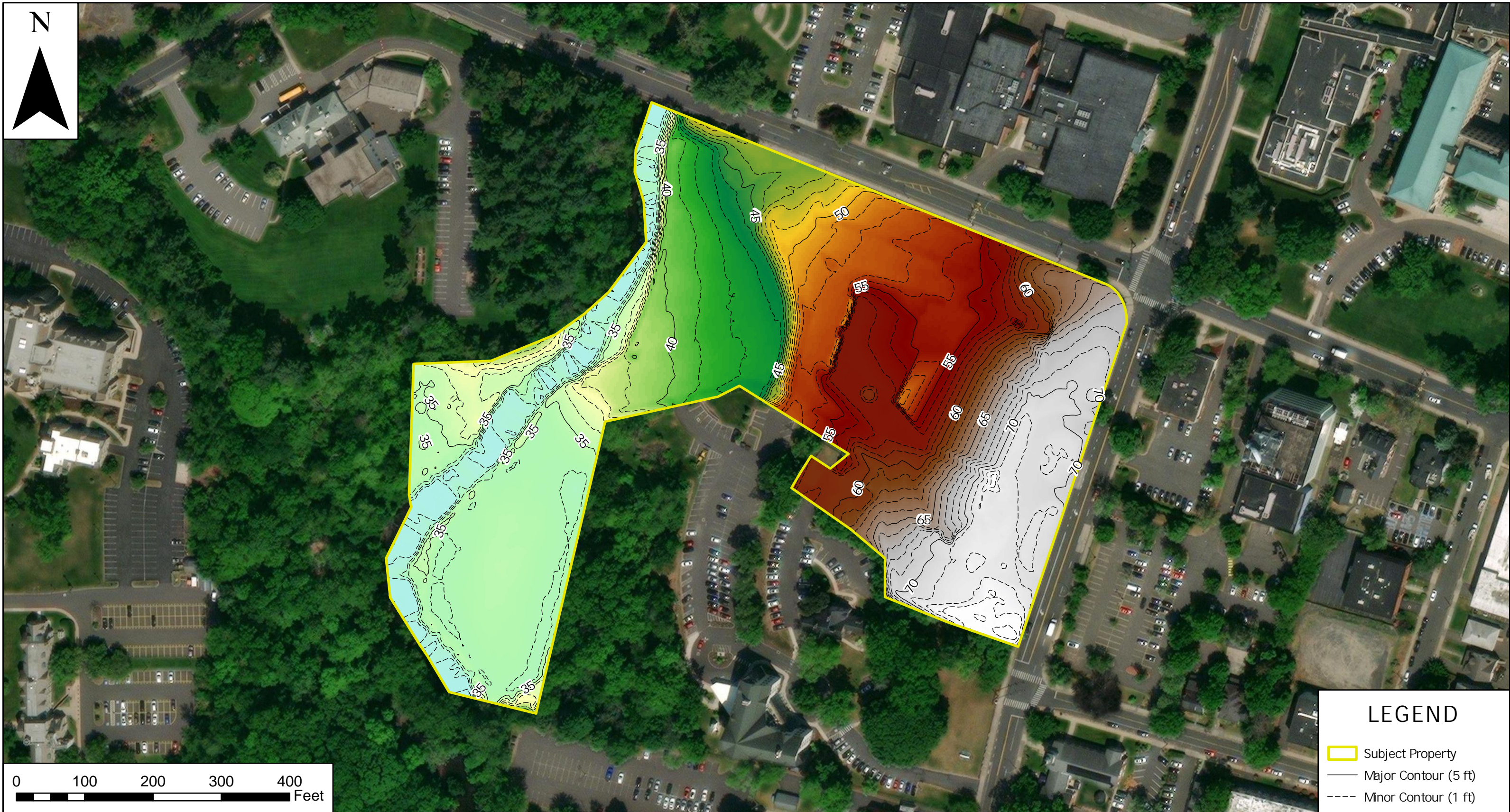
**Woodland Street Site  
 61 Woodland Street  
 Hartford, CT**

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 6  
 FEMA Floodplains**

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

Service Layer Credits:  
 World Imagery: Maxar  
 Floodplain Data: FEMA National Flood Hazard Layer



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**Woodland Street Site  
 61 Woodland Street  
 Hartford, CT**

Project Acreage: 10 acres  
 Latitude: 41.77200° North  
 Longitude: 72.70200° West

**Figure 7  
 LiDAR**

USGS Quadrangle: Hartford North, CT (2021)  
 Watershed: Lower Connecticut  
 Hydrologic Unit Code: 01080205

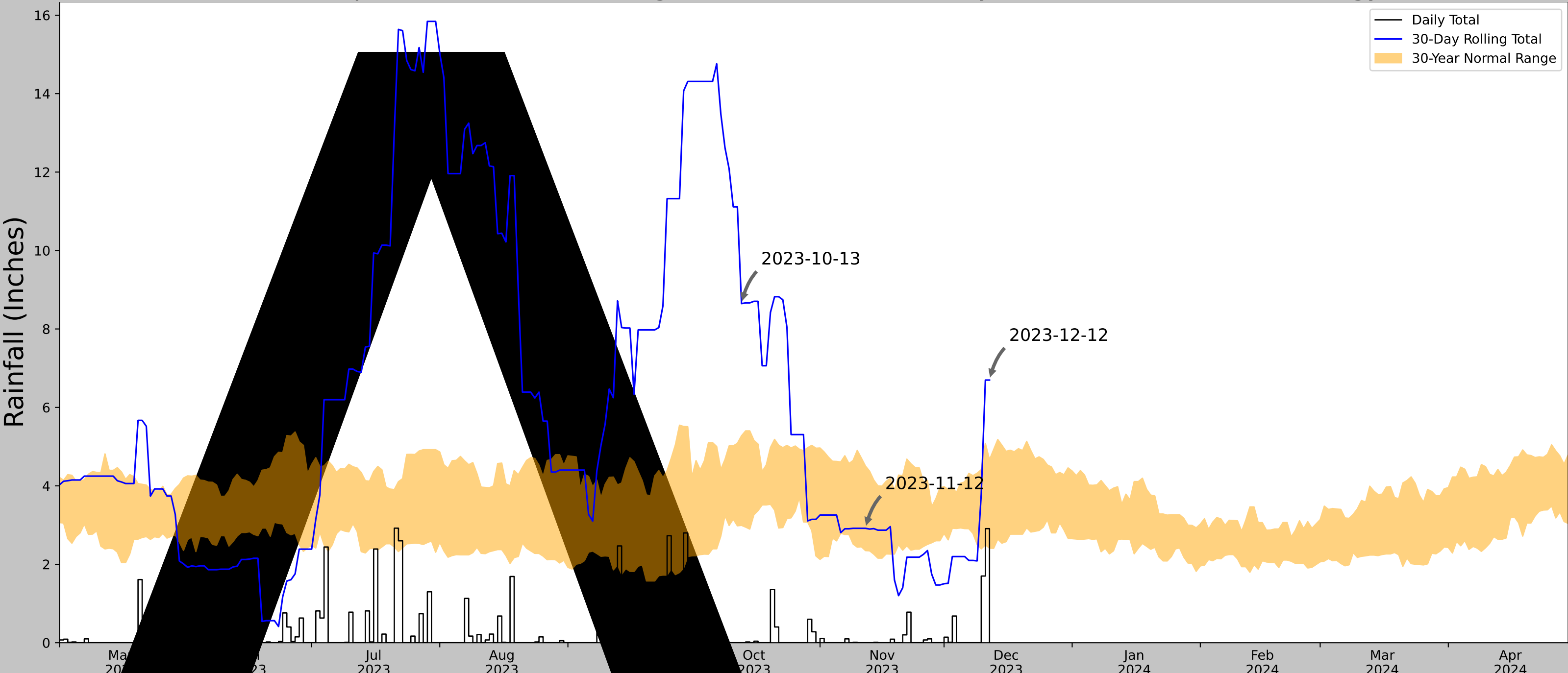
Service Layer Credits:  
 World Imagery: Maxar, Microsoft  
 LiDAR Data: USGS 3D Elevation Program

