FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR THE CONSTRUCTION OF A
NEW FEDERAL COURTHOUSE

HARTFORD, CONNECTICUT

May 2025



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

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

Cover Sheet

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

Title: Final 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 Final 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 Final 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 Final 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; solid and hazardous waste and materials; socioeconomics; protection of children's health and safety; cultural resources; geology, topography, and soils; water resources; and visual resources and aesthetics.

GSA evaluated three alternatives: 1) Alternative 1 – Woodland Site; 2) Alternative 2 – Allyn Site; and 3) the No Action Alternative, and identified Alternative 2 as the agency's Preferred Alternative. Alternative 2 considers the acquisition of approximately 2.19 acres of land located at 154 Allyn Street (the Allyn Site) for the construction and operation of the new federal courthouse.

The Final EIS has considered public comments provided during the scoping and Draft EIS comment periods. The Final EIS Wait Period begins with the publication of the Notice of Availability in the *Federal Register* and will last for 30 days. After the Wait Period, GSA will issue a Record of Decision.

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Table of Contents

Executive Summary ES-1
Introduction ES-1
Purpose and Need ES-1
Project Alternatives ES-1
Alternative 1 – Woodland Site ES-2
Alternative 2 – Allyn Site (Preferred Alternative) ES-2
No Action Alternative ES-2
Public Involvement ES-3
Environmental Consequences ES-4

1.0 Introduction 1
1.1 Background 1
1.2 Purpose and Need 3
1.2.1 Purpose 3
1.2.2 Need 3
1.3 Public Involvement 3
1.3.1 Scoping 4
1.3.2 Asylum Hill Neighborhood Association Meeting 5
1.3.2 Draft EIS Public Hearing 6
1.4 Relevant Environmental Laws and Regulations 7
1.4.1 National Environmental Policy Act and the NEPA Process 7
1.4.2 Section 7 of the Endangered Species Act 8
1.4.3 Section 404 of the Clean Water Act 8
1.4.4 National Historic Preservation Act of 1966 8
1.4.5 Other Relevant Laws and Regulations 9

2.0 Project Alternatives 11
2.1 Project Requirements 11
2.1.1 Identification of Sites 12
2.2 Alternative 1 – Woodland Site 14
2.3 Alternative 2 – Allyn Site (Preferred Alternative) 15
2.4 No Action Alternative 17
2.5 Scope of the Analysis 17
2.6 Comparison of Alternatives Considered 18
2.7 Alternatives Considered and Dismissed from Detailed Analysis 20

3.0 Affected Environment and Environmental Consequences 22
3.1 Methodology 22
3.1.1 Types of Effects 22
3.1.2 Evaluation Criteria 23
3.2 Land Use 24
3.2.1 Affected Environment 24
3.2.2 Environmental Consequences 26
3.3 Utilities 28
3.3.1 Affected Environment 28
3.3.2 Environmental Consequences 30
3.4 Traffic and Transportation 31

3.4.1 Affected Environment 31
3.4.2 Environmental Consequences 43
3.5 Air Quality 48
3.5.1 Affected Environment 48
3.5.2 Environmental Consequences 53
3.6 Solid and Hazardous Waste and Materials 56
3.6.1 Affected Environment 56
3.6.2 Environmental Consequences 59
3.7 Socioeconomics 62
3.7.1 Affected Environment 62
3.7.2 Environmental Consequences 69
3.8 Protection of Children's Health and Safety 74
3.8.1 Affected Environment 74
3.8.2 Environmental Consequences 76
3.9 Cultural Resources 78
3.9.1 Affected Environment 79
3.9.2 Environmental Consequences 83
3.10 Geology, Topography, and Soils 85
3.10.1 Affected Environment 85
3.10.2 Environmental Consequences 88
3.11 Water Resources 90
3.11.1 Affected Environment 90
3.11.2 Environmental Consequences 97
3.12 Visual Resources and Aesthetics 101
3.12.1 Affected Environment 101
3.12.2 Environmental Consequences 106
3.13 Resources Considered but Dismissed from Further Evaluation 107
3.14 Relationship between Short-Term Uses and Long-Term Productivity 108
3.15 Irreversible and Irretrievable Commitment of Resources 109
3.15.1 Irreversible Commitments of Resources 109
3.15.2 Irretrievable Commitments of Resources 110
3.16 Summary of Best Management Practices / Mitigation Measures 110

4.0 Reasonably Foreseeable Effects 113

4.1 Reasonably Foreseeable Actions 113
4.2 Land Use 119
4.3 Utilities 119
4.5 Air Quality 120
4.6 Solid and Hazardous Waste and Materials 120
4.7 Socioeconomics 121
4.8 Protection of Children's Health and Safety 121
4.9 Cultural Resources 121
4.10 Geology, Topography, and Soils 122
4.11 Water Resources 122
4.12 Visual Resources and Aesthetics 123

5.0 List of Preparers 124

6.0 References Cited 126

TABLES:

Table ES-1. Effects Comparison between Project Alternatives and the No Action Alternative ES-5
Table 1.3-1. Commenters and Comments by Subject 5
Table 1.3-2. Commenters and Comments by Subject 7
Table 2.6-1. Comparison of Alternatives 19
Table 2.7-1. Differences Between the Dismissed Renovation Alternatives 20
Table 3.2-1. Summary of Relevant Land Use Goals in the Hartford City Plan, Future Land Use Map, and Community Plans 26
Table 3.3-1. Current Utilities Providers and Usage at the Ribicoff FB and CH 28
Table 3.3-2. Telecommunications Utilities in Hartford 29
Table 3.4-1. Current and Future Parking Space Adequacy for Allyn Site (2019-2031)[1] 41
Table 3.4-2. Current and Future Parking Space Adequacy for Ribicoff FB and CH (2019-2031)[1] 43
Table 3.5-1. EPA NAAQS and 2022 Measured Criteria Pollutant Concentrations 50
Table 3.5-2. Sensitive Receptors and Distances from Proposed Courthouse Sites and the Ribicoff Federal Building and Courthouse 51
Table 3.5-3. Alternative 1 Construction Annual Emissions Compared to General Conformity Rule Thresholds 54
Table 3.7-1. Population Growth in Hartford County and the State of Connecticut from 2010 to 2021 63
Table 3.7-2. Projected Future Population Growth in Hartford County and the State of Connecticut from 2021 to 2040 63
Table 3.7-3. Housing Characteristics in Hartford County and the State of Connecticut 64
Table 3.7-4. Civilian Labor Force 2010 – 2021 64
Table 3.7-5. Unemployment Rate (%) 2010 – 2021 65
Table 3.7-6. Employment by Industry in Hartford County, 2021 65
Table 3.7-7. Per Capita Personal Income 2010 – 2021 66
Table 3.7-8. Compensation to Employees by Industry in Hartford County, 2021 67
Table 3.7-9. Tax Values and Property Values for Properties Under Consideration for Acquisition 69
Table 3.7-10. Total Tax Value and Percent Value for Sites Under Consideration for Acquisition 69
Table 3.8-1. Youth Populations in the ROI and ROC 74
Table 3.8-2. Youth Populations by Census Tract in the Vicinity of the Woodland Site 75
Table 3.8-3. Youth Populations by Census Tract in the Vicinity of the Allyn Site 75
Table 3.9-1. Historic Resources within the Recommended APE of the Woodland Site 81
Table 3.9-2. Historic Resources within the Recommended APE of the Allyn Site 83
Table 3.10-1. Soil Characteristics and Disturbance for Project Sites 88
Table 3.16-1. List of Best Management Practices by Resource Area 110
Table 4.1-1. Present and Foreseeable Actions Within and Surrounding the Project Area 114
Table 5.0-1. List of Preparers 124

FIGURES:

Figure 1.1-1. Ribicoff Federal Building and Courthouse Location and Vicinity 2
Figure 2.1-1. Location of the Action Alternatives and the Ribicoff Federal Building and Courthouse 13
Figure 2.2-1. Location of Woodland Site 15
Figure 2.3-1. Location of Allyn Site 16
Figure 3.2-1. City of Hartford Zoning Designations in the Area of Analysis 25
Figure 3.4-1. Area of Analysis for Traffic and Transportation 31
Figure 3.4-2. Bus Services in the Vicinity of the Existing and Proposed Courthouse Sites 33
Figure 3.4-3. Downtown Hartford Study Area and its Sub-Zones 36
Figure 3.4-4. Public Transit Near Woodland Site 38
Figure 3.4-5. Parking Facilities Near Woodland Site 38
Figure 3.4-6. Public Transit Near Allyn Site 40
Figure 3.4-7. Parking Facilities Near Allyn Site 41
Figure 3.4-8. Transportation Facilities Near Ribicoff FB and CH 42
Figure 3.4-9. Parking Facilities Near Ribicoff FB and CH 43
Figure 3.4-10. Woodland Site Trip Generation Data 44
Figure 3.4-11. Ribicoff FB and CH Trip Generation Data 46
Figure 3.4-12. Allyn Site Trip Generation Data 47
Figure 3.7-1. Location of Amenities in the Vicinity of the Woodland Site 72
Figure 3.7-2. Location of Amenities in the Vicinity of the Allyn Site 73
Figure 3.9-1. Recommended APE and Historic Architectural Resources at Woodland Site 80
Figure 3.9-2. Recommended APE and Historic Architectural Resources at the Allyn Site 82
Figure 3.11-1. NWI Wetlands near the Woodland Site 94
Figure 3.11-2. Delineated Wetlands at the Woodland Site 95
Figure 3.11-3. Special Flood Hazard Areas near the Woodland Site 96
Figure 3.11-4. Special Flood Hazard Areas near the Ribicoff Federal Building and Courthouse 97
Figure 3.12-1. West-facing Views of the Woodland Site 102
Figure 3.12-2. South-facing Views of the Woodland Site 102
Figure 3.12-3. North-facing Views of the Allyn Site 103
Figure 3.12-4. East-facing Views of the Allyn Site 104
Figure 3.12-5. Southeast-facing Views of the Ribicoff Federal Building and Courthouse 105
Figure 3.12-6. East-facing Views of the Ribicoff Federal Building and Courthouse 105

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
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
GHMS	Greater Hartford Mobility Study
GPR	Ground Penetrating Radar
GSA	U.S. General Services Administration
GSF	Gross Square Footage
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
LGM	Last Glacial Maximum
LRFP	Long-Range Facilities Plan
MDC	Metropolitan District Commission
µg/m^3	Micrograms per cubic meter
mg/L	Milligrams per Liter
MOA	Memorandum of Agreement
mph	Miles per Hour
MS	Main Street
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_2	Nitrogen Dioxide
NOA	Notice of Availability
NOI	Notice of Intent
NO_x	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_3	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
$PM_{2.5}$	Particulate Matter less than 2.5 microns in Diameter
PM_{10}	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
SO_2	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 Final 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 Final EIS in compliance with the National Environmental Policy Act, as amended, (NEPA) [42 United States Code {U.S.C.} 4321 *et seq*.], the GSA Public Buildings Service (PBS) 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 Final 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 (Preferred Alternative)

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.

In response to the substantive comments received on the Draft EIS, GSA identified Alternative 2 as the agency's Preferred Alternative.

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 prior to developing the Draft EIS. The public scoping period began with the publication of a Notice of Intent (NOI) to prepare an 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.

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 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.

GSA invited the public to review and comment on the Draft EIS with the publication of a Notice of Availability (NOA) in the *Federal Register* on November 1, 2024, which marked the start of the public comment period. Notification of the availability of Draft EIS and details of the Draft EIS public hearing was accomplished using multiple channels of communication, including public press releases in English and Spanish on the GSA New England (Region 1) website; English- and Spanish-language advertisements in the *Hartford Courant*; Spanish radio announcements in *Full Power Radio's BOMBA Hartford* radio station; and letters to interested parties and stakeholders. The public comment period for the Draft EIS ended on December 16, 2024.

GSA held the scoping meeting on Wednesday, November 13, 2024, from 6:00 to 8:00 PM at the Lyceum Center. The GSA team gave a 30-minute presentation providing an overview of the NEPA process, description of the Project alternatives, and findings of the Draft EIS. GSA then provided an opportunity to interested attendees to submit verbal comments about the Project, which were recorded by a stenographer. An American Sign Language interpreter was available to provide interpretive services.

Informational posters about the proposed alternatives and their anticipated impacts were provided at the meeting. Additional materials at the Draft EIS public hearing included a sign-in sheet, comment forms, and handouts. A recording of the public hearing and copy of the presentation slides are available at: https://www.gsa.gov/hartfordcourthouse.

GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public hearing. The commenters provided input on a variety of topics, including air

quality, climate change, community engagement, design, environmental justice, hazardous materials, land use, socioeconomics, and traffic and transportation. All substantive comments have been incorporated into the Final EIS.

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 Final 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
Land Use	**Direct**, **long-term**, **minor**, **site-specific** and **localized**, and **beneficial** 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). **Direct**, **long-term**, **minor**, **localized**, and **adverse** 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.	**Direct**, **long-term**, **moderate**, **site-specific** and **localized**, and **beneficial** 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. **Direct**, **long-term**, **minor, localized**, and **adverse** 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.	**No effects** to land use.
Utilities	**Direct**, **long-term**, **negligible**, and **regional** effects to utility networks and customers in the service areas. Effects would be both **beneficial** and **adverse**. 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. Adverse effects would result from the increased demand for water and sewer services due to the higher count of daily visitors at the new building,	**Direct**, **long-term**, **minor**, **regional**, and **adverse** 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.	**No effects** to utilities.

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
Utilities, continued	and the use of three-phase power which would increase electricity consumption compared to existing levels. **No effects** over the **short term**.	 **No effects** over the **short term**.	
Traffic and Transportation	**Direct**, **short-term**, **moderate**, **localized**, and **adverse** 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 fewer public transit options compare to the Allyn Site and lack of public parking. The Woodland Site experiences high traffic volumes and the Project would add to the traffic congestion at this site. **Direct**, **long-term**, **minor**, **localized**, and **adverse** 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. **Direct**, **long-term**, **minor**, **localized**, and **adverse** effects would occur due to the potential lack of sufficient parking and limited public transit options near the site. 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.	**Direct**, **short-term**, **minor**, **localized**, and **adverse** 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. **Direct**, **long-term**, **moderate**, **localized**, and **adverse** 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. **Direct**, **long-term**, **negligible**, **localized**, and **adverse** 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. Additionally, the site is well-connected to public transit, highways, and city streets.	**No effects** to traffic and transportation.

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
Air Quality	**Direct**, **short-term**, **minor**, **localized**, and **adverse** 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). **Direct**, **short-term**, **negligible**, **regional**, and **adverse** effects to air quality during construction. Negligible, regional effects would result from emissions associated with haul trucks and privately-owned vehicles (POVs). **Direct**, **long-term**, **negligible**, **localized**, and **beneficial** 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. **Direct**, **long-term**, **negligible**, **regional**, and **adverse** effects to air quality from increased POV use and the emission of pollutants from grid-supplied electricity at the energy source.	Similar short-term effects as Alternative 1. **Direct**, **long-term**, **minor**, **localized**, and **adverse** effects to air quality during courthouse operation as criteria pollutant emissions for a courthouse building would exceed that of the existing parking lot. **Direct**, **long-term**, **negligible** to **minor**, **regional**, and **adverse** 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.	**Direct**, **long-term**, **negligible**, **localized** to **regional**, and **adverse** effects to air quality due to building operations and POVs.
Solid and Hazardous Waste and Materials	**Direct**, **short-term**, **negligible**, **site-specific**, and **adverse** effects from accidental spills of hazardous materials, such as from construction vehicles or as a result of removing the existing fuel storage tanks. **Direct**, **short-term**, **moderate**, **localized**, and **adverse** effects from the generation and disposal of hazardous materials such as asbestos-containing materials, lead-based paint, and polychlorinated	**Direct**, **short-term**, **negligible**, **site-specific**, and **adverse** effects from accidental spills of hazardous materials, such as from construction vehicles. **Direct**, **short-term**, **moderate**, **localized**, and **adverse** effects from the generation of contaminated excavation waste due to the	

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
	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. **No long-term effects** on solid and hazardous waste and materials management from courthouse operations.	potential for contaminant runoff from standing waste. **Direct**, **long-term**, **minor**, **localized**, and **adverse** effects would result from the increased solid and hazardous waste and materials management at the new courthouse compared to the existing parking lot.	**Direct**, **long-term**, **minor**, **localized**, and **adverse** effects from the continued use of hazardous materials and the generation of solid and hazardous waste during building operations.
Socioeconomics	**No effects** 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. **Direct**, **long-term**, **negligible**, **localized**, and **beneficial** socioeconomic effects due to the facilitation of community engagement by providing opportunities for collaboration between the Court and students from UConn Law School and Classical High School. **Direct** and **indirect**, **short-term**, **minor**, **regional**, and **beneficial** effects on labor and earnings due to hiring local construction workers from Hartford County and purchasing local materials and equipment. **Direct** and **indirect**, **long-term**, **negligible**, **regional**, and **beneficial** effects on labor and earnings due to an overall increased economic activity in Hartford.	**No effects** would be expected on population and housing over the short and long term, similar to Alternative 1. Similar effects on labor and earnings as Alternative 1. **Direct** and **indirect**, **long-term**, **minor**, **regional**, and **beneficial** effects on labor and earnings due to an overall increased economic activity in Hartford.	**No effects** to socioeconomic resources.

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
	Direct, **long-term**, **minor**, **localized**, and **adverse** 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.	**Direct**, **long-term**, **minor**, **localized**, and **adverse** 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.	
Protection of Children's Health and Safety	**Direct**, **long-term**, **negligible**, **localized**, and **beneficial** socioeconomic effects due to the facilitation of community engagement by providing opportunities for collaboration between the Court and students from Classical High School. **Direct**, **short-term**, **minor**, **localized**, and **adverse** effects to the health and safety of children at Classical High School and the Connecticut Technical Education and Career System due to noise from construction activities. **Direct**, **short-term**, **minor**, **localized**, and **adverse** 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. **Direct**, **short-term**, **minor**, **localized**, and **adverse** effects to the health and safety of children due to increased traffic congestion from construction, which could increase the chance for vehicular collisions. **Direct**, **long-term**, **negligible**, **localized**, and **adverse** effects to the health and safety of children due to slightly increased levels of traffic congestion associated with operation of the courthouse.	**Direct**, **short-term**, **negligible**, **localized**, and **adverse** effects to the health and safety of children walking or playing in the Bushnell Park due to noise from construction activities. **Direct**, **short-term**, **negligible**, **localized**, and **adverse** effects to the health and safety of children playing in the Bushnell Park due to air emissions from construction activities. **Direct**, **short-term**, **minor**, **localized**, and **adverse** effects to the health and safety of children due to increased traffic congestion from construction, which could increase the chance for vehicular collisions. **Direct**, **long-term**, **minor**, **localized**, and **adverse** effects to the health and safety of children due to increased levels of congestion associated with operation of the courthouse.	**No effects** to the health and safety of children.