**LEGEND**

- Subject Property
- Major Contour (5 ft)
- Minor Contour (1 ft)

# **Appendix II: Antecedent Precipitation Tool (APT) Data**

# Antecedent Precipitation vs Normal Range based on NOAA's Daily Global Historical Climatology Network



|      |                            |
|------|----------------------------|
|      | 41.77220, -72.70219        |
|      | 2023-12-12                 |
| (e)  | 56.615                     |
| (SI) | Moderate wetness (2023-11) |
| ance | Wet Season                 |

| 30 Days Ending | 70 <sup>th</sup> %ile (in) | Observed (in) | Wetness Condition | Condition Value | Month Weight | Product                        |
|----------------|----------------------------|---------------|-------------------|-----------------|--------------|--------------------------------|
| 2023-12-12     | 4.665354                   | 6.696851      | Wet               | 3               | 3            | 9                              |
| 2023-11-12     | 4.50315                    | 2.917323      | Normal            | 2               | 2            | 4                              |
| 2023-10-13     | 5.276772                   | 8.64567       | Wet               | 3               | 1            | 3                              |
| Result         |                            |               |                   |                 |              | <b>Wetter than Normal - 16</b> |



Figure and tables made by the  
**Antecedent Precipitation Tool**  
 Version 1.0  
 Written by Jason Deters  
 U.S. Army Corps of Engineers

| Weather Station          | Coordinates       | Elevation (ft) | Distance (mi) | Elevation | Weighted | Days Normal | Days Antecedent |
|--------------------------|-------------------|----------------|---------------|-----------|----------|-------------|-----------------|
| HARTFORD BRAINARD FLD    | 41.7353, -72.6511 | 13.123         | 3.665         | 43.492    | 1.809    | 11297       | 88              |
| HARTFORD 1.5 S           | 41.7435, -72.6814 | 85.958         | 1.662         | 72.835    | 0.869    | 1           | 0               |
| HARTFORD 2.0 SW          | 41.743, -72.7077  | 63.976         | 2.966         | 50.853    | 1.486    | 4           | 0               |
| EAST HARTFORD 1.3 E      | 41.7572, -72.5916 | 83.005         | 3.42          | 69.882    | 1.778    | 22          | 2               |
| WETHERSFIELD 1.2 WSW     | 41.6926, -72.6909 | 189.961        | 3.594         | 176.838   | 2.253    | 2           | 0               |
| WEST HARTFORD NEPP       | 41.8089, -72.7806 | 359.908        | 8.39          | 346.785   | 6.685    | 19          | 0               |
| HARTFORD-BRADLEY INTL AP | 41.9375, -72.6819 | 168.963        | 14.06         | 155.84    | 8.518    | 7           | 0               |



# **Appendix III: USACE Wetland Data Forms and Stream Data Forms**

**WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region**

Project/Site: 61 Woodland Street City/County: Hartford/Hartford Co. Sampling Date: 12/12/23  
 Applicant/Owner: Solv, LLC State: CT Sampling Point: DP-1  
 Investigator(s): Andrew Young Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 2  
 Subregion (LRR or MLRA): LRR R Lat: 41.7711 Long: -72.7045 Datum: \_\_\_\_\_  
 Soil Map Unit Name: 307-Urban land NWI classification: UPL

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes X No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

|   |   |
|---|---|
| Hydrophytic Vegetation Present? Yes <u>X</u> No _____<br>Hydric Soil Present? Yes _____ No <u>X</u><br>Wetland Hydrology Present? Yes _____ No <u>X</u> | <b>Is the Sampled Area within a Wetland?</b> Yes _____ No <u>X</u><br>If yes, optional Wetland Site ID: _____ |
| Remarks: (Explain alternative procedures here or in a separate report.)   |   |

**HYDROLOGY**

|  |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
|--|---|--|--|--|--|--|---|---|---|---|--|--|--|---|---|---|--|---|--|--|--|---|--|--|--|--|--|--|---|--|---|--|
| <p><b>Wetland Hydrology Indicators:</b></p> <p>Primary Indicators (minimum of one is required; check all that apply)</p> <table style="width:100%;"> <tr> <td><input type="checkbox"/> Surface Water (A1)</td> <td><input type="checkbox"/> Water-Stained Leaves (B9)</td> </tr> <tr> <td><input type="checkbox"/> High Water Table (A2)</td> <td><input type="checkbox"/> Aquatic Fauna (B13)</td> </tr> <tr> <td><input type="checkbox"/> Saturation (A3)</td> <td><input type="checkbox"/> Marl Deposits (B15)</td> </tr> <tr> <td><input type="checkbox"/> Water Marks (B1)</td> <td><input type="checkbox"/> Hydrogen Sulfide Odor (C1)</td> </tr> <tr> <td><input type="checkbox"/> Sediment Deposits (B2)</td> <td><input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)</td> </tr> <tr> <td><input type="checkbox"/> Drift Deposits (B3)</td> <td><input type="checkbox"/> Presence of Reduced Iron (C4)</td> </tr> <tr> <td><input type="checkbox"/> Algal Mat or Crust (B4)</td> <td><input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)</td> </tr> <tr> <td><input type="checkbox"/> Iron Deposits (B5)</td> <td><input type="checkbox"/> Thin Muck Surface (C7)</td> </tr> <tr> <td><input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)</td> <td><input type="checkbox"/> Other (Explain in Remarks)</td> </tr> <tr> <td><input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)</td> <td></td> </tr> </table> | <input type="checkbox"/> Surface Water (A1)                         | <input type="checkbox"/> Water-Stained Leaves (B9) | <input type="checkbox"/> High Water Table (A2) | <input type="checkbox"/> Aquatic Fauna (B13) | <input type="checkbox"/> Saturation (A3) | <input type="checkbox"/> Marl Deposits (B15) | <input type="checkbox"/> Water Marks (B1) | <input type="checkbox"/> Hydrogen Sulfide Odor (C1) | <input type="checkbox"/> Sediment Deposits (B2) | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) | <input type="checkbox"/> Drift Deposits (B3) | <input type="checkbox"/> Presence of Reduced Iron (C4) | <input type="checkbox"/> Algal Mat or Crust (B4) | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) | <input type="checkbox"/> Iron Deposits (B5) | <input type="checkbox"/> Thin Muck Surface (C7) | <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) | <input type="checkbox"/> Other (Explain in Remarks) | <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) |  | <p>Secondary Indicators (minimum of two required)</p> <table style="width:100%;"> <tr><td><input type="checkbox"/> Surface Soil Cracks (B6)</td></tr> <tr><td><input type="checkbox"/> Drainage Patterns (B10)</td></tr> <tr><td><input type="checkbox"/> Moss Trim Lines (B16)</td></tr> <tr><td><input type="checkbox"/> Dry-Season Water Table (C2)</td></tr> <tr><td><input type="checkbox"/> Crayfish Burrows (C8)</td></tr> <tr><td><input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)</td></tr> <tr><td><input type="checkbox"/> Stunted or Stressed Plants (D1)</td></tr> <tr><td><input type="checkbox"/> Geomorphic Position (D2)</td></tr> <tr><td><input type="checkbox"/> Shallow Aquitard (D3)</td></tr> <tr><td><input type="checkbox"/> Microtopographic Relief (D4)</td></tr> <tr><td><input type="checkbox"/> FAC-Neutral Test (D5)</td></tr> </table> | <input type="checkbox"/> Surface Soil Cracks (B6) | <input type="checkbox"/> Drainage Patterns (B10) | <input type="checkbox"/> Moss Trim Lines (B16) | <input type="checkbox"/> Dry-Season Water Table (C2) | <input type="checkbox"/> Crayfish Burrows (C8) | <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) | <input type="checkbox"/> Stunted or Stressed Plants (D1) | <input type="checkbox"/> Geomorphic Position (D2) | <input type="checkbox"/> Shallow Aquitard (D3) | <input type="checkbox"/> Microtopographic Relief (D4) | <input type="checkbox"/> FAC-Neutral Test (D5) |
| <input type="checkbox"/> Surface Water (A1)  | <input type="checkbox"/> Water-Stained Leaves (B9)                  |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> High Water Table (A2)   | <input type="checkbox"/> Aquatic Fauna (B13)                        |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Saturation (A3)   | <input type="checkbox"/> Marl Deposits (B15)                        |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Water Marks (B1)  | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                 |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Sediment Deposits (B2)  | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Drift Deposits (B3)   | <input type="checkbox"/> Presence of Reduced Iron (C4)              |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Algal Mat or Crust (B4)   | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Iron Deposits (B5)  | <input type="checkbox"/> Thin Muck Surface (C7)                     |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)   | <input type="checkbox"/> Other (Explain in Remarks)                 |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Surface Soil Cracks (B6)  |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Drainage Patterns (B10)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Moss Trim Lines (B16)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Dry-Season Water Table (C2)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Crayfish Burrows (C8)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Stunted or Stressed Plants (D1)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Geomorphic Position (D2)  |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Shallow Aquitard (D3)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> Microtopographic Relief (D4)  |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <input type="checkbox"/> FAC-Neutral Test (D5)   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| <p><b>Field Observations:</b></p> Surface Water Present? Yes _____ No <u>X</u> Depth (inches): _____<br>Water Table Present? Yes _____ No <u>X</u> Depth (inches): _____<br>Saturation Present? Yes _____ No <u>X</u> Depth (inches): _____<br>(includes capillary fringe)   | <p><b>Wetland Hydrology Present?</b> Yes _____ No <u>X</u></p>      |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |
| Remarks:   |   |  |  |  |  |  |   |   |   |   |  |  |  |   |   |   |  |   |  |  |  |   |  |  |  |  |  |  |   |  |   |  |