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
	No effects to the health and safety of children due to detainees being transported to the courthouse for court proceedings.	**No effects** to the health and safety of children due to detainees being transported to the courthouse for court proceedings.	
Cultural Resources	**No effects** to archaeological resources due to extensive prior disturbance at the Woodland Site.	**Direct**, **permanent**, **negligible** to **moderate**, **site-specific**, and **beneficial** or **adverse** 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. **No effects** to archeological resources if none are found during Project activities.	**No effects** to archaeological or historic resources.
	Direct, permanent, **moderate** to **major**, **localized**, and **adverse** 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. **No effects** on historic resources if neither of the on-site buildings are determined eligible for the NRHP.	**No effects** on historic resources as none exist on the Allyn Site.	
	Indirect, **long-term**, **negligible**, and **localized** 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.	Similar indirect effects to the viewshed of historic resources as Alternative 1.	

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
Geology, Topography, and Soils	**No effects** to geology from excavation and site preparation activities. **Direct**, **permanent**, **negligible**, **site-specific**, and **adverse effects** to topography due to grading and leveling activities. **Direct** and **indirect**, **short-term**, **minor**, **site-specific**, and **adverse** effects to soils from site preparation activities and the presence of heavy machinery, resulting in soil detachment, wind and stormwater runoff, and erosion. **Direct**, **long-term**, **minor**, **site-specific**, and **beneficial** effects from removing impervious surfaces with a goal of restoring soils to support native vegetation and a riparian habitat.	**Direct**, **permanent**, **minor** to **moderate**, **localized**, and **adverse** effects to geology from the excavation of the underground parking levels. **No effects** to geology if rock excavation is not needed. **No effects** to topography from minimal grading. Similar short-term adverse effects to soils as Alternative 1.	**No effects** to geology, topography, and soils.
Water Resources	**Surface Water and Stormwater** **Direct**, **short-term**, **minor**, **localized**, and **adverse effects** to surface waters and stormwater during construction-related activities from potential sediment/contaminant runoff from site and accidental spills. **Direct**, **long-term**, **negligible**, **localized**, and **adverse** effects (due to the possible spills from maintenance activities at the new courthouse) and **direct**, **long-term**, **minor**, **localized**, and **beneficial** effects (due to the potential development of riparian cover and green infrastructure/BMP implementation to improve stormwater quality and reduce stormwater quantity).	**Surface Water and Stormwater** Similar short-term effects to surface water and stormwater as Alternative 1. Similar long-term effects to surface water and stormwater as Alternative 1, but without the beneficial effect of the development at the river.	**No effects** to surface water, stormwater, wetlands, and floodplains.

Resource Area	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site	No Action Alternative
	Wetlands **Direct**, **long-term**, **minor**, **localized**, and **beneficial** effects to wetlands from potential re-establishment of hydrophytic vegetation due to the implementation of the new landscape plan. **No short-term effects** from construction are anticipated due to the proper implementation of required BMPs. **Floodplains** **Direct**, **long-term**, **negligible**, **localized**, and **beneficial** effects to floodplain resources because no construction will take place within the floodplain, except possible removal of some pavement.	**Wetlands** **No effects** to wetlands associated with the implementation of Alternative 2. **Floodplains** **No effects** to floodplains associated with the implementation of Alternative 2.	
Visual Resources	**Direct, short-term**, **minor**, **localized**, and **adverse** effects to visual resources from construction-related activities because they would alter the viewshed or physically alter the form of the land. **Direct, long-term**, **minor**, **localized**, and **beneficial** 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.	Similar effects to visual resources as Alternative 1.	**No effects** to visual resources. The Ribicoff FB and CH is already an established feature in the landscape.

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 United States Code {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. This Final Environmental Impact Statement (EIS) complies with the GSA Public Buildings Service (PBS) NEPA Desk Guide and other relevant federal and state laws and regulations and executive orders (EOs)[1]. This Final 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 Final 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

[1] There have been several revisions to this Final EIS from the Draft EIS that published in November 2024. This Final EIS has been updated for consistency with the NEPA as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), as well as current Executive Orders (including EO 14154, Unleashing American Energy), Council on Environmental Quality (CEQ) guidance, and GSA policies.

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).

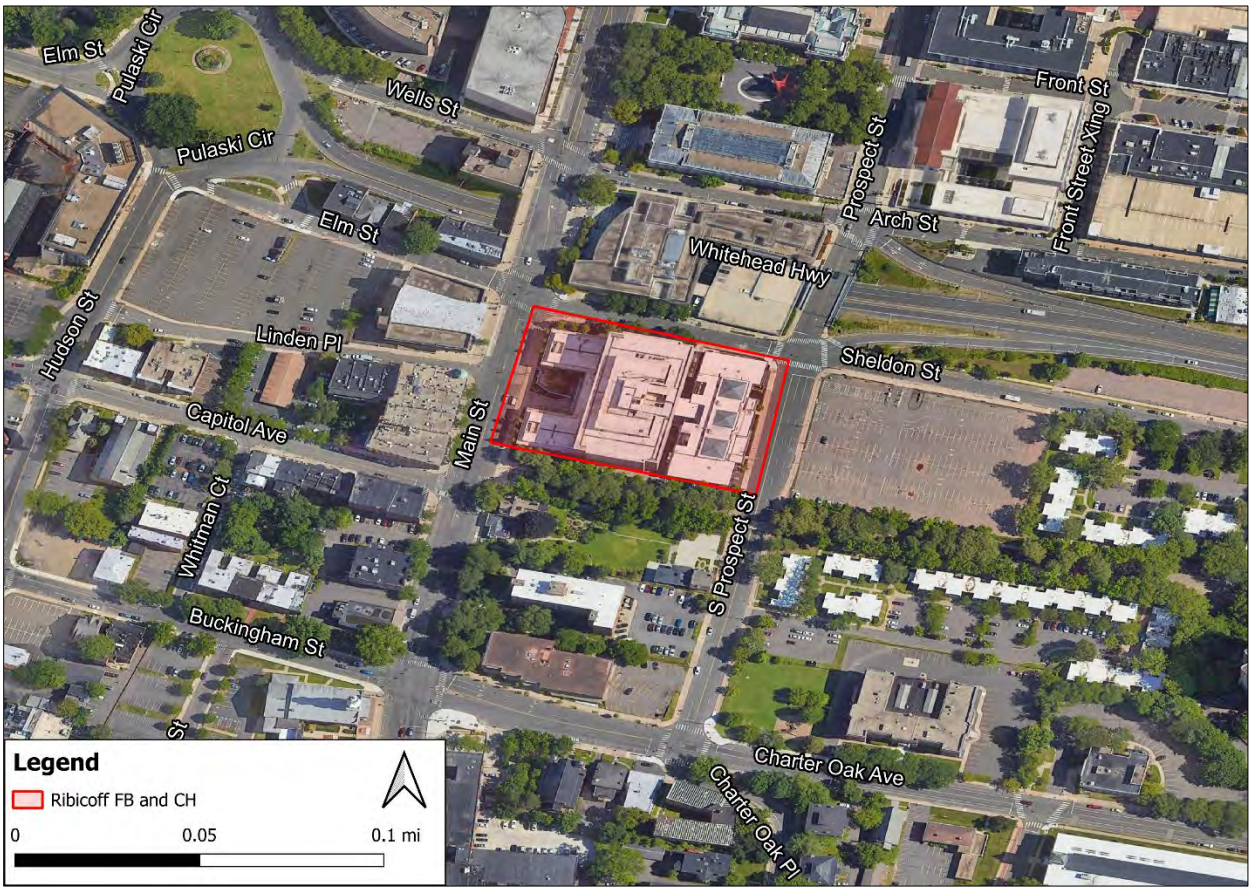


Figure 1.1-1. Ribicoff Federal Building and Courthouse Location and Vicinity

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 EIS. The public scoping period began with the publication of a Notice of Intent (NOI) to prepare an 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 Final 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 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[2]

Subject	Number of Agency Comments (A)[a]	Number of Public Comments (P)[b]	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

[a]Agency (A) comments include comments from federal, state, and local agencies and organizations.

[b]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. 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.

[2] While sections on Climate Change and Environmental Justice have been deleted from the Final EIS to be consistent with NEPA as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), as well as current Executive Orders (including EO 14154, *Unleashing American Energy*), CEQ guidance, and GSA policies, a record of comments on those topics has been retained in order to maintain the public record.

1.3.2 Draft EIS Public Hearing

GSA conducted a public hearing for the Draft EIS as part of the NEPA process and development of this Final EIS. GSA published a Notice of Availability (NOA) in the FR on November 1, 2024, to invite the public to review and comment on the Draft EIS and to provide notification of the Draft EIS public hearing.

Notification of the public hearing was accomplished using multiple channels of communication, including 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*; Spanish radio announcements in *Full Power Radio's BOMBA Hartford* radio station; 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 public hearing and notified the U.S. Congressional delegation.

GSA held the public hearing on Wednesday, November 13, 2024, from 6:00 to 8:00 PM at the Lyceum Center located at 227 Lawrence Street, Hartford, CT, 06106. Approximately fifty people attended the public hearing.

The GSA team gave a 30-minute presentation providing an overview of the NEPA process, description of the Project alternatives, and findings of the Draft EIS. GSA then provided an opportunity to interested attendees to submit verbal comments about the Project, which were recorded by a stenographer. An American Sign Language interpreter was available to provide interpretive services. Additionally, a Spanish-language interpreter was present at the hearing to provide limited English proficiency services as needed.

Informational posters about the proposed alternatives and their anticipated impacts were provided at the hearing. Additional materials at the Draft EIS public hearing included a sign-in sheet, comment forms (in English and Spanish), and handouts (in English and Spanish). A recording of the public hearing and copy of the presentation slides are available at: https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/hartford-courthouse.

1.3.2.1 Summary of Draft EIS Public Comments

The public comment period began on November 1, 2024, and ended on December 16, 2024. GSA invited comments to obtain input from the public, agencies, and other interested parties on the proposed Project. GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public hearing. Comments were submitted to GSA verbally and through comment forms at the public hearing and through emails during the comment period.

A total of thirty-seven individuals submitted 196 unique comments during the scoping period (several commenters submitted more than one comment). **Table 1.3-2** shows the number of comments received by subject and commenter type. All comments received on the Draft EIS and GSA's responses to those comments are included in Appendix G.

Table 1.3-2. Commenters and Comments by Subject[3]

Subject	Number of Agency Comments (A)[a]	Number of Public Comments (P)[b]	Total Number of Comments
Air Quality	1	0	1
Climate Change	2	0	2
Community Engagement	10	5	15
Construction and Demolition	2	0	2
Cultural Resources	2	0	2
Cumulative Actions	1	1	2
Design	4	0	4
Environmental Justice	4	3	7
Hazardous Materials	2	0	2
Health and Safety	3	2	5
Land Acquisition	1	0	1
Land Use	8	1	9
Outside the Scope of the EIS	3	0	3
Project Alternatives	19	16	35
Project Impacts	2	0	2
Purpose and Need	4	0	4
Regulations	1	0	1
Socioeconomics	28	11	39
Sustainability	1	0	1
Traffic and Transportation	34	18	52
Water Resources	6	1	7

[a]Agency (A) comments include comments from federal, state, and local agencies and organizations.

[b]Public (P) comments include comments from individual members of the public.

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

[3] While sections on Climate Change and Environmental Justice have been deleted from the Final EIS to be consistent with NEPA as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), as well as current Executive Orders (including EO 14154, *Unleashing American Energy*), CEQ guidance, and GSA policies, a record of comments on those topics has been retained in order to maintain the public record.

human environment. GSA's EISs and other NEPA documents are prepared in accordance with 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 and when draft and final EISs are published prior to the conclusion of the decision-making process.

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)
- 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.)
- Conn. Gen. Stat. §22a Environmental Protection
- Conn. Gen. Stat. §25 Water Resources. Flood and Erosion Control
- Endangered Species Act of 1973 (16 U.S.C. § 1531-1544)
- Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
- Energy Policy Act of 2005
- National Energy Conservation Policy Act (42 U.S.C. § 8231, et seq.)
- Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001 et seq.)
- Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
- Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 U.S.C. § 4601, et seq.)

Regulations

- 32 CFR Part 229 – Protection of Archaeological Resources: Uniform Regulations
- 36 CFR Part 800 – Protection of Historic Properties
- 40 CFR Parts 6, 51, and 93 – Conformity of General Federal Actions to State or Federal Implementation Plans
- 40 CFR Parts 300-399 – Hazardous Substance Regulations
- 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 12072 – Federal Space Management
- 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 14154 – Unleashing American Energy

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 Final 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 Final 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's Core Building Standards, the *U.S. Courts Design Guide*, and USMS, USAO, and other relevant building codes and standards.

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 2027. The new courthouse is expected to be completed and fully occupied by 2030. Construction activities would include site preparation (e.g., excavation), demolition (if required), and construction. The exact sequence and timeline of these activities would be determined during site design. 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 three potential sites for further analysis. In October 2022, GSA issued a press release, and the Hartford Courant published an article and editorial, announcing the sites:

- An area generally bound on the south by Allyn Street, on the west by High Street, on the north by Church Street, and on the east by various buildings (also known as the Allyn Site)
- 10 Ford Street (also known as the Ford Site)
- An area generally bound on the south by Buckingham Street, on the west by West Street, on the north by Capitol Avenue, and on the east by Hudson Street (also known as the Hudson Site)

In December 2022, the owners of the Ford Site withdrew it from consideration. GSA did not include it in the NEPA scoping process. In early 2023, as part of GSA's ongoing market research and analysis, GSA again approached the State regarding any properties for consideration for the Project. GSA learned the State is in the process of consolidating certain real estate assets as part of its long range portfolio planning. The

parties agreed that while the State continues to analyze which of its properties to consolidate, its property located at 61 Woodland Street (also known as the Woodland Site) was worthy of further analysis by GSA as a potential site for the Project.

In May 2023, GSA issued a press release, and the Hartford Courant published an article, announcing that GSA would host a public scoping meeting on June 6, 2023, in support of the EIS, and updated the sites under consideration for the Project:

- A state office building with parking lot consisting of 10.1 acres at 61 Woodland Street (the Woodland Site)
- A surface parking lot consisting of 2.19 acres at 154 Allyn Street (the Allyn Site)
- A surface parking lot with auto detailing shop consisting of 2.54 acres at 201 Hudson Street (the Hudson Site)

The Hudson Site was later dismissed from detailed analysis as described in Section 2.7. The remaining two potential sites for the Project, each corresponding to an action alternative, are described in Sections 2.2 and 2.3. **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 fit 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.

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 3.11-3** in Section 3.11 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.

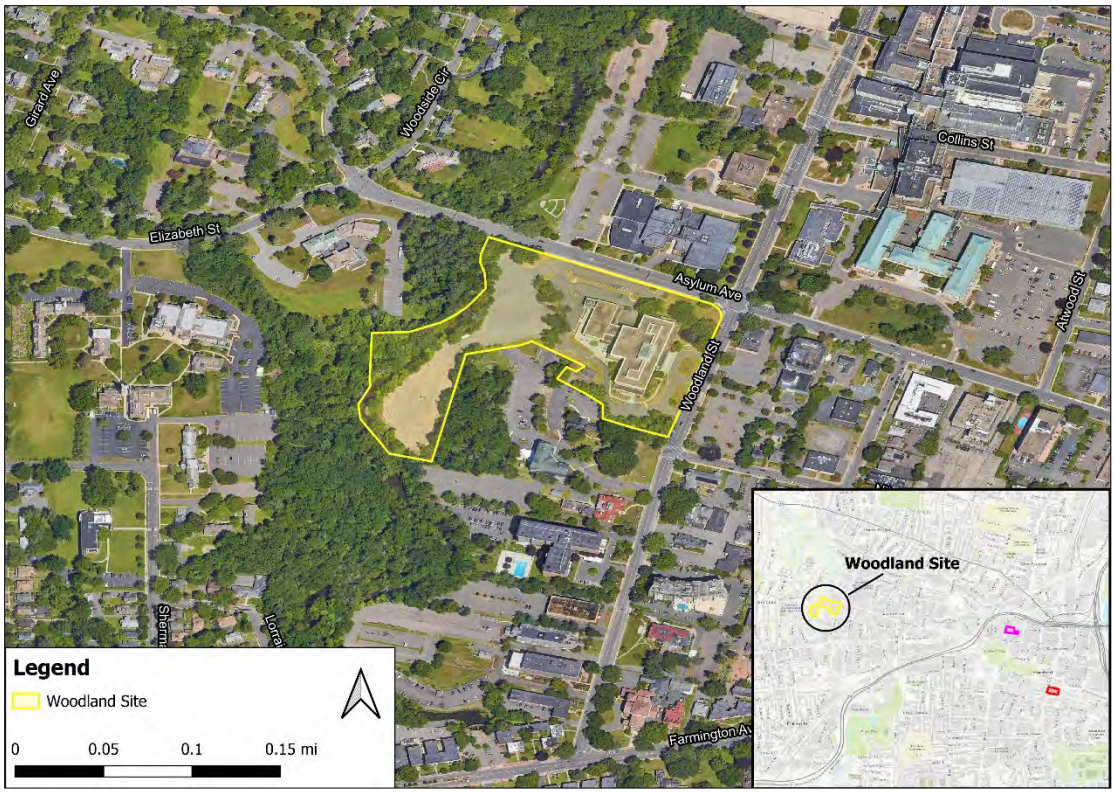


Figure 2.2-1. Location of Woodland Site

2.3 ALTERNATIVE 2 – ALLYN SITE (PREFERRED ALTERNATIVE)

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.