**VEGETATION – Use scientific names of plants.**

Sampling Point: DP-1

| Tree Stratum (Plot size: _____ )                              | Absolute<br>% Cover | Dominant<br>Species? | Indicator<br>Status |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
|---|---------------------|----------------------|---------------------|---|-------------------|--------------|-------------------|-------------|------------------------|------------------|----------------------|-----------------|-----------------------|-----------------|-------------------|-------------|-------------------------------|----------------|
| 1. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 2. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 3. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 4. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 5. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 6. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 7. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| _____ = Total Cover   |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| Sapling/Shrub Stratum (Plot size: <u>15</u> )                 |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 1. <u>Rosa multiflora</u>                                     | <u>5</u>            | <u>Y</u>             | <u>FACU</u>         |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 2. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 3. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 4. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 5. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 6. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 7. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| _____ = Total Cover   |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| Herb Stratum (Plot size: <u>5</u> )                           |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 1. <u>Phalaris arundinacea</u>                                | <u>90</u>           | <u>Y</u>             | <u>FACW</u>         |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 2. <u>Clematis virginiana</u>                                 | <u>5</u>            | <u>N</u>             | <u>FAC</u>          |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 3. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 4. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 5. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 6. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 7. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 8. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 9. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 10. _____   | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 11. _____   | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 12. _____   | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| <u>95</u> = Total Cover                                       |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| Woody Vine Stratum (Plot size: _____ )                        |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 1. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 2. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 3. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| 4. _____  | _____               | _____                | _____               |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| _____ = Total Cover   |                     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| Remarks: (Include photo numbers here or on a separate sheet.) |                     |                      |                     | <p><b>Dominance Test worksheet:</b></p> <p>Number of Dominant Species That Are OBL, FACW, or FAC: _____ (A)</p> <p>Total Number of Dominant Species Across All Strata: _____ (B)</p> <p>Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)</p> <hr/> <p><b>Prevalence Index worksheet:</b></p> <table style="width:100%; border:none;"> <tr> <td style="width:50%;">Total % Cover of:</td> <td style="width:50%;">Multiply by:</td> </tr> <tr> <td>OBL species _____</td> <td>x 1 = _____</td> </tr> <tr> <td>FACW species <u>90</u></td> <td>x 2 = <u>180</u></td> </tr> <tr> <td>FAC species <u>5</u></td> <td>x 3 = <u>15</u></td> </tr> <tr> <td>FACU species <u>5</u></td> <td>x 4 = <u>20</u></td> </tr> <tr> <td>UPL species _____</td> <td>x 5 = _____</td> </tr> <tr> <td>Column Totals: <u>100</u> (A)</td> <td><u>215</u> (B)</td> </tr> </table> <p style="text-align:right;">Prevalence Index = B/A = <u>2.15</u></p> <hr/> <p><b>Hydrophytic Vegetation Indicators:</b></p> <p><input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation</p> <p><input type="checkbox"/> 2 - Dominance Test is &gt;50%</p> <p><input checked="" type="checkbox"/> 3 - Prevalence Index is &lt;3.0<sup>1</sup></p> <p><input type="checkbox"/> 4 - Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)</p> <p><input type="checkbox"/> Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)</p> <p><sup>1</sup>Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.</p> <hr/> <p><b>Definitions of Vegetation Strata:</b></p> <p><b>Tree</b> – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.</p> <p><b>Sapling/shrub</b> – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.</p> <p><b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.</p> <p><b>Woody vines</b> – All woody vines greater than 3.28 ft in height.</p> <hr/> <p><b>Hydrophytic Vegetation Present?</b>      Yes <u>X</u>      No _____</p> | Total % Cover of: | Multiply by: | OBL species _____ | x 1 = _____ | FACW species <u>90</u> | x 2 = <u>180</u> | FAC species <u>5</u> | x 3 = <u>15</u> | FACU species <u>5</u> | x 4 = <u>20</u> | UPL species _____ | x 5 = _____ | Column Totals: <u>100</u> (A) | <u>215</u> (B) |
| Total % Cover of:   | Multiply by:        |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| OBL species _____   | x 1 = _____         |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| FACW species <u>90</u>  | x 2 = <u>180</u>    |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| FAC species <u>5</u>  | x 3 = <u>15</u>     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| FACU species <u>5</u>   | x 4 = <u>20</u>     |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| UPL species _____   | x 5 = _____         |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |
| Column Totals: <u>100</u> (A)                                 | <u>215</u> (B)      |                      |                     |   |                   |              |                   |             |                        |                  |                      |                 |                       |                 |                   |             |                               |                |



**WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region**

Project/Site: 61 Woodland Street City/County: Hartford/Hartford Co. Sampling Date: 12/12/23  
 Applicant/Owner: Solv, LLC State: CT Sampling Point: DP-2  
 Investigator(s): Andrew Young Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 2  
 Subregion (LRR or MLRA): LRR R Lat: 41.7711 Long: -72.7038 Datum: \_\_\_\_\_  
 Soil Map Unit Name: 108-Saco silt loam NWI classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes X No \_\_\_\_\_  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

|   |   |
|---|---|
| Hydrophytic Vegetation Present? Yes <u>X</u> No _____<br>Hydric Soil Present? Yes <u>X</u> No _____<br>Wetland Hydrology Present? Yes <u>X</u> No _____ | <b>Is the Sampled Area within a Wetland?</b> Yes <u>X</u> No _____<br>If yes, optional Wetland Site ID: _____ |
| Remarks: (Explain alternative procedures here or in a separate report.)<br><br><br><br>   |   |

**HYDROLOGY**

|   |  |
|---|--|
| <b>Wetland Hydrology Indicators:</b><br>Primary Indicators (minimum of one is required; check all that apply)   | Secondary Indicators (minimum of two required)   |
| <input checked="" type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> Water-Stained Leaves (B9)<br><input checked="" type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Aquatic Fauna (B13)<br><input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15)<br><input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1)<br><input checked="" type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)<br><input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Presence of Reduced Iron (C4)<br><input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)<br><input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Thin Muck Surface (C7)<br><input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Other (Explain in Remarks)<br><input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) | <input type="checkbox"/> Surface Soil Cracks (B6)<br><input type="checkbox"/> Drainage Patterns (B10)<br><input type="checkbox"/> Moss Trim Lines (B16)<br><input type="checkbox"/> Dry-Season Water Table (C2)<br><input type="checkbox"/> Crayfish Burrows (C8)<br><input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)<br><input type="checkbox"/> Stunted or Stressed Plants (D1)<br><input checked="" type="checkbox"/> Geomorphic Position (D2)<br><input type="checkbox"/> Shallow Aquitard (D3)<br><input type="checkbox"/> Microtopographic Relief (D4)<br><input type="checkbox"/> FAC-Neutral Test (D5) |

|   |   |
|---|---|
| <b>Field Observations:</b><br>Surface Water Present? Yes <u>X</u> No _____ Depth (inches): <u>3</u><br>Water Table Present? Yes <u>X</u> No _____ Depth (inches): <u>0</u><br>Saturation Present? Yes <u>X</u> No _____ Depth (inches): <u>0</u><br>(includes capillary fringe) | <b>Wetland Hydrology Present?</b> Yes <u>X</u> No _____ |
|---|---|

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**VEGETATION – Use scientific names of plants.**

Sampling Point: DP-2

| <u>Tree Stratum</u> (Plot size: _____ )                       | Absolute % Cover | Dominant Species? | Indicator Status |  |
|---|------------------|-------------------|------------------|--|
| 1. _____  | _____            | _____             | _____            | <b>Dominance Test worksheet:</b><br>Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)<br><br>Total Number of Dominant Species Across All Strata: <u>1</u> (B)<br><br>Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)  |
| 2. _____  | _____            | _____             | _____            |  |
| 3. _____  | _____            | _____             | _____            |  |
| 4. _____  | _____            | _____             | _____            |  |
| 5. _____  | _____            | _____             | _____            |  |
| 6. _____  | _____            | _____             | _____            |  |
| 7. _____  | _____            | _____             | _____            |  |
| _____ = Total Cover   |                  |                   |                  | <b>Prevalence Index worksheet:</b><br>Total % Cover of: _____ Multiply by: _____<br>OBL species _____ x 1 = _____<br>FACW species _____ x 2 = _____<br>FAC species _____ x 3 = _____<br>FACU species _____ x 4 = _____<br>UPL species _____ x 5 = _____<br>Column Totals: _____ (A) _____ (B)<br><br>Prevalence Index = B/A = _____  |
| <u>Sapling/Shrub Stratum</u> (Plot size: _____ )              |                  |                   |                  |  |
| 1. _____  | _____            | _____             | _____            |  |
| 2. _____  | _____            | _____             | _____            |  |
| 3. _____  | _____            | _____             | _____            |  |
| 4. _____  | _____            | _____             | _____            |  |
| 5. _____  | _____            | _____             | _____            |  |
| 6. _____  | _____            | _____             | _____            |  |
| 7. _____  | _____            | _____             | _____            |  |
| _____ = Total Cover   |                  |                   |                  | <b>Hydrophytic Vegetation Indicators:</b><br><input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation<br><input checked="" type="checkbox"/> 2 - Dominance Test is >50%<br><input type="checkbox"/> 3 - Prevalence Index is <3.0 <sup>1</sup><br><input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)<br><input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)<br><br><sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. |
| <u>Herb Stratum</u> (Plot size: <u>5</u> _____ )              |                  |                   |                  |  |
| 1. <u>Juncus effusus</u>                                      | <u>10</u>        | <u>N</u>          | <u>FACW</u>      |  |
| 2. <u>Carex sp.</u>   | <u>40</u>        | <u>Y</u>          | <u>FACW</u>      |  |
| 3. <u>Impatiens capensis</u>                                  | <u>5</u>         | <u>N</u>          | <u>FACW</u>      |  |
| 4. <u>Solidago sp.</u>  | <u>5</u>         | <u>N</u>          | <u>FACU</u>      |  |
| 5. <u>Lonicera japonica</u>                                   | <u>5</u>         | <u>N</u>          | <u>FACU</u>      |  |
| 6. <u>Lysimachia nummularia</u>                               | <u>5</u>         | <u>N</u>          | <u>FACW</u>      |  |
| 7. _____  | _____            | _____             | _____            |  |
| 8. _____  | _____            | _____             | _____            |  |
| 9. _____  | _____            | _____             | _____            |  |
| 10. _____   | _____            | _____             | _____            |  |
| 11. _____   | _____            | _____             | _____            |  |
| 12. _____   | _____            | _____             | _____            |  |
| <u>70</u> = Total Cover                                       |                  |                   |                  | <b>Definitions of Vegetation Strata:</b><br><br><b>Tree</b> – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.<br><br><b>Sapling/shrub</b> – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.<br><br><b>Herb</b> – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.<br><br><b>Woody vines</b> – All woody vines greater than 3.28 ft in height.   |
| <u>Woody Vine Stratum</u> (Plot size: _____ )                 |                  |                   |                  |  |
| 1. _____  | _____            | _____             | _____            |  |
| 2. _____  | _____            | _____             | _____            |  |
| 3. _____  | _____            | _____             | _____            |  |
| 4. _____  | _____            | _____             | _____            |  |
| _____ = Total Cover   |                  |                   |                  |  |
| Remarks: (Include photo numbers here or on a separate sheet.) |                  |                   |                  |  |



**WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region**

Project/Site: 61 Woodland Street City/County: Hartford/Hartford Co. Sampling Date: 12/12/23  
 Applicant/Owner: Solv, LLC State: CT Sampling Point: DP-3  
 Investigator(s): Andrew Young Section, Township, Range: \_\_\_\_\_  
 Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 2  
 Subregion (LRR or MLRA): LRR R Lat: 41.7719 Long: -72.7048 Datum: \_\_\_\_\_  
 Soil Map Unit Name: 108-Saco silt loam NWI classification: PFO

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ significantly disturbed? Are "Normal Circumstances" present? Yes X No \_\_\_\_\_  
 Are Vegetation X, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

|   |   |
|---|---|
| Hydrophytic Vegetation Present? Yes <u>X</u> No _____<br>Hydric Soil Present? Yes <u>X</u> No _____<br>Wetland Hydrology Present? Yes <u>X</u> No _____ | <b>Is the Sampled Area within a Wetland?</b> Yes <u>X</u> No _____<br>If yes, optional Wetland Site ID: _____ |
| Remarks: (Explain alternative procedures here or in a separate report.)<br><b>Winter conditions, non-growing season</b>                                 |   |