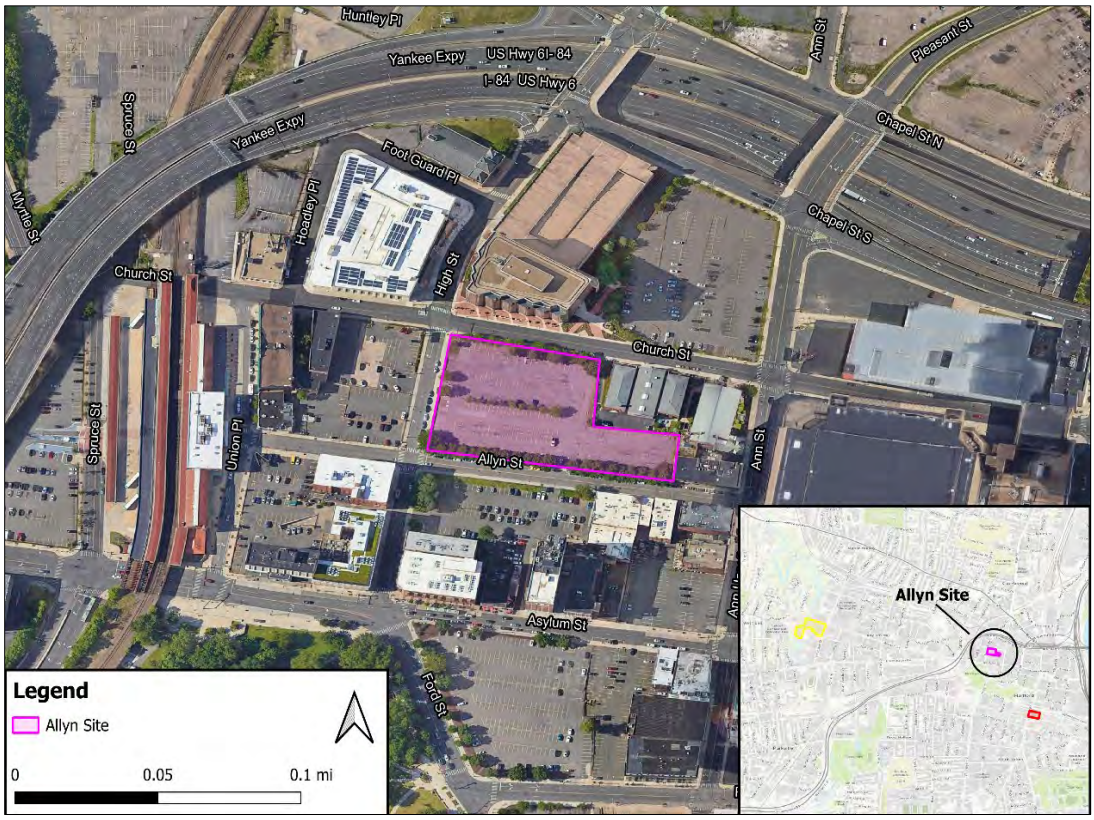


Figure 2.3-1. Location of Allyn Site

After careful consideration of the comments received on the Draft EIS from members of the public and federal, state, and local agencies, GSA has identified Alternative 2 (Allyn Site) as the agency's Preferred Alternative for the proposed project. GSA would acquire the Allyn Site in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 U.S.C. Chapter 61) and the rules promulgated at 49 CFR Part 24. GSA would establish just compensation for the property, which will be no less than the fair market value established by an approved independent appraisal.

The rationale for the selection of Alternative 2 as the Preferred Alternative is summarized below:

- Allyn Site is located in downtown Hartford and would provide greater access and better connectivity to the courthouse due to the availability of several public transit options. The site is located on several bus lines, including local services, express services, the CTfastrak system, and the Hartford dash shuttle. The site lies one block to the east of the Union Station and provides easy rail connectivity to commuters. These modes of transportation enhance the site's connectivity for both local and regional visitors to the courthouse.

- Allyn Site lies in the vicinity of several publicly-owned, privately-owned, and on-street parking facilities. The parking inventory for downtown Hartford is expected to remain stable in the future and an overall parking surplus is projected for the area. This would make the site accessible to commuters traveling in privately-owned vehicles.
- As a result of the availability of adequate public transit options and parking amenities, Alternative 2 would not result in substantial traffic congestion in the vicinity of the Allyn Site. The roadways in downtown Hartford would sufficiently accommodate the projected traffic increase from the operation of a new federal courthouse. The City of Hartford has put several initiatives in place to mitigate congestion, such as the Complete Streets Plan, the Bicycle Master Plan, and Hartford400.
- Due to the nature of the current development, zoning designations, and land use goals for downtown Hartford, the proposed federal courthouse would be in close proximity to numerous amenities located in the area and in turn would boost economic activity of downtown Hartford. The site's urban setting provides easy access to these amenities via various modes of transport, including walking and cycling. Alternative 2 would be particularly beneficial for cultural and entertainment venues, dining and lodging services, and law firms and related operations located in the central business district and would attract further businesses and investments in the area, thus revitalizing the city's downtown.

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 Final 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 Final 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 Final 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

Project Elements	Alternative 1 – Woodland Site	Alternative 2 – Allyn Site (Preferred Alternative)	No Action Alternative – Ribicoff FB and CH
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?	Existing buildings at the Woodland Site may be demolished or reused as part of the construction of the new courthouse	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[4] and up to 61,000 cubic yards from demolition[5]	Up to 50,000 – 75,000 cubic yards from excavation[1]	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

[4] 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.

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
• Moderate modifications to the existing building to meet tenant design and operational requirements; • Connectivity between all courtrooms and USMS would be condensed into the addition, the new Annex building; and • 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.	• Substantial modifications to the existing building to meet tenant design and operational requirements; • Connectivity between six courtrooms and USMS would be condensed into the addition, the new Annex building; and • 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.

Source: EYP, 2020

[5] 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.

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 Final 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 Final EIS:

- Land Use;
- Utilities (Drinking Water, Wastewater, Power, and Communication);
- Traffic and Transportation;
- Air Quality;
- Solid and Hazardous Waste and Materials;
- Socioeconomics;
- Protection of Children's Health and Safety;
- 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 Final 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 Final EIS also considers reasonably foreseeable effects to resource areas from other projects occurring in the vicinity of the proposed courthouse sites 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

The effects analysis in Chapter 3 uses the following definitions for direct and indirect effects:

Direct effects: Effects that are caused by the action and occur at the same time and place.

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.

Identified effects may be either adverse or beneficial. For this Final 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

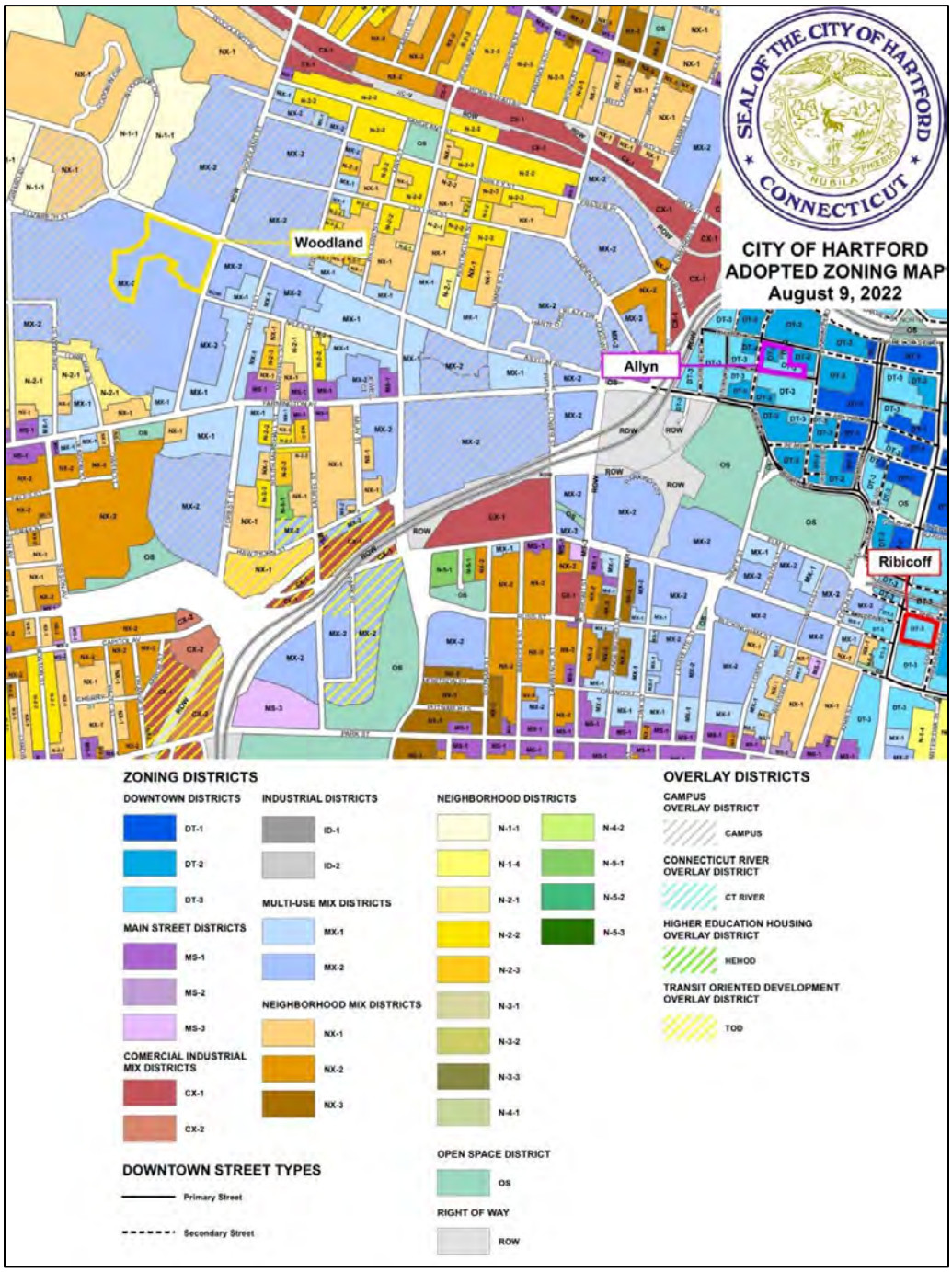
According to the City of Hartford Zoning Map (City of Hartford, 2022a), the Woodland Site (a single parcel) is zoned as MX-2. The Multi-Use Mix (MX) districts are comprised of office or residential buildings centered around large-scale institutional facilities including the State Capitol area, universities, 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 3.7 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). The closest zoning districts containing ground floor storefront retail, service, and commercial spaces (i.e., the Main Street [MS] districts, specifically MS-1) are located 3 to 4 blocks to the southeast and southwest of the Woodland site (City of Hartford, 2020a; **Figure 3.2-1**).

3.2.1.2 Allyn Site

The Allyn Site is taxable by the City of Hartford and is composed of ten individual tax parcels. The four northwestern tax parcels are zoned as Downtown (DT)-2 (**Figure 3.2-1)**. The DT districts permit a mix of uses to regulate for the highest intensity development in the city while respecting the historic building scale of the downtown and surrounding 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 and may also include some storefront spaces, though a variety of uses are permitted (City of Hartford, 2020a). The remaining six parcels composing the Allyn site are zoned as DT-3, intended to preserve and complement existing buildings along Main Street in the downtown area (City of Hartford, 2020a). DT-3 districts include defined pedestrian routes along the primary streets, including Allyn, Main, Trumbull, Pratt, and Lewis Streets, and DT-3 districts require ground floor storefront retail spaces along the primary streets (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 (**Figure 3.2-1**). 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 one small area zoned as open space (OS). The OS parcel is 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	• 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. • 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. • 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.
Arrowhead Gateway Small Area Plan	The Arrowhead Gateway Small Area Plan would be implemented immediately north of the Allyn Site, across I-84. The Plan includes three alternative plans: 1. Health and wellness district with exercise spaces, green spaces, and bike lanes; 2. Entertainment and recreation district with cultural, retail, and recreational opportunities; and 3. Strong neighborhood with diverse housing options, small-scale retail, and green spaces.
Asylum Hill Neighborhood Association (AHNA) Strategic Plan	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.

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 Project would 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 3.7 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**, **moderate**, **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 3.7 Socioeconomics. The total estimated yearly tax revenue at the Allyn Site is $206,751. This may be somewhat offset by the potential for the new courthouse to attract further businesses and investments in downtown Hartford, potentially resulting in increased real estate values and business tax revenues in the area.

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. 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 3.11 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 Nov. 2022 – Oct. 2023	Average Monthly Use	Peak Month	Peak Month Use
Drinking Water, Metropolitan District Commission	Not reported	Not reported	Not reported	Not reported
Electricity, Eversource Energy	2,722 MWH	227 MWH	January	260 MWH
Natural Gas, CT Natural Gas Company	1.7 million cf	143 thousand cf	January	354 thousand cf
Sanitary Sewer, Metropolitan District Commission	Not reported	Not reported	Not reported	Not reported
Storm Sewer, Metropolitan District Commission	Not reported	Not reported	Not reported	Not reported
Steam, Hartford Steam Company	4,084 tons	340 tons	January	782 tons
Telecommunications, 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
AT&T (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).
CenturyLink Communications (including Level 3 Communications and WilTel 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).
Crown Castle Fiber, LLC	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).
Frontier (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.
GoNetspeed	1,000 megabit per second upload and download; only Woodland Site covered presently (GoNetspeed, 2023).
Mobilitie	Cellular infrastructure company; does not provide service to business or consumers.
Verizon	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.

Under both action alternatives, the newly constructed courthouse would be built to current codes or better, which would be expected to reduce energy (electricity and gas), water, and sewer requirements compared to traditional construction. 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, the beneficial effects of new construction 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 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 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 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**.

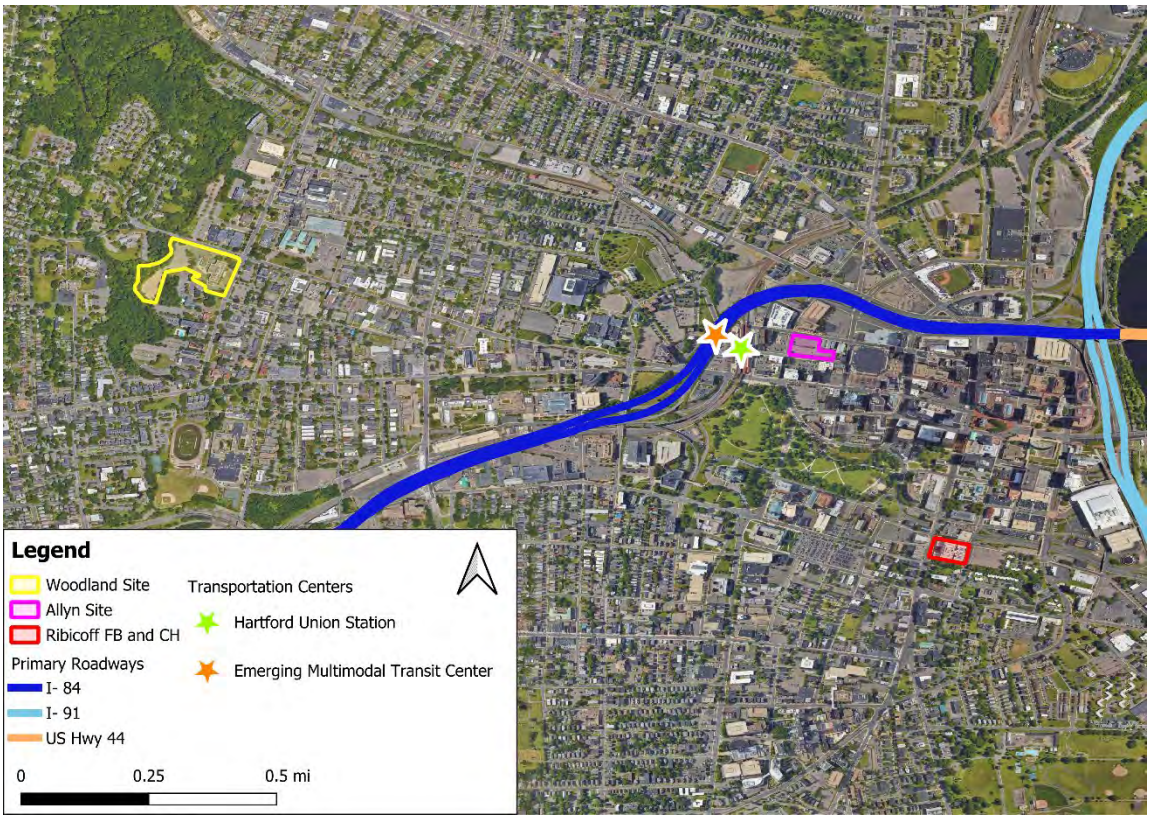
3.3.2.3 No Action Alternative

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.



Source: HOK, 2019

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, CT*fastrak* 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

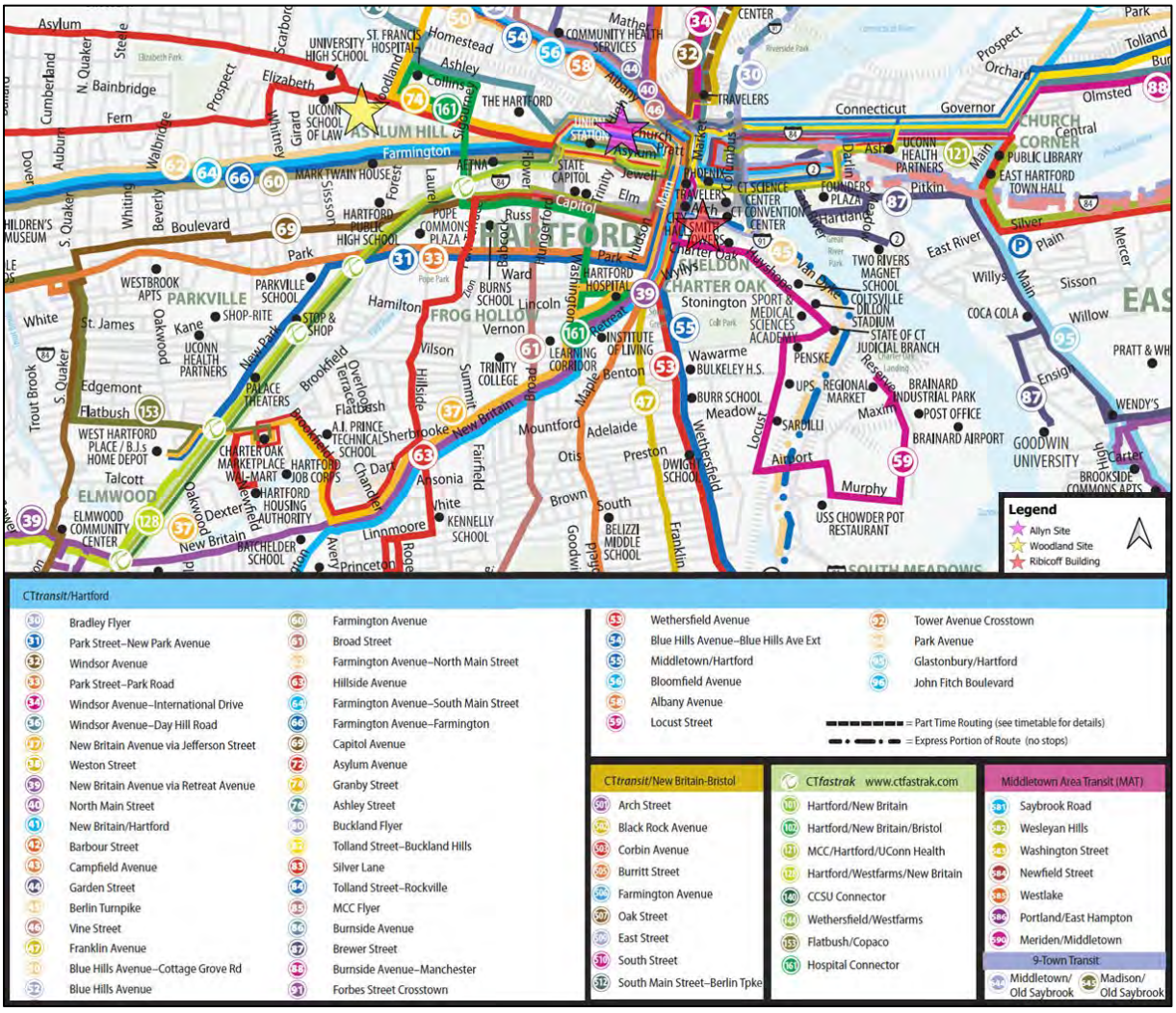
Downtown Hartford is well connected by the existing CTDOT-owned bus network, CTtransit (CTtransit, No Date-a). CTtransit runs several bus services across the city as summarized below:

- 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).
- CT*fastrak* – 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). CT*fastrak* 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 and shown in **Figure 3.4-2** below.