**HYDROLOGY**

|   |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
|---|---|---|---|--|---|--|---|---|--|---|--|--|--|---|---|---|--|---|--|--|--|---|---|--|--|--|--|--|--|--|---|--|
| <p><b>Wetland Hydrology Indicators:</b></p> <p>Primary Indicators (minimum of one is required; check all that apply)</p> <table style="width:100%;"> <tr> <td><input checked="" type="checkbox"/> Surface Water (A1)</td> <td><input checked="" type="checkbox"/> Water-Stained Leaves (B9)</td> </tr> <tr> <td><input checked="" type="checkbox"/> High Water Table (A2)</td> <td><input type="checkbox"/> Aquatic Fauna (B13)</td> </tr> <tr> <td><input checked="" type="checkbox"/> Saturation (A3)</td> <td><input type="checkbox"/> Marl Deposits (B15)</td> </tr> <tr> <td><input type="checkbox"/> Water Marks (B1)</td> <td><input type="checkbox"/> Hydrogen Sulfide Odor (C1)</td> </tr> <tr> <td><input checked="" type="checkbox"/> Sediment Deposits (B2)</td> <td><input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)</td> </tr> <tr> <td><input type="checkbox"/> Drift Deposits (B3)</td> <td><input type="checkbox"/> Presence of Reduced Iron (C4)</td> </tr> <tr> <td><input type="checkbox"/> Algal Mat or Crust (B4)</td> <td><input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)</td> </tr> <tr> <td><input type="checkbox"/> Iron Deposits (B5)</td> <td><input type="checkbox"/> Thin Muck Surface (C7)</td> </tr> <tr> <td><input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)</td> <td><input type="checkbox"/> Other (Explain in Remarks)</td> </tr> <tr> <td><input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)</td> <td></td> </tr> </table> | <input checked="" type="checkbox"/> Surface Water (A1)              | <input checked="" type="checkbox"/> Water-Stained Leaves (B9) | <input checked="" type="checkbox"/> High Water Table (A2) | <input type="checkbox"/> Aquatic Fauna (B13) | <input checked="" type="checkbox"/> Saturation (A3) | <input type="checkbox"/> Marl Deposits (B15) | <input type="checkbox"/> Water Marks (B1) | <input type="checkbox"/> Hydrogen Sulfide Odor (C1) | <input checked="" type="checkbox"/> Sediment Deposits (B2) | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) | <input type="checkbox"/> Drift Deposits (B3) | <input type="checkbox"/> Presence of Reduced Iron (C4) | <input type="checkbox"/> Algal Mat or Crust (B4) | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) | <input type="checkbox"/> Iron Deposits (B5) | <input type="checkbox"/> Thin Muck Surface (C7) | <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) | <input type="checkbox"/> Other (Explain in Remarks) | <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) |  | <p>Secondary Indicators (minimum of two required)</p> <table style="width:100%;"> <tr><td><input type="checkbox"/> Surface Soil Cracks (B6)</td></tr> <tr><td><input checked="" type="checkbox"/> Drainage Patterns (B10)</td></tr> <tr><td><input type="checkbox"/> Moss Trim Lines (B16)</td></tr> <tr><td><input type="checkbox"/> Dry-Season Water Table (C2)</td></tr> <tr><td><input type="checkbox"/> Crayfish Burrows (C8)</td></tr> <tr><td><input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)</td></tr> <tr><td><input type="checkbox"/> Stunted or Stressed Plants (D1)</td></tr> <tr><td><input checked="" type="checkbox"/> Geomorphic Position (D2)</td></tr> <tr><td><input type="checkbox"/> Shallow Aquitard (D3)</td></tr> <tr><td><input type="checkbox"/> Microtopographic Relief (D4)</td></tr> <tr><td><input type="checkbox"/> FAC-Neutral Test (D5)</td></tr> </table> | <input type="checkbox"/> Surface Soil Cracks (B6) | <input checked="" type="checkbox"/> Drainage Patterns (B10) | <input type="checkbox"/> Moss Trim Lines (B16) | <input type="checkbox"/> Dry-Season Water Table (C2) | <input type="checkbox"/> Crayfish Burrows (C8) | <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) | <input type="checkbox"/> Stunted or Stressed Plants (D1) | <input checked="" type="checkbox"/> Geomorphic Position (D2) | <input type="checkbox"/> Shallow Aquitard (D3) | <input type="checkbox"/> Microtopographic Relief (D4) | <input type="checkbox"/> FAC-Neutral Test (D5) |
| <input checked="" type="checkbox"/> Surface Water (A1)  | <input checked="" type="checkbox"/> Water-Stained Leaves (B9)       |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input checked="" type="checkbox"/> High Water Table (A2)   | <input type="checkbox"/> Aquatic Fauna (B13)                        |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input checked="" type="checkbox"/> Saturation (A3)   | <input type="checkbox"/> Marl Deposits (B15)                        |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Water Marks (B1)   | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                 |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input checked="" type="checkbox"/> Sediment Deposits (B2)  | <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Drift Deposits (B3)  | <input type="checkbox"/> Presence of Reduced Iron (C4)              |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Algal Mat or Crust (B4)  | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Iron Deposits (B5)   | <input type="checkbox"/> Thin Muck Surface (C7)                     |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)  | <input type="checkbox"/> Other (Explain in Remarks)                 |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Surface Soil Cracks (B6)   |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input checked="" type="checkbox"/> Drainage Patterns (B10)   |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Moss Trim Lines (B16)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Dry-Season Water Table (C2)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Crayfish Burrows (C8)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Stunted or Stressed Plants (D1)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input checked="" type="checkbox"/> Geomorphic Position (D2)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Shallow Aquitard (D3)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> Microtopographic Relief (D4)   |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <input type="checkbox"/> FAC-Neutral Test (D5)  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| <p><b>Field Observations:</b></p> Surface Water Present? Yes <u>X</u> No _____ Depth (inches): <u>1</u><br>Water Table Present? Yes <u>X</u> No _____ Depth (inches): <u>6</u><br>Saturation Present? Yes <u>X</u> No _____ Depth (inches): <u>0</u><br>(includes capillary fringe)   | <p><b>Wetland Hydrology Present?</b> Yes <u>X</u> No _____</p>      |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |
| Remarks:  |   |   |   |  |   |  |   |   |  |   |  |  |  |   |   |   |  |   |  |  |  |   |   |  |  |  |  |  |  |  |   |  |



**VEGETATION – Use scientific names of plants.**

Sampling Point: DP-3

| <u>Tree Stratum</u> (Plot size: _____ )              | Absolute % Cover        | Dominant Species? | Indicator Status |  |
|--|-------------------------|-------------------|------------------|--|
| 1. _____   | _____                   | _____             | _____            |  |
| 2. _____   | _____                   | _____             | _____            |  |
| 3. _____   | _____                   | _____             | _____            |  |
| 4. _____   | _____                   | _____             | _____            |  |
| 5. _____   | _____                   | _____             | _____            |  |
| 6. _____   | _____                   | _____             | _____            |  |
| 7. _____   | _____                   | _____             | _____            |  |
|  | _____ = Total Cover     |                   |                  |  |
| <u>Sapling/Shrub Stratum</u> (Plot size: <u>15</u> ) |                         |                   |                  |  |
| 1. <u>Rosa multiflora</u>                            | <u>10</u>               | <u>Y</u>          | <u>FACU</u>      |  |
| 2. <u>Cornus amomum</u>                              | <u>10</u>               | <u>Y</u>          | <u>FACW</u>      |  |
| 3. <u>Lindera benzoin</u>                            | <u>10</u>               | <u>Y</u>          | <u>FACW</u>      |  |
| 4. <u>Ligustrum vulgare</u>                          | <u>10</u>               | <u>Y</u>          | <u>FACU</u>      |  |
| 5. _____   | _____                   | _____             | _____            |  |
| 6. _____   | _____                   | _____             | _____            |  |
| 7. _____   | _____                   | _____             | _____            |  |
|  | <u>40</u> = Total Cover |                   |                  |  |
| <u>Herb Stratum</u> (Plot size: _____ )              |                         |                   |                  |  |
| 1. _____   | _____                   | _____             | _____            |  |
| 2. _____   | _____                   | _____             | _____            |  |
| 3. _____   | _____                   | _____             | _____            |  |
| 4. _____   | _____                   | _____             | _____            |  |
| 5. _____   | _____                   | _____             | _____            |  |
| 6. _____   | _____                   | _____             | _____            |  |
| 7. _____   | _____                   | _____             | _____            |  |
| 8. _____   | _____                   | _____             | _____            |  |
| 9. _____   | _____                   | _____             | _____            |  |
| 10. _____  | _____                   | _____             | _____            |  |
| 11. _____  | _____                   | _____             | _____            |  |
| 12. _____  | _____                   | _____             | _____            |  |
|  | _____ = Total Cover     |                   |                  |  |
| <u>Woody Vine Stratum</u> (Plot size: _____ )        |                         |                   |                  |  |
| 1. _____   | _____                   | _____             | _____            |  |
| 2. _____   | _____                   | _____             | _____            |  |
| 3. _____   | _____                   | _____             | _____            |  |
| 4. _____   | _____                   | _____             | _____            |  |
|  | _____ = Total Cover     |                   |                  |  |