Source: CTtransit, 2021a

Figure 3.4-2. Bus Services in the Vicinity of the Existing and Proposed Courthouse Sites

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 CT*rail* 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 CTtransit 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 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 3.4-3** (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 3.4-3. 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* (11th Edition) to calculate the trips generated at each site. Traffic count data were reviewed between 2018 and 2021[6]. 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

Figures 3.4-4 and **3.4-5** provide maps 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

[6] For the trip generation analysis, traffic data were sourced from a non-COVID year (2018) and a COVID year (2021).

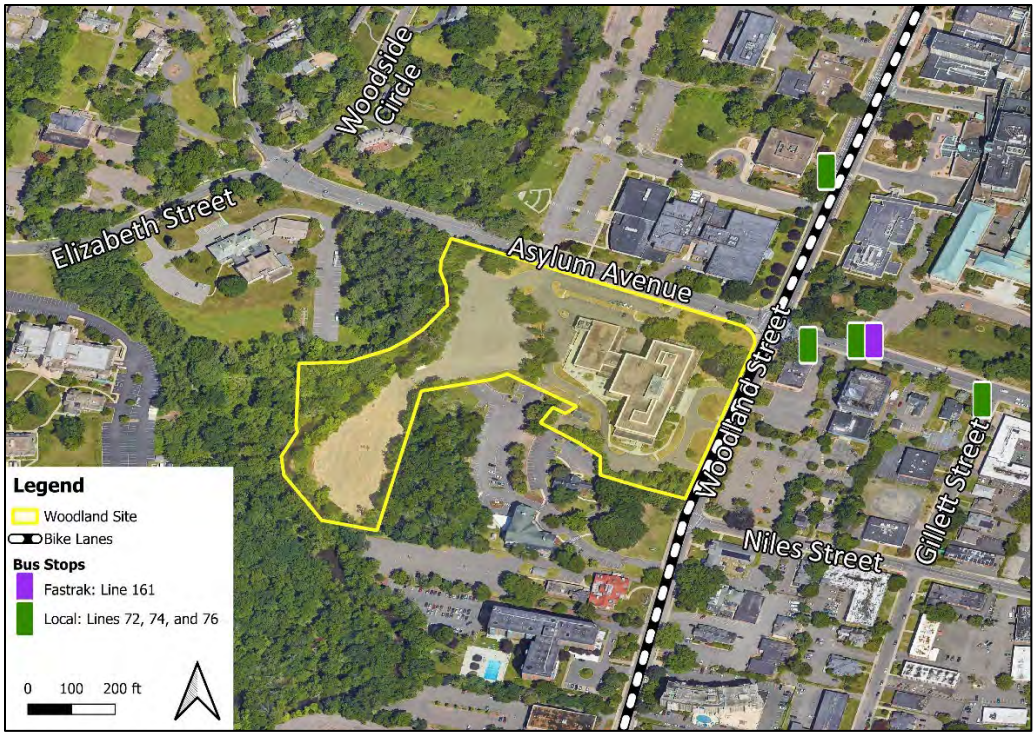
vpd in 2021 according to CTDOT count data. There are sidewalks present along both sides of the road that form a connected network greater than 1 mile radius from the site. There are no on-street bicycle lanes at present (Timmons, 2024); however, the Asylum Avenue Traffic Calming Project proposes the 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) [see **Figure 3.4-4**]. The Hartford Union Station lies approximately a mile east of the Woodland Site and can be accessed via the bus routes mentioned above (CTtransit, 2021b).

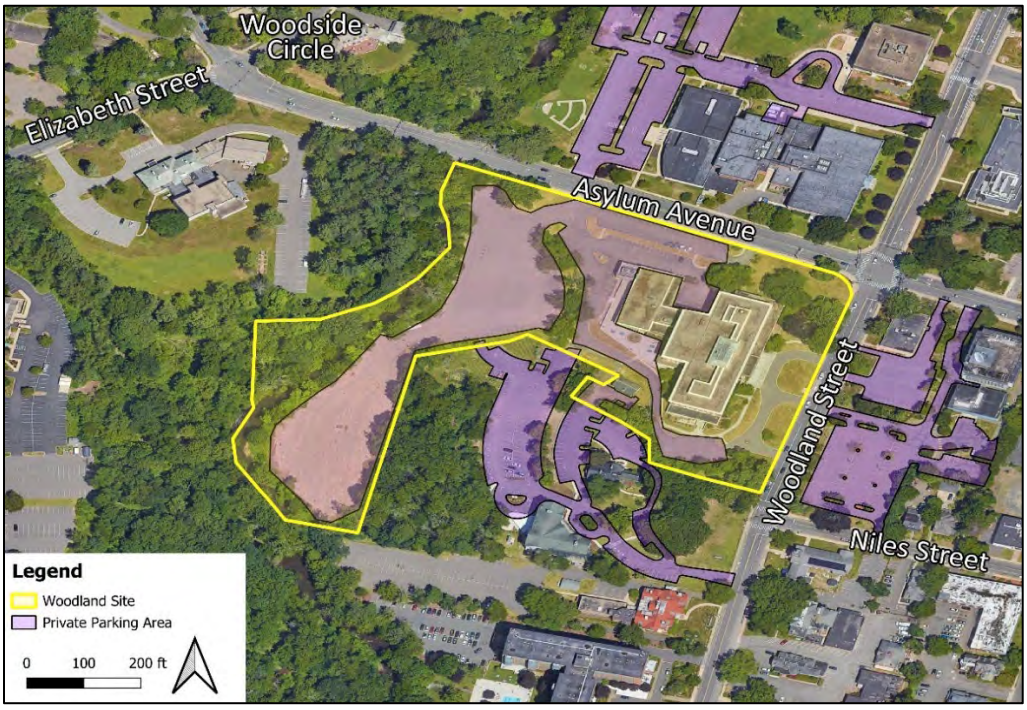
The Woodland Site does not support direct highway access and frequently experiences traffic congestion issues due to insufficient roadway capacity, lack of parking facilities, and the presence of a school, hospital, and associated traffic, particularly during peak hours.

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 3.4-5** shows the location of parking lots in and around the Woodland Site.



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

Figure 3.4-4. Public Transit Near Woodland Site



Source: City of Hartford, 2024.

Figure 3.4-5. Parking Facilities Near Woodland Site

Allyn Site

Figures 3.4-6 and **3.4-7** provide maps 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).

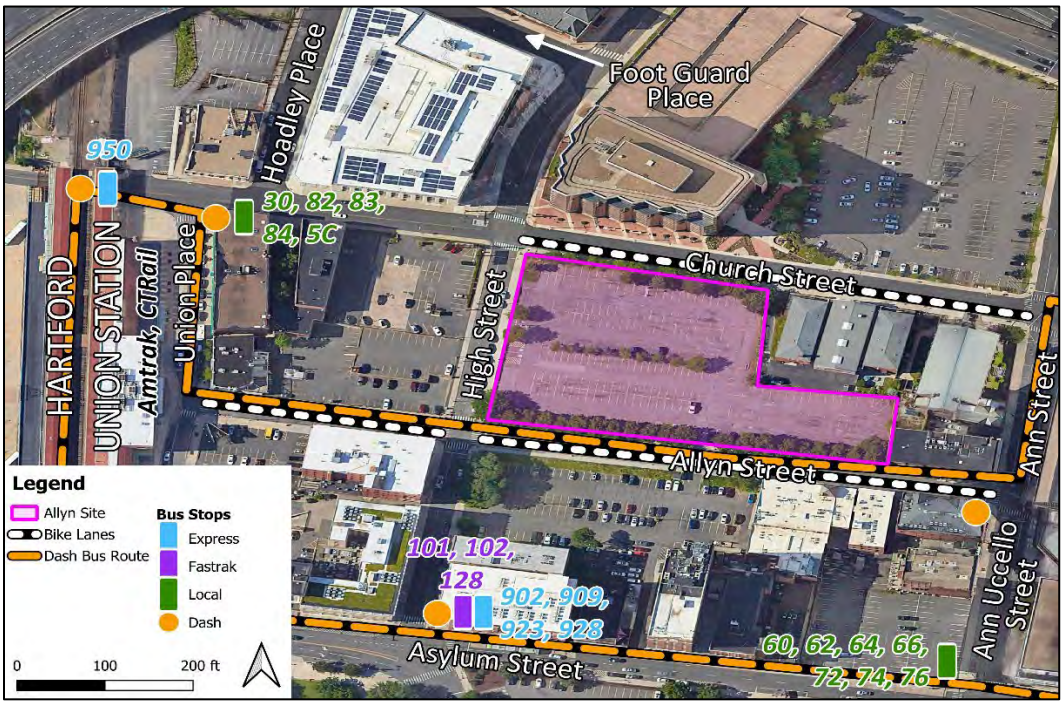
Ann Uccello Street is an undivided roadway that travels north-south and has one lane southbound and two lanes northbound. Ann Uccello Street has no posted speed limit and is classified as an urban major arterial as defined by the CTDOT Functional Classification Map. Per CTDOT speed limit mapping, Ann 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); CT*fastrak* 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, CT*fastrak* bus lines, and the Hartford dash shuttle line, all of which are present within a few blocks of the site (CTtransit, 2021b) [see **Figure 3.4-6**].

The Hartford Union Station lies one block 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 CT*rail* Hartford Line, as well as other destinations along the Northeast Corridor via Amtrak. Several private bus services, such as Greyhound and Peter Pan, are also available at the Union Station.

The site is located near the I-84 and I-91 interchange, providing direct north-south and east-west access, and is well connected to secondary state roads and main city arteries.

There are several publicly-owned, privately-owned, and on-street parking facilities in the vicinity of the Allyn Site (see **Figure 3.4-7**). 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 provide 4,631 publicly-available parking spaces, most of which are lots owned by private entities. Examples of parking amenities include structured parking spaces such as the Metro Center parking (1,125 parking spaces) and the Church Street garage parking (1,299 parking spaces), as well as several surface lots within a two-block radius of the site (SLAM, 2024). 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, No Date-b; CTtransit, 2021b; CTtransit, No Date-g

Figure 3.4-6. Public Transit Near Allyn Site



Source: City of Hartford, 2024.

Figure 3.4-7. Parking Facilities Near Allyn Site

Table 3.4-1. Current and Future Parking Space Adequacy for Allyn Site (2019-2031)[1]

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

Source: City of Hartford, 2022b

[1] Values are shown as a range from 2019 levels to 2031 levels.

[2] Parking deficits are shown with red text and parentheses.

Ribicoff Federal Building and Courthouse

Figures 3.4-8 and 4.4-9 provide maps 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).

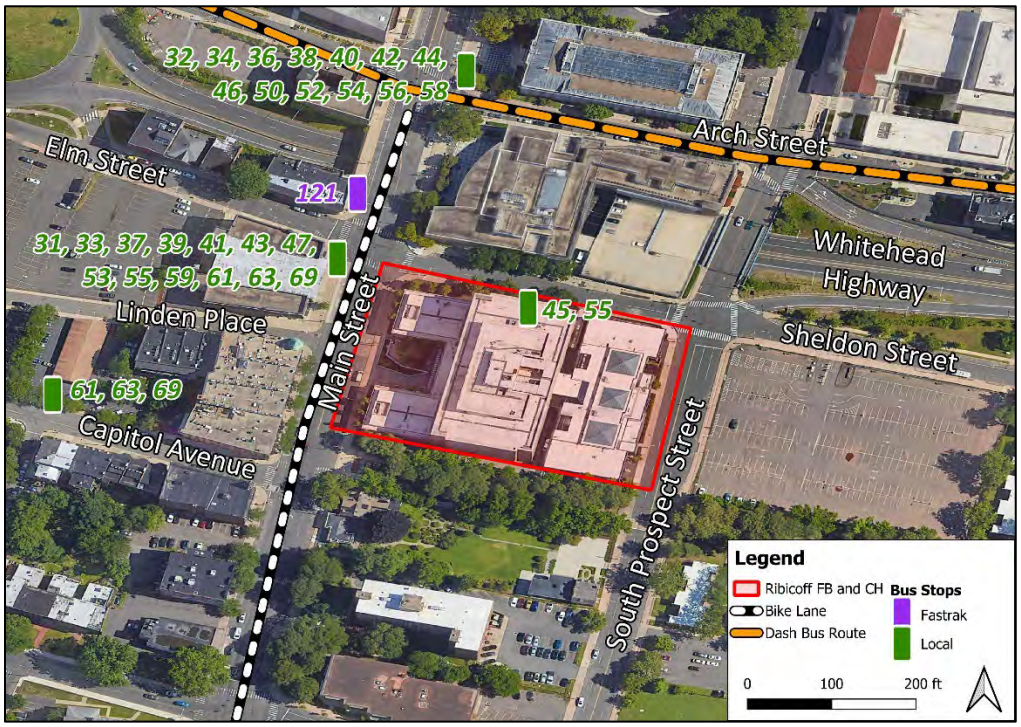
Sheldon Street is a two-lane, one-way eastbound roadway. Sheldon Street has no posted speed limit and is classified as an urban minor collector as defined by the CTDOT Functional Classification Map. Per CTDOT

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).

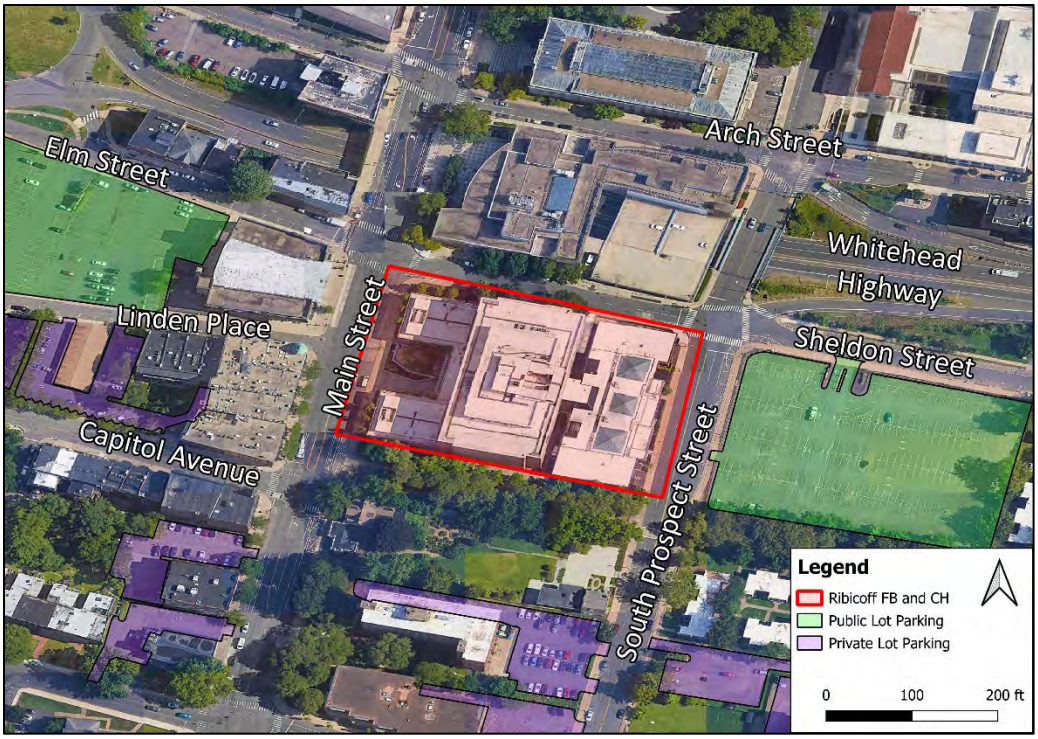
Since the building is on Main Street, the Ribicoff FB and CH has access to several bus lines, including CTtransit local and express bus lines, CT*fastrak*, and the Hartford dash shuttle. The bus lines closest to the site include the CTtransit local bus lines 45 (Berlin Turnpike Flyer) and 55 (Middletown) [see **Figure 3.4-8**].

There are several publicly-owned, privately-owned, and on-street parking facilities in the vicinity of the Ribicoff FB and CH (see **Figure 3.4-9**). 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, No Date-b; CTtransit, 2021a; CTtransit, No Date-g.

Figure 3.4-8. Transportation Facilities Near Ribicoff FB and CH



Source: City of Hartford, 2024.

Figure 3.4-9. Parking Facilities Near Ribicoff FB and CH

Table 3.4-2. Current and Future Parking Space Adequacy for Ribicoff FB and CH (2019-2031)[1]

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)[2] - (30)[2]	1,564 - 1,471	2,536 - 2,241

Source: City of Hartford, 2022b

[1] Values are shown as a range from 2019 levels to 2031 levels.

[2] 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 3.4-10 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 3.4-10**, 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).

				WEEKDAY						
					AM PEAK HOUR			PM PEAK HOUR		
LAND USE	ITE CODE	AMOUNT	UNITS	ADT	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing										
General Office Building (Federal Courthouse)[1,2]	710	235	Employees		137	19	156	23	115	138
		245,000	SF (GFA)	2,530						
TOTAL				2,530	137	19	156	23	115	138
Proposed										
General Office Building (Federal Courthouse)[1,2]	710	250	Employees		143	19	162	25	120	145
		281,000	SF (GFA)	2,851						
TOTAL				2,851	143	19	162	25	120	145
Net Difference - Trips				321	6	0	6	2	5	7
% Difference				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 3.4-10. 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 3.4-10** 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 CT*fastrak* 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, provides limited access to highways, main city arteries, and public transit options due to its location.

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. However, as employees return to work in-person at their respective workplaces on a full-time basis, the overall traffic in the area may experience a spike in the long term. **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 3.4-11 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 3.4-11**, 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 IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
Existing										
General Office Building (Federal Courthouse)(1,2)	710	365	Employee		182	25	207	33	159	192
		365,600	SF (GFA)	3,584						
TOTAL				3,584	182	25	207	33	159	192
Proposed										
General Office Building (Federal Office Building)(1,2,3)	710	250	Employee		143	19	162	25	120	145
		365,600	SF (GFA)	2,760						
TOTAL				2,760	143	19	162	25	120	145
Net Difference - Trips				-824	-39	-6	-45	-8	-39	-47
% Difference				-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 3.4-11. 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 3.4-12 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 3.4-12**, 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
Proposed										
General Office Building (Federal Courthouse)[1,2]	710	250	Employees		143	19	162	25	120	145
		281,000	SF (GFA)	2,851						
TOTAL				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 3.4-12. 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, CT*fastrak*, and the dash line, and lies one block to the east of the Hartford Union Station, providing numerous transit options to commuters traveling to the courthouse from outside of Hartford and/or the State of Connecticut. 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 employees return to work in-person at their respective workplaces on a full-time basis, the overall traffic in the area may experience a spike in the long term.

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_{10}] and "fine" particulate matter [$PM_{2.5}$]), sulfur dioxide (SO_2), carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), and lead (Pb). O_3 is a strong photochemical oxidant that is formed when nitrogen dioxide (NO_2) reacts with volatile organic compounds (VOCs) and oxygen in the presence of sunlight. O_3 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_3 NAAQS and a "moderate" *nonattainment* area for the 2015 8-hour O_3 NAAQS (EPA, 2023b). Nonattainment with O_3 NAAQS in Connecticut can primarily be attributed to the transport of pollutants from the New York metropolitan area that react to form O_3 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_3 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[7] (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).

[7] 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_2 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_3 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_3, as described above (EPA, 2023c; EPA, 2023d).

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_3 NAAQS and as a result, Connecticut is obligated to implement Reasonably Available Control Technology for all major sources[8] of VOCs and NO_x (CT DEEP, 2023b). Sources of pollutants may vary across the individual proposed Project sites as described below.

[8] 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
CO				
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
NO_2				
1-hour – primary	98th 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
O_3				
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
SO_2				
1-hour – primary	99th 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
$PM_{2.5}$				
1-year – primary	annual mean, averaged over 3 years	12.0 µg/m³	7.3 µg/m³	Hartford, CT
1-year – secondary	annual mean, averaged over 3 years	15.0 µg/m³	-	-
24-hour – primary and secondary	98th percentile, averaged over 3 years	35 µg/m³	24.5 µg/m³	Hartford, CT
PM_{10}				
24-hour – primary and secondary	Not to be exceeded more than once per year on average over 3 years	150 µg/m³	63 µg/m³	Hartford, CT
Pb				
Rolling 3-month average – primary and secondary	Not to be exceeded	0.15 µg/m³	-	-

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

Note: ppb = parts per billion; ppm = parts per million; µg/m³ = micrograms per cubic meter; CO = carbon monoxide; NAAQS = National Ambient Air Quality Standards; NO_2 = nitrogen dioxide; O_3 = ozone; Pb = lead; $PM_{2.5}$ = particulate matter less than 2.5 microns in diameter; PM_{10} = particulate matter less than 10 microns in diameter; SO_2 = 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

Name	Distance from Woodland Site	Distance from Allyn Site	Distance from the Ribicoff FB and CH
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_3 and occurs in an OTR, the GCR requirements apply. Therefore, Alternative 1 is subject to review under the GCR for O_3 precursors (NO_x 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_x, SO_2, VOCs, PM_{10}, and $PM_{2.5}$ 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, 2023e). 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_x	Tons of VOCs	Tons of SO_2	Tons of PM_{10}	Tons of $PM_{2.5}$
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
Total (tons per year)	**20.7964**	**10.9169**	**1.0790**	**0.0429**	**6.2275**	**0.9427**
De minimis threshold (tons per year)	**100**	**50**	**50**	**100**	**100**	**100**

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

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_{10} and $PM_{2.5}$ 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. 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. Due to the limited connectivity to public transit compared to the Allyn Site and lack of public parking spaces in the vicinity, it is expected that most employees and visitors would commute to and from the new courthouse in their POVs. 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 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 the site is well-connected to public transit, it is expected that employees and visitors may commute to the site via trains, buses, or even by walking and/or cycling. 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 SOLID AND HAZARDOUS WASTE AND MATERIALS

3.6.1 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, 2024). 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, 2024; 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, 2023g). 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, 2023h). 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, 2023c; 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.

3.6.1.1 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 Final 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).

3.6.1.2 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 Final 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 contains contamination in exceedance of Connecticut's Remediation Standard Regulations (RSR) in several locations due to previous releases. Contamination concentrations that exceed Connecticut's RSRs include polycyclic aromatic hydrocarbons (PAHs), VOCs, extractable total petroleum hydrocarbon (ETPH), lead, and arsenic (Solv, 2023). Previous studies have concluded that the total volume of potentially contaminated fill across the Allyn Site could range from 15,000 to 20,000 cubic yards (GeoQuest, 2024).

3.6.1.3 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).

3.6.2 Environmental Consequences

3.6.2.1 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. Prior to its proposed use as a federal courthouse, the Woodland Site would be remediated such that it complies with the RSRs as needed.

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. 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.

3.6.2.2 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 3.6.1.2, 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. During the site design phase, follow-up assessments and Environmental Land Use Restrictions, if necessary, may be developed, followed by the implementation of a Remedial Action Plan to bring the site into compliance with Connecticut's RSR.

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 3.6.2.1 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.

3.6.2.3 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.

3.7 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."

3.7.1 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.

3.7.1.1 Population and Housing

Population

Table 3.7-1 shows past and current population data for Hartford County and the State of Connecticut (USCB, 2010; USCB, 2015; USCB, 2020a; USCB, 2021). 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 3.7-1. 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, 2021.

Table 3.7-2 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 3.7-2. Projected Future Population Growth in Hartford County and the State of Connecticut from 2021 to 2040

Location	2021[1]	2025[2]	2030[2]	2035[2]	2040[2]	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, 2021; 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[9] (USCB, No Date).

Table 3.7-3 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

[9]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).

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 3.7-3. 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

3.7.1.2 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 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 3.7-4**, 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 3.7-4. 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 3.7-5** 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 3.7-5. 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 3.7-6 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 3.7-6. 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

Industry	Employment	Percent of Total (%)
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
Total	**646,418**	**100**

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 3.7-7 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 3.7-7. 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 3.7-8**. 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 3.7-8. 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

Industry Description	Compensation ($000)	Percent of Total (%)
Mining, quarrying, and oil and gas extraction	2,768	0.0
Total Compensation of Employees	**48,045,108**	**100**

Source: BEA, 2022d

3.7.1.3 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 3.7-9 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 3.7-10** 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 3.7-9. 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 3.7-10. 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

3.7.2 Environmental Consequences

3.7.2.1 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 3.7.1.2, 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. Due to the semi-suburban location of the Woodland Site, there are fewer amenities located in the vicinity of the site (see **Figure 3.7-1**). The type of developments include educational institutions, hospitals, religious institutions, and residences. Alternative 1 is not expected to attract many new businesses or developments to the area, or meaningfully boost the economic activity in the neighborhood. As such, 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**, **minor**, and **adverse** socioeconomic effects over a **localized** scale.



Source: Michael Maltzan Architecture, Inc. & SLAM Collaborative, 2024

Figure 3.7-1. Location of Amenities in the Vicinity of the Woodland Site

3.7.2.2 Alternative 2 – Allyn Site

Population and Housing

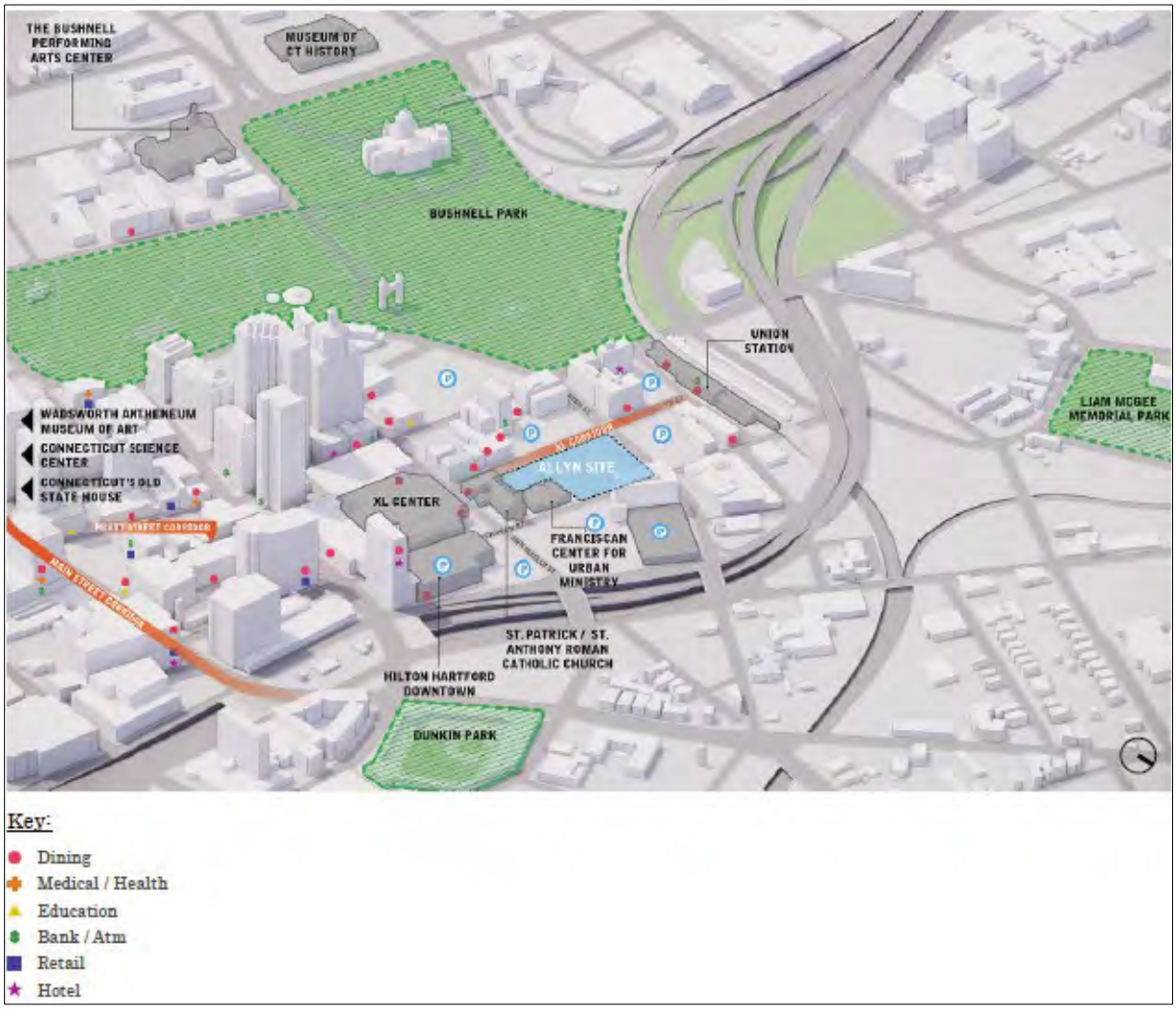
Effects on population and housing under Alternative 2 would be similar to the effects under Alternative 1. There would be **no effects** on population and housing in Hartford County over the **short** and **long term**.

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**, **minor**, and **beneficial** socioeconomic effects over a **regional** scale. The Allyn Site is located in close proximity to several amenities, including (a) cultural and entertainment venues (Bushnell Park, XL Center, TheatreWorks, and Dunkin' Park); (b) dining and lodging services such as a wide range of restaurants, cafes, and hotels; and

(c) the central business district which contains offices and court-related services and tenants (see **Figure 3.7-2**). Locating the new courthouse at the Allyn Site would provide an overall boost to economic activity in downtown Hartford. Due to the nature of development and land use plans that already exist in downtown Hartford, Alternative 2 would attract a greater amount economic activity associated with the operation of the new courthouse compared to Alternative 1.



Source: Michael Maltzan Architecture, Inc. & SLAM Collaborative, 2024

Figure 3.7-2. Location of Amenities in the Vicinity of the Allyn Site

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, which is lower than the decrease

expected from the implementation of Alternative 1. Therefore, acquisition of private properties for the new courthouse under Alternative 2 would have **direct**, **long-term**, **minor**, and **adverse** socioeconomic effects over a **localized** scale. However, this adverse effects may be somewhat offset by the potential for the new courthouse to attract further businesses and investments in downtown Hartford, potentially resulting in increased real estate values and business tax revenues in the area.

3.7.2.3 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.

3.8 PROTECTION OF CHILDREN'S HEALTH AND SAFETY

3.8.1 Affected Environment

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 3.8-1**, 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 3.8-1. 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[a]	898,636	5.3%	18.4%
State of Connecticut[b]	3,605,330	5.1%	18.5%

Source: USCB, 2021

[a]ROI

[b]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 3.8-2**, 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, 2021).

Table 3.8-2. 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, 2021

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

As shown in **Table 3.8-3**, 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, 2021).

Table 3.8-3. Youth Populations by Census Tract in the Vicinity of the Allyn Site

Location (Census Tract)	Total Population	Percent of Children Under 5 Years	Percent of Children 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, 2021

*The Allyn Site is located within this census tract.

3.8.2 Environmental Consequences

Places where children "learn, live, and play" are the focus of this analysis for effects as it relates to their health and safety.

3.8.2.1 Alternative 1 – Woodland Site

As discussed in Section 3.7.2.1, 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

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

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. Due to the location of the site, it does not provide adequate access to public transit options or parking spaces and would necessitate the continued reliance on POVs to commute to and from the new courthouse.

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.

3.8.2.2 Alternative 2 – Allyn Site

Noise Disturbances

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

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 the health and safety of children under the No Action Alternative.

3.9 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 17th 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 3.9.1. 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).

3.9.1 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.

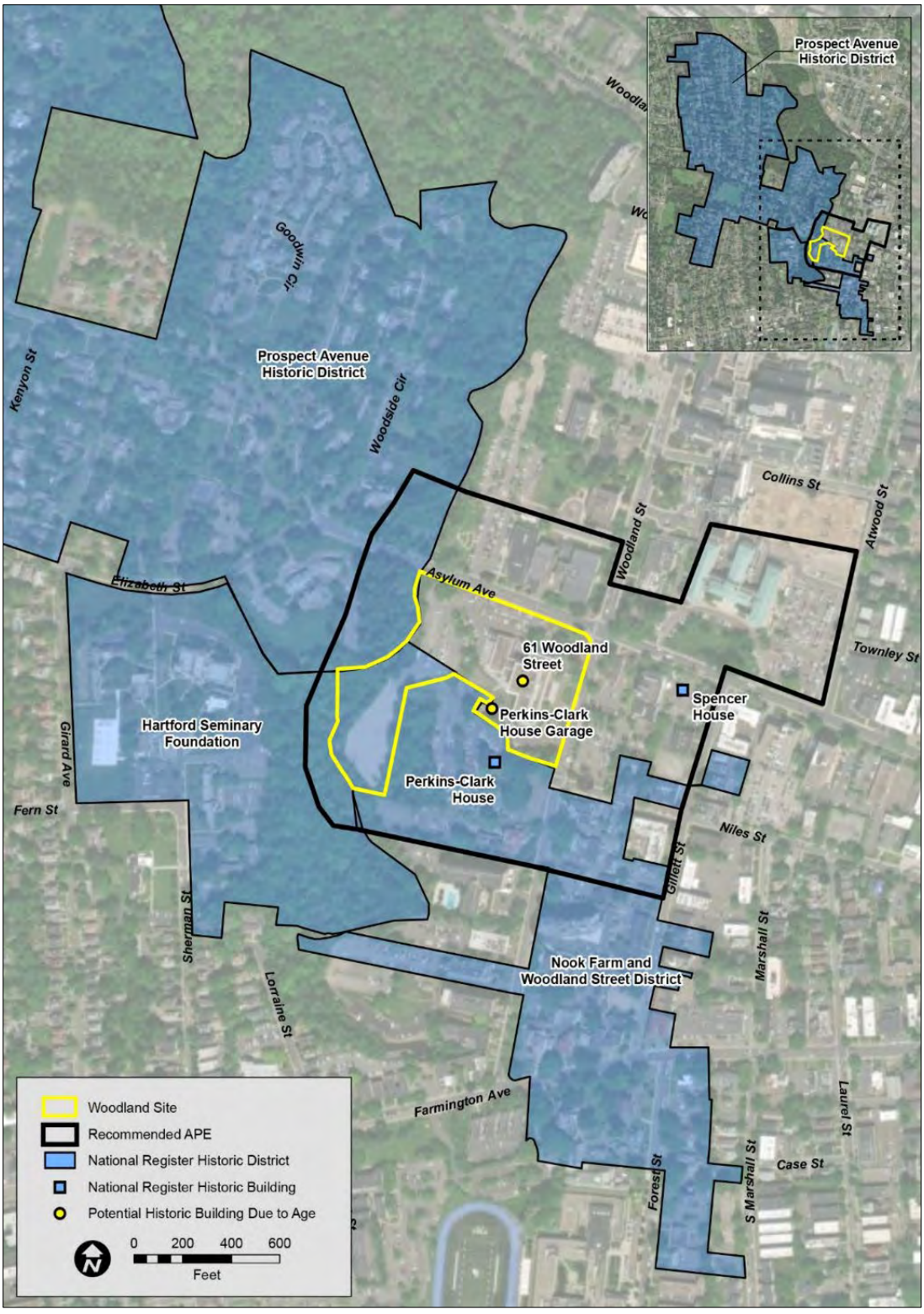
The Phase IA survey is part of GSA's due diligence in trying to understand the Project's potential effects on cultural resources at both sites. Formal consultations with the SHPO and further investigations would be conducted following the final selection of a Project site.