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

---

**Prevalence Index worksheet:**

|  |                |
|--|----------------|
| Total % Cover of:                      | Multiply by:   |
| OBL species _____ x 1 = _____          |                |
| FACW species <u>20</u> x 2 = <u>40</u> |                |
| FAC species _____ x 3 = _____          |                |
| FACU species <u>20</u> x 4 = <u>80</u> |                |
| UPL species _____ x 5 = _____          |                |
| Column Totals: <u>40</u> (A)           | <u>120</u> (B) |

Prevalence Index = B/A = 3.0

---

**Hydrophytic Vegetation Indicators:**

1 - Rapid Test for Hydrophytic Vegetation

2 - Dominance Test is >50%

3 - Prevalence Index is <3.0<sup>1</sup>

4 - Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)

Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

---

**Definitions of Vegetation Strata:**

**Tree** – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

**Sapling/shrub** – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

**Herb** – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

**Woody vines** – All woody vines greater than 3.28 ft in height.

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**Hydrophytic Vegetation Present?** Yes X No \_\_\_\_\_

Remarks: (Include photo numbers here or on a separate sheet.)

**Winter growing conditions.**



## **Appendix IV: Photographic Log**



1 - Wetland 1

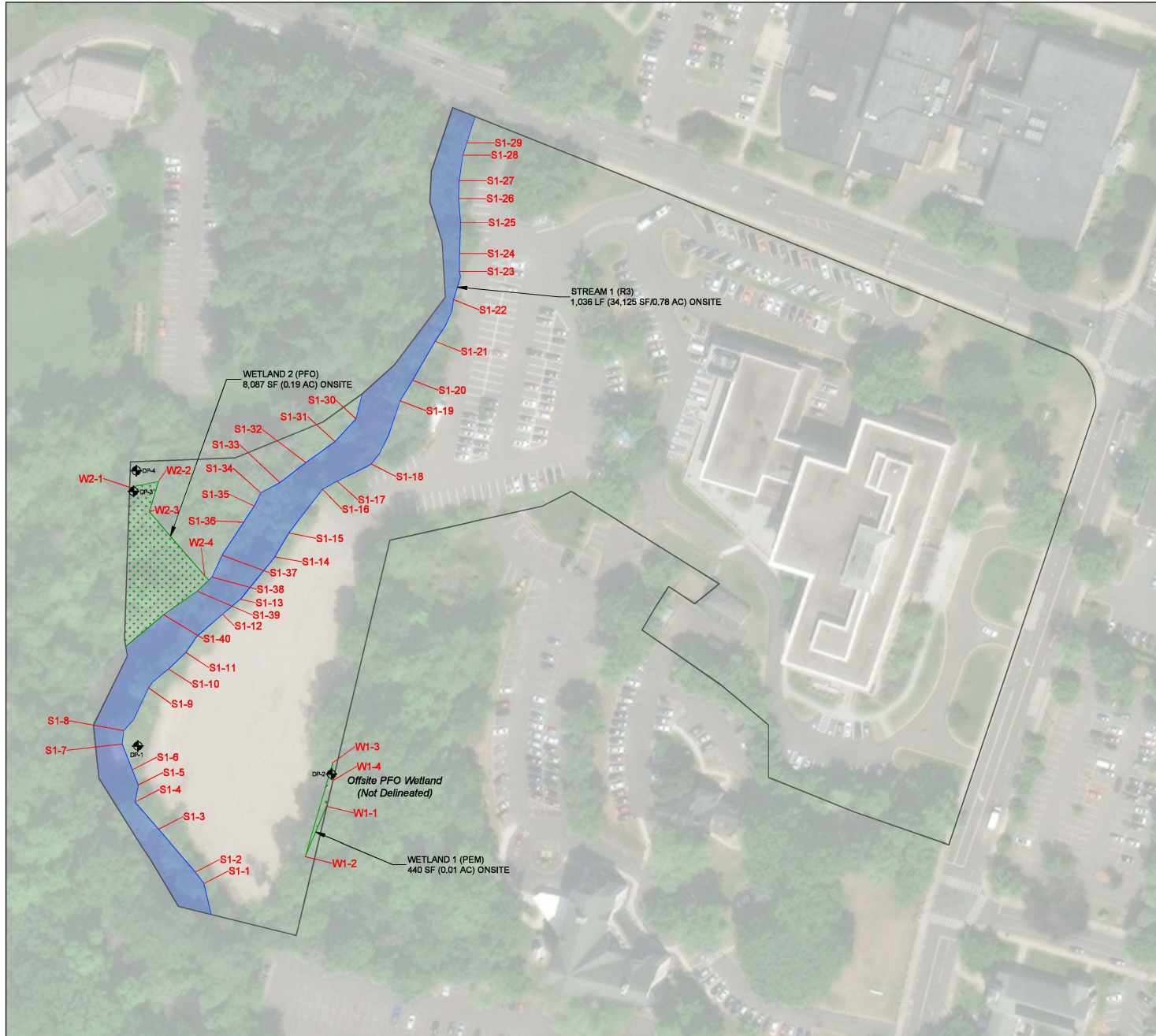


2 - Wetland 2



3 - Stream 1

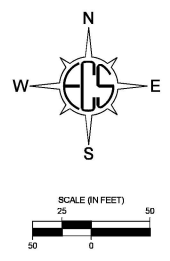
# **Appendix V: Waters of the U.S. Delineation Map**



- LEGEND**
- PERENNIAL STREAM CHANNEL (R3)
  - PALUSTRINE FORESTED (PFO) WETLAND
  - PALUSTRINE EMERGENT (PEM) WETLAND
  - APPROXIMATE WETLAND DATAPPOINT LOCATION
  - S1-1 STREAM AND WETLAND FLAG ID
  - STUDY AREA

\*WATER FEATURES WERE DELINEATED BY ECS ON DECEMBER 12, 2023 AND LOCATED USING A SUB-METER ACCURACY GPS UNIT.  
 \*\*WATER FEATURES DEPICTED HEREIN SHOULD BE CONSIDERED PRELIMINARY UNTIL CONFIRMED BY REGULATORY PERSONNEL.

| Feature ID | Cowardin Classification | Linear Feet (LF) | Square Feet (SF) | Acres (AC) |
|------------|-------------------------|------------------|------------------|------------|
| Stream 1   | R3                      | 1,036            | 34,125           | 0.78       |
| Wetland 1  | PEM                     | -                | 440              | 0.01       |
| Wetland 2  | PFO                     | -                | 8,087            | 0.19       |