3.9.1.1 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 3.9-1** 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 3.9-1** (PAL, 2024).



Source: PAL, 2024

Figure 3.9-1. Recommended APE and Historic Architectural Resources at Woodland Site

Table 3.9-1. 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 61 Woodland Street	Within Project Site	Currently unevaluated
Perkins-Clark House Garage 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 49 Woodland Street	Directly Adjoining	Currently listed
Spencer House 1039 Asylum Avenue	0.09 miles	Currently listed

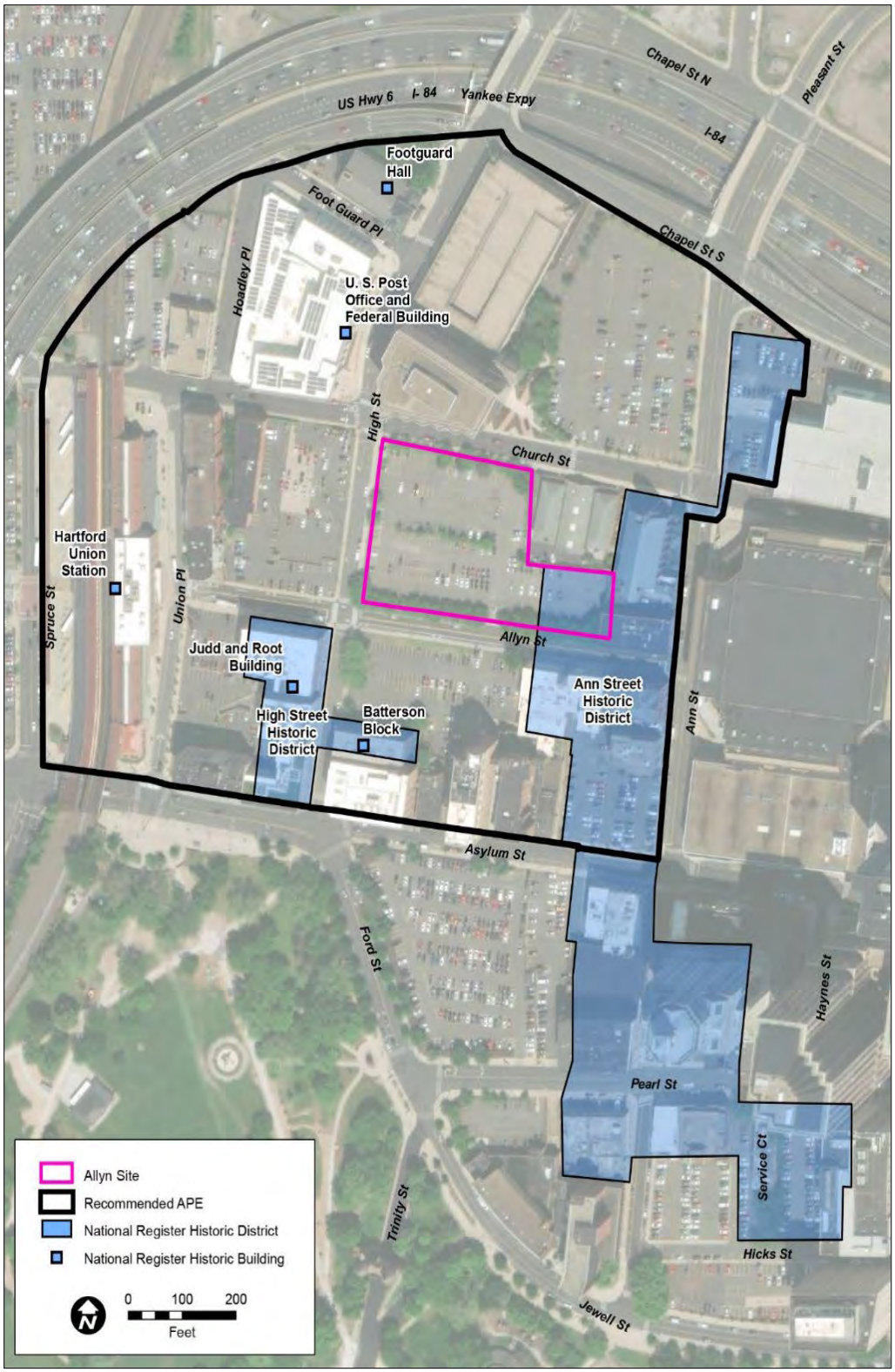
Source: PAL, 2024

3.9.1.2 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 3.9-2** 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 3.9-2** (PAL, 2024).



Source: PAL, 2024

Figure 3.9-2. Recommended APE and Historic Architectural Resources at the Allyn Site

Table 3.9-2. 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 175–189 Allyn Street	Directly Adjoining	Currently listed
U.S. Post Office and Federal Building 135–149 High Street	Directly Adjoining	Currently listed
Batterson Block 26-28 High Street	0.05 miles	Currently listed
Footguard Hall 159 High Street	0.07 miles	Currently listed
Hartford Union Station 5 Union Place	0.08 miles	Currently listed

Source: PAL, 2024

3.9.2 Environmental Consequences

3.9.2.1 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 3.9-1**, 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.

3.9.2.2 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 3.9-2**, 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.

3.9.2.3 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.

3.10 GEOLOGY, TOPOGRAPHY, AND SOILS

3.10.1 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.

3.10.1.1 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)[10]. 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 underlaid 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[11] and minor components of red to black silt shale and sedimentary conglomerate (CT GNHS & USGS, 1985).

3.10.1.2 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 Final 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).

[10] 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).
[11] Micaceous arkose is a mica-containing sandstone with at least 25 percent feldspar (CT GNHS & USGS, 1985).

3.10.1.3 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[12] (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 3.10-1**.

[12] 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 3.10-1. 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.

3.10.2 Environmental Consequences

3.10.2.1 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 3.11 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.

3.10.2.2 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 3.11 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.

3.10.2.3 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.

3.11 WATER RESOURCES

3.11.1 Affected Environment

3.11.1.1 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-a). 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 *Escherichia 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).

3.11.1.2 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-b).

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.

3.11.1.3 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 3.11-1**. 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 3.11-2**.

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 3.11-2**. Both wetland locations are also within the 1 percent annual chance flood hazard area of the North Branch Park

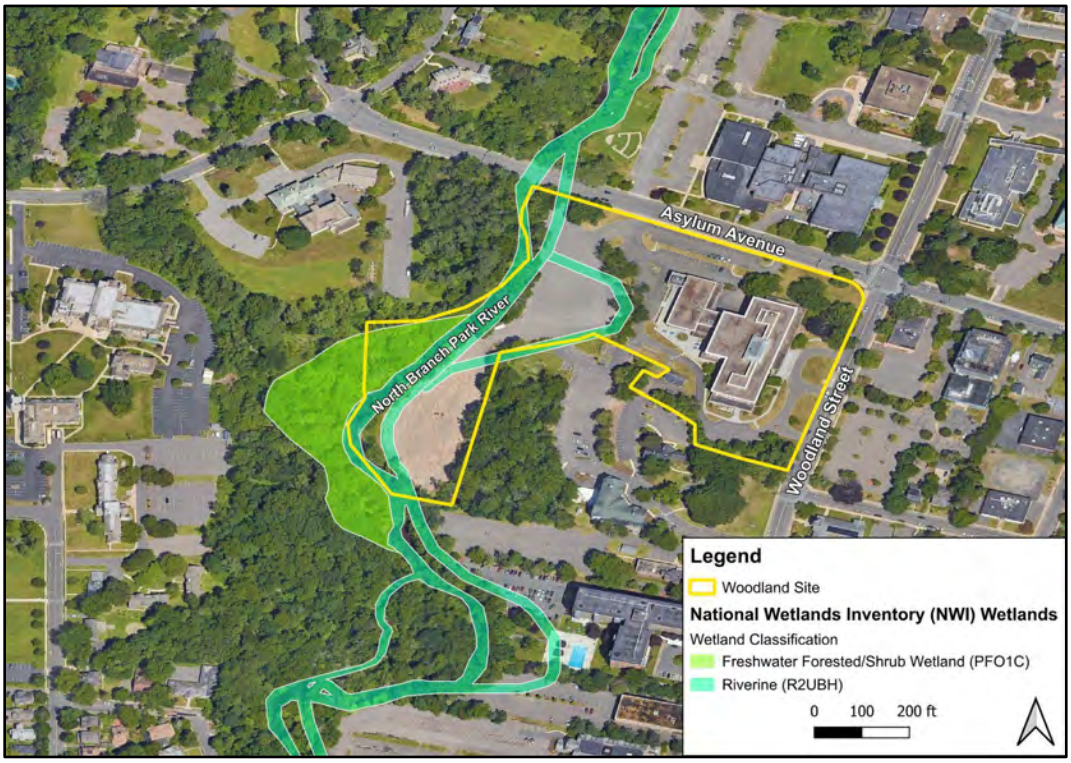
River. The wetland delineation also indicated the presence of additional Palustrine forested wetland areas outside the site boundary.

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.

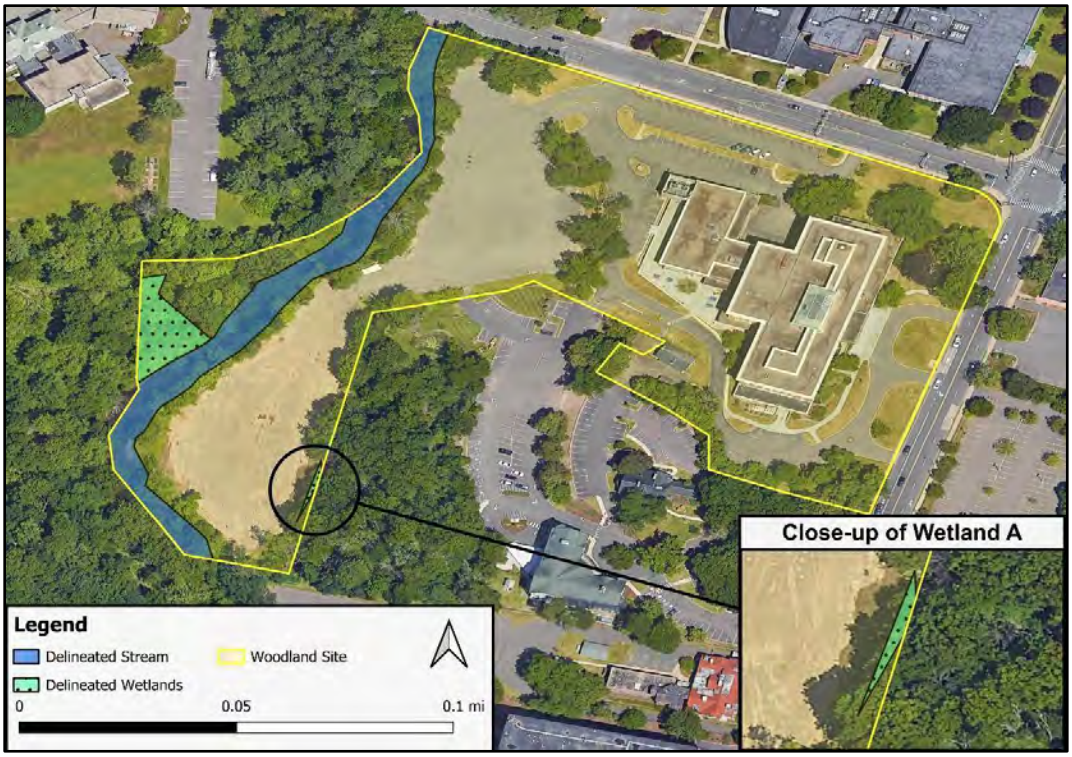
Ribicoff Federal Building and Courthouse

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 3.11-1. NWI Wetlands near the Woodland Site



Source: ECS Mid-Atlantic, 2024

Figure 3.11-2. Delineated Wetlands at the Woodland Site

3.11.1.4 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 3.11-3**. 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.

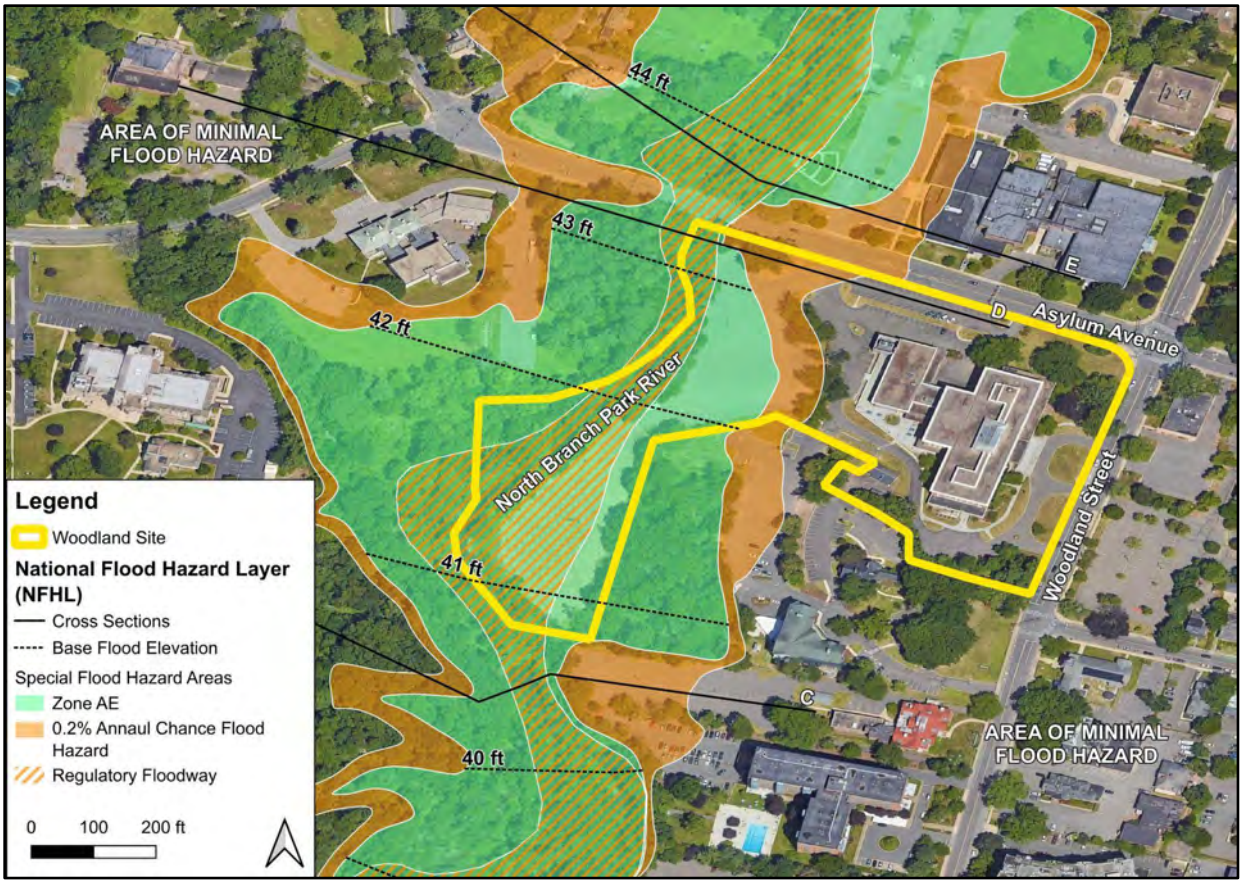


Figure 3.11-3. Special Flood Hazard Areas near the Woodland Site

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 3.11-4**. 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 3.11-4. Special Flood Hazard Areas near the Ribicoff Federal Building and Courthouse

3.11.2 Environmental Consequences

3.11.2.1 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 GSA's Core Building Standards. 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.

3.11.2.2 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.

3.11.2.3 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.

3.12 VISUAL RESOURCES AND AESTHETICS

3.12.1 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.

3.12.1.1 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 3.12-1**. 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 3.12-2**.



Source: Google Earth, No Date

Figure 3.12-1. West-facing Views of the Woodland Site



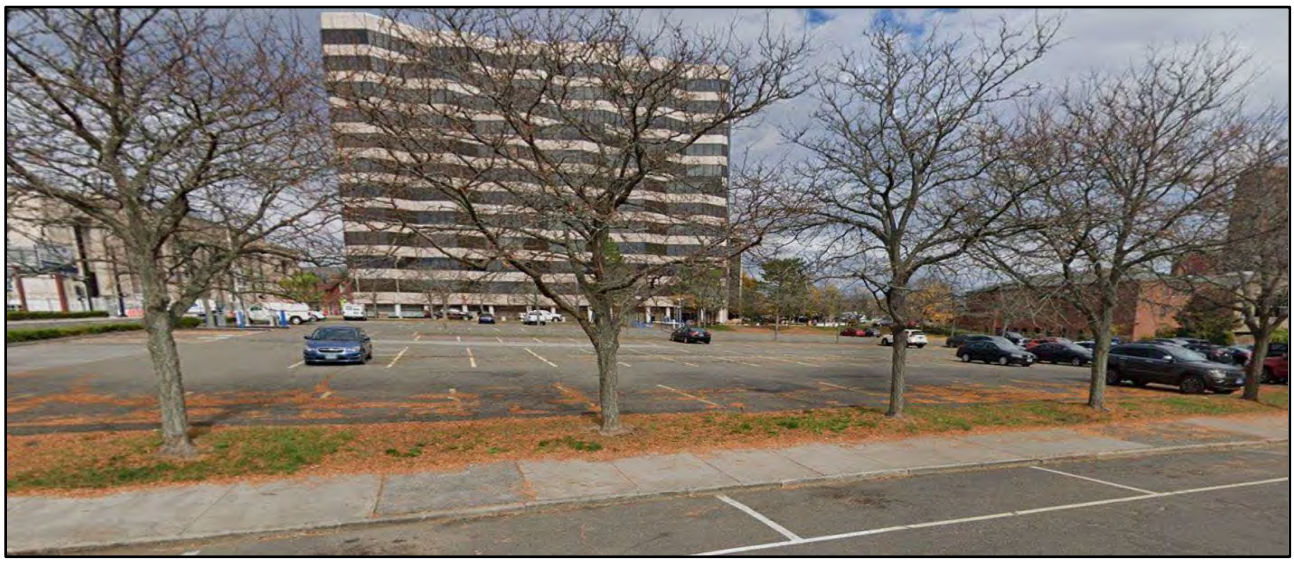
Source: Google Earth, No Date

Figure 3.12-2. 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.

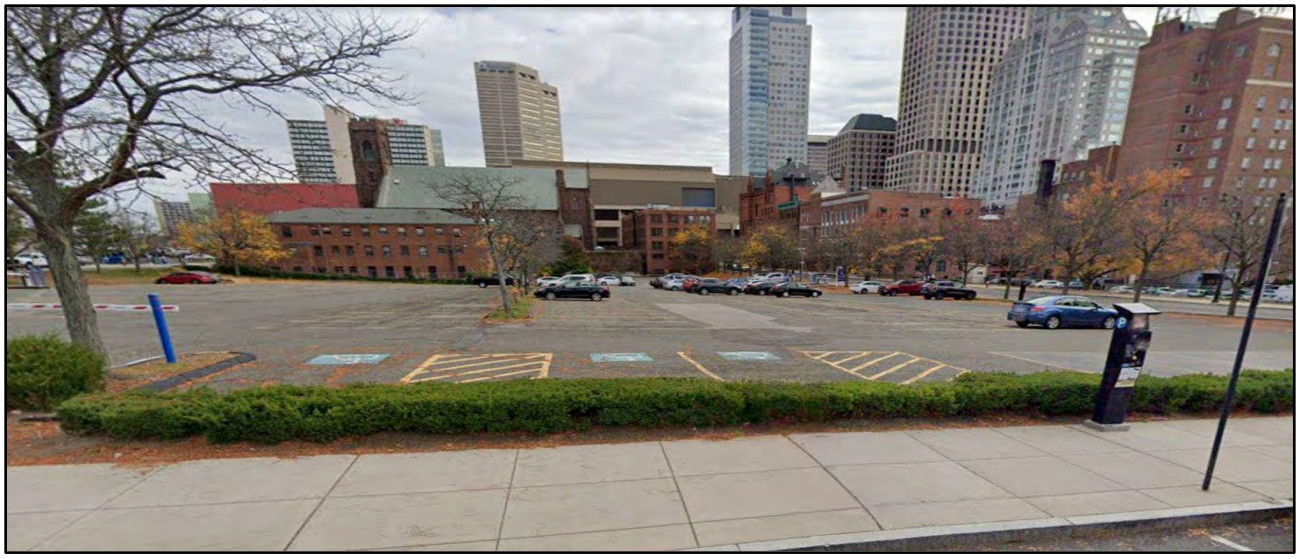
3.12.1.2 Allyn Site

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 3.12-3** and **3.12-4**. 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 3.12-3. North-facing Views of the Allyn Site



Source: Google Earth, No Date

Figure 3.12-4. 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.

3.12.1.3 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 3.12-5**. 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 3.12-6**. 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 3.12-5. Southeast-facing Views of the Ribicoff Federal Building and Courthouse



Source: Google Earth, No Date

Figure 3.12-6. 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.

3.12.2 Environmental Consequences

3.12.2.1 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.

3.12.2.2 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.

3.12.2.3 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 imperceivable within the characteristic landscape.

3.13 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 Final 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 Final 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, 2023j). 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 Final 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 3.8 Protection of Children's Health and Safety.

3.14 Relationship between Short-Term Uses and Long-Term Productivity

Section 102(C)(iv) of NEPA requires 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 3.13 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.

3.15 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.

3.15.1 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 3.9 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.

3.15.2 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.

3.16 SUMMARY OF BEST MANAGEMENT PRACTICES / MITIGATION MEASURES

Table 3.16-1. List of Best Management Practices by Resource Area

Resource Area	Best Management Practices / Mitigation Measures
Land Use	None.
Utilities	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 and site preparation; and • construction activities followed by coordination with utilities providers in the event of discovery of unmarked utilities.
Traffic and Transportation	None.
Air Quality	Measures that may be implemented to reduce fugitive dust and control pollution from criteria pollutants 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

Resource Area	Best Management Practices / Mitigation Measures
	• Covering open hauling equipment (e.g., haul trucks) when conveying or transporting materials likely to create wind-blown dust.
Climate Change	None.
Solid and Hazardous Waste and Materials	• 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. • Removal and disposal of fuel storage tanks, if needed, would be conducted using licensed contractors and all proper closure procedures. • 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. • Lead-safe practices would be employed during demolition. • 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. • Construction and demolition waste would be removed frequently to minimize contaminant runoff from standing waste.
Socioeconomics	None.
Environmental Justice and Protection of Children's Health and Safety	• The GSA Project Manager would act as the point of contact to receive and address public concerns during construction. Project-related information would be shared with the public during the construction planning process. • GSA would ensure that the construction contractor implements effective safety measures to protect the general public in the vicinity of the construction site, such as roadway closures, adequate signage, and crossing guards.
Cultural Resources	• 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. • 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 Connecticut SHPO and other consulting parties and would pursue an MOA if necessary.

Resource Area	Best Management Practices / Mitigation Measures
Geology, Topography, and Soils	• BMPs for rock excavation may include actively evaluating the condition of slopes and bedrock; installing additional support as needed; and developing controls. • 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.
Water Resources	• A SWPPP would be developed to document the BMPs to be used on the construction site to reduce or prevent the discharge of pollutants. • 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. • 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. • 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. • 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.
Visual Resources and Aesthetics	None.

4.0 REASONABLY FORESEEABLE EFFECTS

This section describes the reasonably foreseeable effects that the action alternatives, as well as other projects in the area, may have on the environment.

The geographic boundary for each resource in this 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 this analysis have three components – past, present, and reasonably foreseeable future actions. Past 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 actions are included in this chapter if they are expected to overlap in space and time with the scope of this Final EIS.

4.1 REASONABLY FORESEEABLE ACTIONS

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): • Relocation of Union Station (near Allyn Site).	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	Some of the ongoing mixed-use development projects in the city that are near the proposed Project sites include: • 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 • 275 Pearl Street - Conversion into mixed-use residential and retail space. The project is one block from the Allyn Site (City of Hartford, 2022f).	Ongoing and proposed development.
Energy Improvement District (EID) Comprehensive Plan	City of Hartford	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).	The plan was adopted in 2018 and amended in 2019.
Greater Hartford Mobility Study: Planning and Environmental Linkages (PEL) Study	Connecticut Department of Transportation	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, CT*fastrak* 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).	The study was published in late 2023.

Project	Lead Agency	Description	Status
City of Hartford Complete Streets Plan	City of Hartford	The Complete Streets Plan provides guidance and recommendations on the transformation of Harford'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: • Slow Streets – implementation of neighborhood traffic calming measures; • 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; • Extension of multi-use trails for walking and bicycling; and • Implementation of the electric scooter share system.	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).	Ongoing.
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	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): • 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; • 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 • Midtown - aims to redevelop East Hartford's "Mixmaster" interchange into a new riverfront district.	The plan and its projects continue to be developed.

Project	Lead Agency	Description	Status
North Branch Park River Watershed Management Plan	Multiple, including North Central Conservation District (NCCD) and CT DEEP	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). 61 Woodland Street Riparian Restoration project is the highest priority green infrastructure project for which permit level designs have been developed. Measures proposed for the Woodland Site include green stormwater infrastructure (bioswales, raingarden, green roofs), riparian and floodplain restoration within existing parking lots, green streets, subsurface stormwater storage, and implementing land conservation measures (North Central Conservation District, Fuss & O'Neill, Park Watershed, & Trust for Public Land, 2025).	The Watershed Management Plan was updated in March 2025. Permit level designs were developed for the 61 Woodland Street Riparian Restoration project.

4.2 LAND USE

Present and foreseeable future projects in and around the proposed Project sites with the potential to 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** 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** 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 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** 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** 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 foreseeable 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 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 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** 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 effects to air quality. **Long-term**, **minor**, **localized** to **regional,** and **beneficial** 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** effects to air quality. Though the magnitude of the short-term 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 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 reasonably foreseeable 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 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.

4.7 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** 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 actions described in **Table 4.1-1**, would contribute **short-term**, **minor**, **regional**, and **beneficial** socioeconomic effects. The magnitude of the short-term 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**.

4.8 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, 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 public transportation and public multi-use trails. Construction or renovations associated with these projects could cause **short-term**, **minor**, **regional**, and **adverse** (from noise, pollutant emissions, and congestion) effects to the affected youth populations. The magnitude of the short-term 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 youth populations reside would likely contribute **long-term**, **minor** to **moderate**, **regional**, and **beneficial** effects through the improvement of public infrastructure, services, and the overall quality of life.

4.9 CULTURAL RESOURCES

Projects listed in **Table 4.1-1** that involve ground disturbance or the removal or reuse of historic buildings could have reasonably foreseeable effects on historic and cultural resources. Nearby projects, including the Hartford City Plan, emphasize the preservation and reuse of historic properties. There would be **long-term**, **minor**, **localized**, and **beneficial** 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** effects from the demolition or reuse of the buildings.

Reasonable foreseeable 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** 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, alterations to the landscape would not be likely to change the setting or character of the viewsheds of existing historic properties.

4.10 GEOLOGY, TOPOGRAPHY, AND SOILS

The majority of present and reasonably foreseeable future actions described in **Table 4.1-1** would 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.

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 in conjunction with the Project. These 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.

4.11 WATER RESOURCES

All present and reasonably foreseeable future actions described in **Table 4.1-1** would contribute short-term 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** 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 actions described in **Table 4.1-1** would be **negligible** and **localized**.

When considered 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. As such, **short-** and **long-term adverse** effects under any of the action alternatives would be **localized** and **negligible**.

4.12 VISUAL RESOURCES AND AESTHETICS

All projects listed in **Table 4.1-1**, in combination with construction of the new courthouse, would result in reasonable foreseeable effects to visual resources. These projects would likely contribute **short-term**, **minor**, **localized**, and **adverse** effects, and **long-term**, **minor**, **localized**, and **beneficial** effects to the landscape when considered with Alternatives 1 and 2, especially if they occur simultaneously. The magnitude of the short-term 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

Name	Role
	U.S. General Services Administration
Joseph Mulligan	Hartford Courthouse Project Manager
Carey Bergeron	Assistant Regional Counsel, New England Region
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Sara Massarello	Realty Specialist
Jane Urban	Environmental Protection Specialist
Kelly Morrison	Community Engagement Coordinator
Carol Chirico	Senior Assistant Regional Counsel, New England Region
Paul Hughes	Regional Public Affairs Officer
Sheri DeMartino	Realty Specialist
Elizabeth Mees	Architect, Regional Historic Preservation Officer & Regional Fine Arts Officer
Nicole Katz	Asset Manager, Portfolio Management Branch
Judith Bowen	Regional Chief Architect
Brianna Burke	Communications Specialist
	U.S. District Court for the District of Connecticut
Scott Teman	ACE for Space and Facilities
Josette Jones	Project Architect
Dinah Kinney	Clerk of Court
Michelle Rynne	Division Manager & Courthouse Construction Project Manager
Monica Watson Cucchiarelli	Chief Deputy (U.S. District Court for the District of Connecticut)
Jay Cafferty	Space and Facilities Assistant
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Oshin Paranjape	Project Manager and Environmental Analyst Air Quality and Climate Change
Leon Kolankiewicz	Program Manager and Technical Reviewer
Wendy Grome	Technical and Quality Reviewer
Eveline Martin	Technical and Quality Reviewer
Dave Henney	Environmental Analyst Traffic and Transportation
Ben Henderson	Technical Reviewer and Environmental Analyst Utilities; Noise
Nick Iraola	Environmental Analyst Visual Resources and Aesthetics

Name	Role
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Charlie Henning	Environmental Analyst Geology, Topography, and Soils; Solid and Hazardous Waste and Materials
Amelia Waring	Environmental Analyst Land Use; Biological Resources
Jamie Sandhu	Environmental Analyst Water Resources

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APPENDIX A: SCOPING REPORT

HARTFORD FEDERAL COURTHOUSE PROJECT
PUBLIC SCOPING REPORT

PREPARED FOR:

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TABLE OF CONTENTS

1.0 Introduction 1
2.0 Project Background 1
2.1 Purpose and Need 2
2.2 Proposed Alternatives 2
3.0 Scoping Process 6
3.1 Notice of Intent 6
3.2 Press Release 7
3.3 Newspaper Advertisements 7
3.4 Radio Announcement 7
3.5 Interested Party Letter 7
4.0 Public Scoping Meeting 7
4.1 Meeting Details 8
5.0 Public Scoping Comments 9
5.1 Collecting Comments 9
5.2 Summary of Comments 9
5.3 Issues Identified During Scoping 9
5.4 Summary of Comments by Subject 10
5.4.1 Alternatives 10
5.4.2 Biological Resources 11
5.4.3 Community Engagement 11
5.4.4 Design 11
5.4.5 Environmental Justice 11
5.4.6 Land Use 12
5.4.7 Requests for Information 12
5.4.8 Socioeconomics 12
5.4.9 Traffic and Transportation 13
5.4.10 Water Resources 13
6.0 Additional Outreach Efforts 14

TABLES:

Table 5-1. Commenters and Comments by Subject 10

FIGURES:

Figure 2-1. Location of the Ribicoff Federal Building and Courthouse 2
Figure 2-2. Alternative 1 – Woodland Site 4
Figure 2-3. Alternative 2 – Allyn Site 5
Figure 2-4. Alternative 3 – Hudson Site 6
Figure 4-1. Public Scoping Meeting Attendees 8

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
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 an 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.

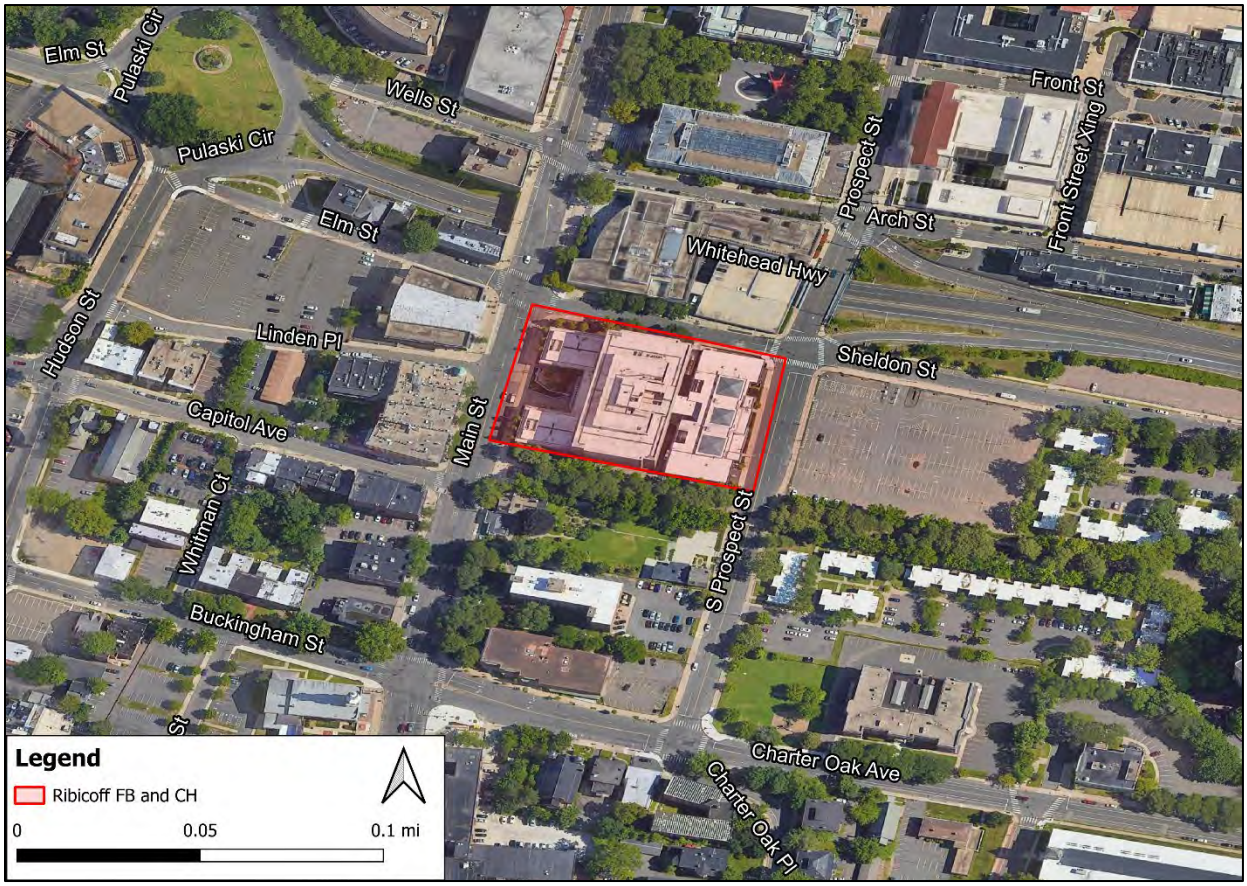


Figure 2-1. Location of the Ribicoff Federal Building and Courthouse

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.

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.