**WOODLAND STREET SITE  
 61 WOODLAND STREET  
 HARTFORD, CONNECTICUT**

**WATERS OF THE U.S.  
 DELINEATION MAP**

SOLVY, LLC

ECS REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |

|             |             |
|-------------|-------------|
| ENGINEER    | DRAFTING    |
| AMM         | TJW         |
| SCALE       | 1" = 50'    |
| PROJECT NO. | 47-18017    |
| SHEET       | 1 OF 1      |
| DATE        | 19 DEC 2023 |

## **APPENDIX E: DISTRIBUTION LIST**



## List of Agencies and Organizations to Whom Copies of the Draft EIS Have Been Sent

### Federal Agencies

- Council on Environmental Quality
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

### U.S. Congressional Delegation

- U.S. Senate
- U.S. House of Representatives

### Federally-Recognized Tribes

- Mohegan Tribe of Indians
- Mashantucket Pequot

### State of Connecticut Agencies

- Connecticut State Council on Environmental Quality
- Connecticut Department of Energy and Environmental Protection
- Connecticut Department of Economic and Community Development
- Connecticut Department of Administrative Services
- Connecticut Office of Policy and Management
- Connecticut Department of Transportation

### State of Connecticut Elected Officials

- Office of the Governor
- Connecticut General Assembly – Senate
- Connecticut General Assembly - House of Representatives

### City of Hartford Government

- Department of Development Services
- Department of Public Works
- Office of Community Engagement
- Department of Emergency Services and Telecommunications
- Fire Department
- Police Department

### City of Hartford Elected Officials

- Mayor's Office
- City Council

### Other Local Organizations and Stakeholders

- Metropolitan District Commission (Water and Sewer Service)
- Hartford Chamber of Commerce
- iQuilt Partnership
- Asylum Hill Neighborhood Association
- Bushnell Center for the Performing Arts

## **APPENDIX F: GLOSSARY**

*Area of Potential Effects* – The area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

*Attainment area* – Areas with concentrations of criteria pollutants that are below the levels established by the NAAQS.

*Best management practices* – Structural, nonstructural, and managerial techniques used to prevent or reduce pollution and potential harm to protected species. BMPs can include activity schedules; practice prohibitions; baseline surveys, maintenance procedures; treatment requirements; operating procedures; and waste disposal.

*Biological resources* – The living components of the environment, including terrestrial and aquatic vegetation and wildlife, and special status species protected under federal and Idaho state law.

*Birds of Conservation Concern* – Migratory bird species that, without additional conservation actions, are likely to become candidates for listing under ESA.

*Census Tract* – Small, relatively permanent units of a county or equivalent entity, generally with a population size between 1,200 and 8,000 people. The primary purpose of census tracts is to divide counties into smaller units for the collection and presentation of population data

*Criteria pollutant* – Six pollutants, regulated by the Clean Air Act, that can harm human health and the environment and cause property damage.

*De Minimis* - Minimum thresholds for emission levels for which a conformity determination must be performed.

*Ecoregion* – A geographically-defined area where ecosystems and the quality and quantity of environmental resources within them are generally similar.

*Fugitive Dust* – Substantial atmospheric dust that arises from the mechanical disturbance of granular material exposed to the air. Dust generated from these open sources is termed "fugitive" because it is not discharged to the atmosphere in a confined flow stream. Common sources of fugitive dust include unpaved roads, agricultural tilling operations, aggregate storage piles, and heavy construction operations.

*General Conformity* – Ensures that the actions taken by federal agencies do not interfere with a state's plans to attain and maintain national standards for air quality. Under the General Conformity rule, federal agencies must work with state, tribal, and local governments in a nonattainment or maintenance area to ensure that federal actions conform to the air quality plans established in the applicable state or tribal implementation plan.

*Glaciofluvium* – Sediments consisting of sand, gravel, cobble, boulders, and till deposited in ice contact or near-ice positions within a floodplain environment by glacial meltwater during the last phase of glaciation, when glaciers were stagnant or retreating.

*Greenhouse Gas* – Gases that trap heat in the atmosphere by absorbing outgoing infrared radiation. Greenhouse gas emissions occur from natural processes and human activities.

*Headway* – The average interval of time between vehicles moving in the same direction on the same route.

*Last Glacial Maximum* – An event which occurred about 20,000 years ago when the average global temperature was approximately 11°F colder than current day and glaciers extended south to modern-day Manhattan, New York (USGS, No date).

*Leadership in Energy and Environmental Design* – A green building rating system that provides a framework for healthy, highly efficient, and cost-saving green buildings, which offer environmental, social, and governance benefits.

*Maintenance area* – A nonattainment area that meets the NAAQS and the redesignation requirements in the Clean Air Act is redesignated as a maintenance area.

*Multimodal* – Multiple forms of transportation.

*National Ambient Air Quality Standards* – Standards established by the EPA under the authority of the Clean Air Act to protect public health and the environment from six criteria pollutants, including particulate matter, ozone, nitrogen oxides, sulfur oxides, carbon monoxide, and lead.

*Nonattainment area* – An area where the concentration of one or more criteria pollutants is found to exceed the regulated level for one or more of the NAAQS.

*Ozone Transport Region* – The region designated by section 184 of the federal Clean Air Act and comprised of the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and the Consolidated Metropolitan Statistical Area that includes the District of Columbia and northern Virginia.

*Pandemic* – A widespread occurrence of an infectious disease over a whole country or the world at a particular time

*Per Capita Personal Income* – The mean income computed for every man, woman, and child in a particular group including those living in group quarters. It is derived by dividing the aggregate income of a particular group by the total population in that group. This measure is rounded to the nearest whole dollar.

*Primary NAAQS* – Standards that provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly.

*Reasonable Available Control Technology* - The lowest emission limitation that a particular source is capable of meeting by the application of control technology that is reasonably available considering technological and economic feasibility.

*Region of Comparison* – The geographic area that is used as a baseline to compare the Region of Influence against.

*Region of Influence* – The geographic area that could be potentially impacted by the proposed project.

*Secondary NAAQS* – Standards that provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

*SITES* – A rating system that guides, evaluates, and certifies a project's sustainability in the planning, design, construction, and management of landscapes and other outdoor spaces.

*Special status species* – Threatened and endangered species (T&E) protected under the Endangered Species Act (ESA) and migratory birds protected under the Migratory Bird Treaty Act (MBTA).

*State Implementation Plan* – A collection of regulations and documents used by a state, territory, or local air district to implement, maintain, and enforce the NAAQS, and to fulfill other requirements of the Clean Air Act.

*Viewshed* – All of the areas and features visible from an observer's viewpoint.