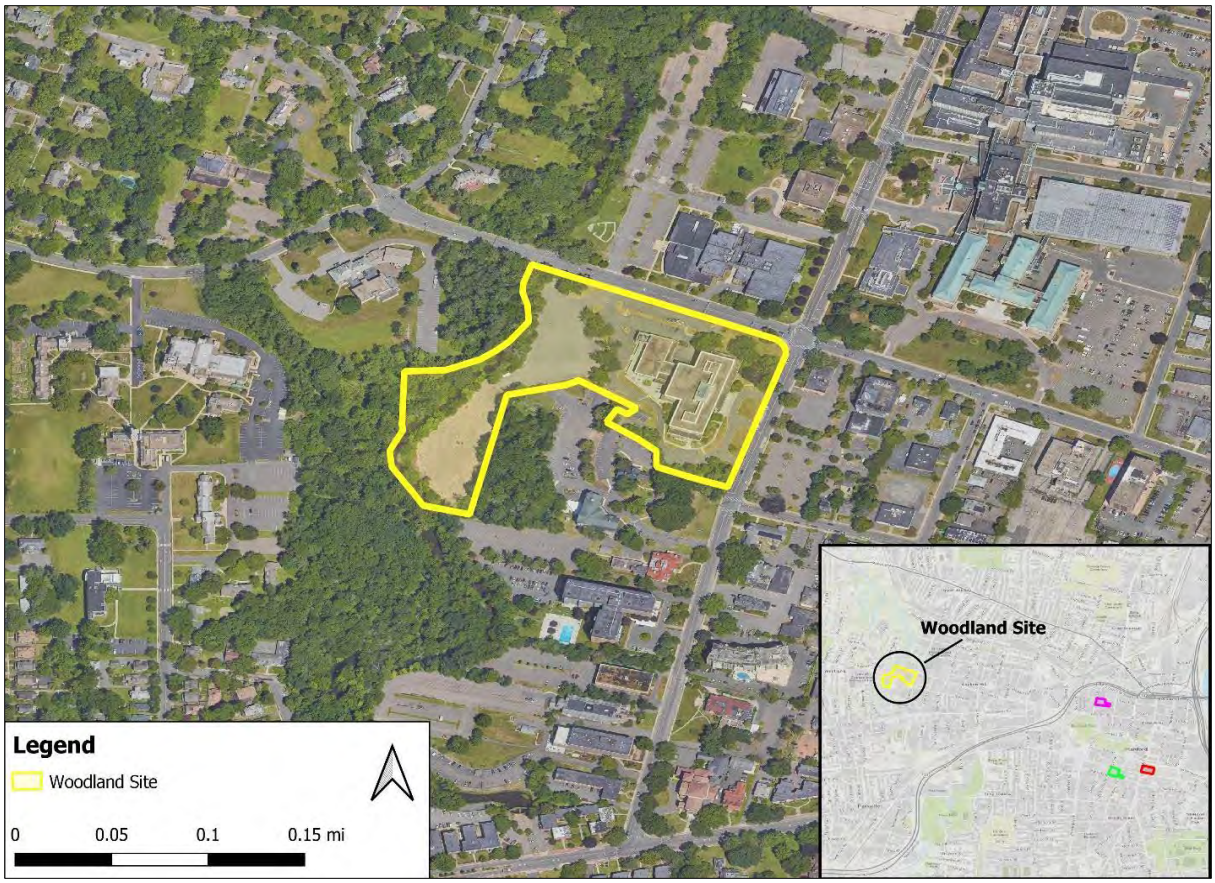


Figure 2-2. Alternative 1 – Woodland Site

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.

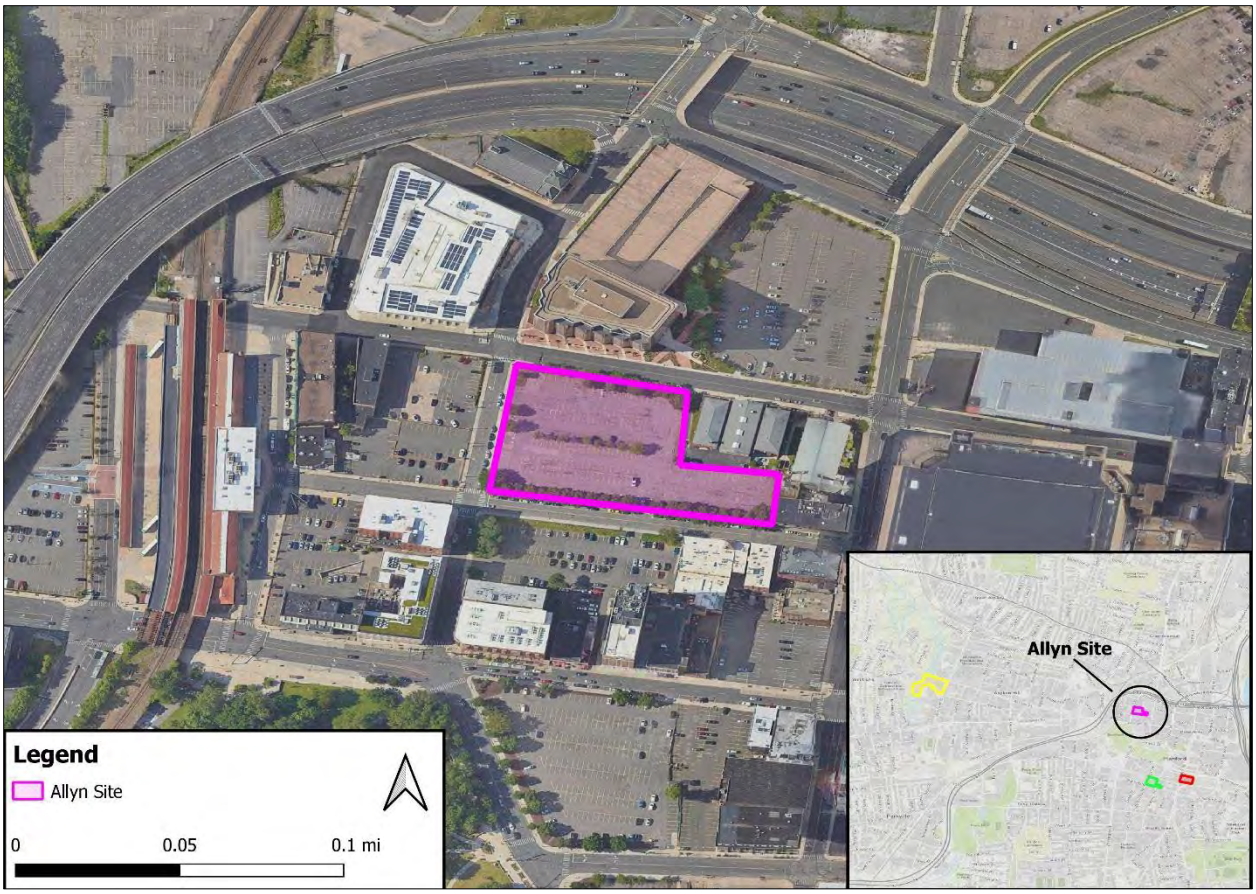


Figure 2-3. Alternative 2 – Allyn Site

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.

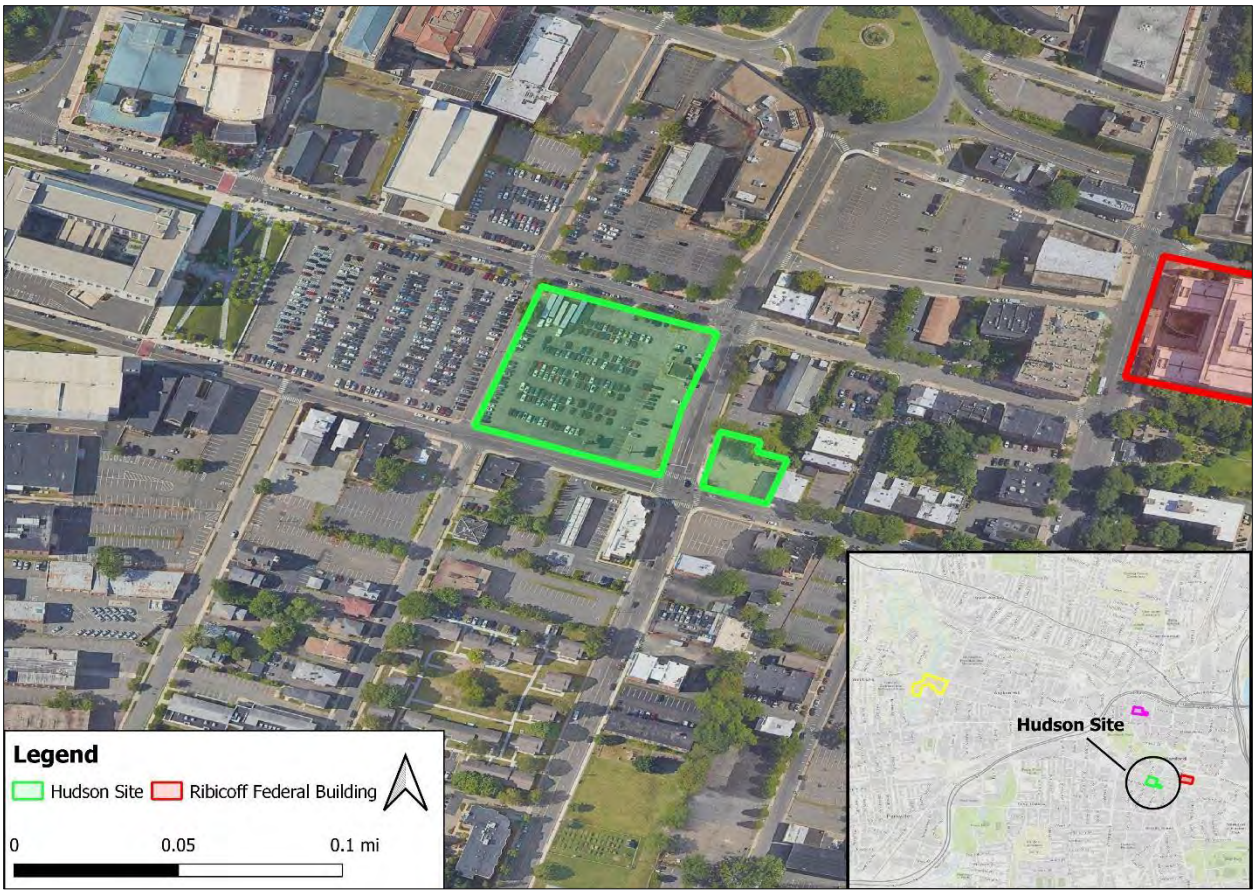


Figure 2-4. Alternative 3 – Hudson Site

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.

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

Subject	No. of Agency Commenters (A)[a]	No. of Public Commenters (P)[b]	Total Commenters	No. of Agency Comments	No. of Public Comments	Total Comments
Alternatives	11	26	**37**	12	27	**39**
Biological Resources	0	1	**1**	0	1	**1**
Community Engagement	3	1	**4**	3	1	**4**
Design	4	2	**6**	4	2	**6**
Environmental Justice	1	0	**1**	1	0	**1**
Land Use	6	11	**17**	6	13	**19**
Outside the Scope of the EIS	0	2	**2**	0	2	**2**
Request for Information	0	1	**1**	0	2	**2**
Socioeconomics	6	11	**17**	7	12	**19**
Traffic and Transportation	5	14	**19**	5	17	**22**
Water Resources	1	2	**3**	1	2	**3**

[a]Agency (A) commenters include those from federal, state, and local agencies. Individuals provided comments in multiple subjects.

[b]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. 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*.

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:*

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* 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

News Release
U.S. General Services Administration

For Immediate Release

May 30, 2023

Contact: Paul R. Hughes (617) 283-6142
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 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.

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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 and follow us at @USGSA.

Comunicado de prensa
Administración de Servicios Generales de Estados Unidos

Para su publicación inmediata

30 de mayo de 2023

Contacto: Paul R. Hughes (617) 283-6142
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 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^2) en 61 Woodland St.
- Allyn - un estacionamiento en superficie que consta de 2.19 acres (8,800 m^2) en 154 Allyn St.
- Hudson - un estacionamiento en superficie con taller de detalles de automóviles que consta de 2.54 acres (10,200 m^2) en 201 Hudson St.

Es posible obtener más información sobre el proyecto en: http://gsa.gov/hartfordcourthouse.

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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^2) 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 y síganos en @USGSA.

Radio Station	TV Station	Newspaper	Email	Phone	City in Connecticut
WLAT			igois@goisbroadcasting.com	860-524-0001	East Hartford
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@nbcconnecticut.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
		The Day Publishing Company	cityeditor@theday.com	860-440-1000	New London
		The Glastonbury Citizen	bulletin@glcitizen.com	860-633-4691	Glastonbury
		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
		Wesport Now	editor@westportnow.com		Westport
		Windsor Journal Weekly	editor@thewindsorjournal.com	860-922-6442	Windsor

APPENDIX C: NEWSPAPER AFFIDAVITS AND TEAR SHEETS

Hartford Courant media group

AFFIDAVIT OF PUBLICATION

Sold To
SOLV LLC - CU00343018
8201 Greensboro Dr Ste 700
McLean,VA 22102

Bill To
SOLV LLC - CU00343018
8201 Greensboro Dr Ste 700
McLean,VA 22102

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

DENISE I CARR
NOTARY PUBLIC, STATE OF CONNECTICUT
MY COMMISSION EXPIRES MAY 31, 2023

Name of Notary, Typed, Printed, or Stamped

Hartford Courant
media group

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 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 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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Publication Date: 05/24/2023

Hartford Courant media group

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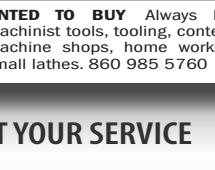
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PET RAMP For large dog. Ex. cond. 50 8605785519



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courant.com/advertiser 860-525-2525

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Hartford Courant

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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 Bow Lane, Middletown, CT 06457. Any 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, HILLYER DRIVE, MEADOW LARK ROAD, PEARL STREET EXT, STORRS ROAD, TRINITY DRIVE, YALE 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 or 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, 820 Enfield Street, Enfield, CT. A two hundred dollar ($200) non-refundable deposit is required for each set of printed documents or electronically, at no cost, by email request to jrodriguez@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 CT 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. Must 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 CIF Pre-submission Meeting which will be held on June 1, 2023 at 3:30 at 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 made to Vinnie Klimas, Grant Administrator Consultant, or Vance Taylor, Economic Development Consultant at Plymouth Town Hall, Mayor's Office, 80 Main Street, Terryville, CT 06786 Telephone (860) 585-4001, mayor@plymouthct.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
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:

1. 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.

2. 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

As required by Connecticut General Statutes 22a-134(a)(i), public notice is hereby provided that environmental remediation will be performed at 430 John Street, Bridgeport, Connecticut. For additional information, contact Gregory Gardner, LEP, at Gardner Environmental Partners, Inc., 19 Church Street, Ashaway, Rhode Island 02804 (telephone 860 428-3475) or email greg@gardnerenvironmentalpartners.com.
4/28/2023-5/27/2023 7424017

As required by Connecticut General Statutes 22a-134(a)(i), public notice is hereby provided that environmental remediation will be performed at 455 Fairfield Avenue, Bridgeport, Connecticut. For additional information, contact Gregory Gardner, LEP, at Gardner Environmental Partners, Inc., 19 Church Street, Ashaway, Rhode Island 02804 (telephone 860 428-3475) or email greg@gardnerenvironmentalpartners.com.
4/28/2023-5/27/2023 7424021

Haddam CT Minority Opportunity – Silktown Roofing is currently soliciting **SBE/MBE/DBE** subcontractors for Public Notice; Haddam CT-Haddam Elementary School Reroof. Trades; carpentry, plumbing, HVAC, electrical, lightning protection, restrooms. Material Supply; flat stock metal, lumber. Our bid submits on Friday May 26, 2023. If additional time is needed for your submission, please call our estimating department. Interested parties are asked to contact us at subcontracting@silktownroofing.com. An Affirmative Action/ Equal Opportunity Employer.

5/24/2023 7438804

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:

1. Application #3797 – Variances of: 1) minimum lot area (15,000 s.f.) 2) minimum lot width (100' feet) and 3) an accessory building within 5' feet of rear yard at 374 Broad Street; Assessor's Map 39, Lot 113; BG (General Business) zone; John Quinto, applicant.

2. Application #3798 – Variances of: 1) build-to-line (maximum of 10' ft.) and 2) building fenestration (minimum of 65%) for the construction of a 71,900 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 public 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, Flumigard SC, Tribune, and Captain XTR. The lake will be closed to all uses the day of the treatment. Do not use the water for the following purpose(s) 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, these parts 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 purpose(s) 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

West Hartford Public Schools Department of Pupil Services announces that it will begin on July 1, 2023 disposing of all Special Education records of those individuals who were in attendance in West Hartford Public Schools and graduated or would have graduated in 2017. Any student who would have graduated in 2017 wishing to claim his/ her Special Education record before it is disposed of may do so by contacting Sarah Falvey in the Pupil Services Office at (860) 561-6601.
5/23/2023, 5/24/2023 7420537

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- Email: HartfordCourthouse@gsa.gov with subject line "Hartford Courthouse EIS".
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General Services Administration
Attention: Robert Herman, Project Manager
Abraham A. Ribicoff U.S. Courthouse
450 Main Street, Suite 435
Hartford, CT 06103
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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.
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Community Room
603 Park St., Hartford, CT 06106
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- 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 ELDRED ST LEXINGTON, MA 02420-1430.** Have filed an application placarded **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. 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. Guerriero, Jr. (23-0260)

The Hon. Carolyn L. McCaffrey, Judge of the Court of Probate, District of North Central Connecticut, by decree dated May 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 Prouix, Assistant Clerk

The fiduciary is:
Mark G. Guerriero
c/o KRISTEN STEWART BARBAROTTA, JOHNSON, DOWE BROWN, & BARBAROTTA, LLC, 22 ELM STREET, WINDSOR, CT 06095
5/24/2023 7439242

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:

"Corigliano" Application for Special Exception Use and Coastal Site Plan Review to construct a 1880 s.f. 3 car garage and house addition, a 147 s.f. front porch and 136 s.f. back porch to an existing residence for a total proposed 9,728 s.f. at 38 Watrous Point Road, Map 64/Lot 17-8, Residence AA-3 District, Coastal Area Management Zone, CT River Gateway Conservation Zone
Applicant: Agnes & Cosmo Corigliano
Agent: Joe Wren, P.E.

Public Zoom Link: https://zoom.us/j/92356062093?pwd=WEZSYVdRcm1Dcms4d2wxMGFTVitiZz09
Meeting ID: 923 5606 2093
Meeting Passcode: 302302
Teleconference Dial-In: (929) 436-2866
One Tap Mobile:
tel://9294362866,,92356062093#

At this hearing interested parties may appear and be heard and written communications may be submitted in advance via email to chris.costa@oldsaybrookct.gov or regular mail. Copies of applications and plans are on file in the Land Use Department, Old Saybrook Town Hall, 302 Main Street and at www.oldsaybrookct.gov/zoning-commission

OLD SAYBROOK ZONING COMMISSION
Robert C. Friedmann, Chairman
5/24, 5/31/2023 7424940

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." Petition 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 Zoom Link: https://zoom.us/j/92356062093?pwd=WEZSYVdRcm1Dcms4d2wxMGFTVitiZz09
Meeting ID: 923 5606 2093
Meeting Passcode: 302302
Teleconference Dial-In: (929) 436-2866
One Tap Mobile:
tel://9294362866,,92356062093#

At this hearing interested parties may appear and be heard and written communications may be submitted in advance via email to chris.costa@oldsaybrookct.gov or regular mail. Copies of applications and plans are on file in the Land Use Department, Old Saybrook Town Hall, 302 Main Street and at www.oldsaybrookct.gov/zoning-commission

OLD SAYBROOK ZONING COMMISSION
Robert C. Friedmann, Chairman

5/24, 5/31/2023 7428101

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:

1. 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 – Captain's Walk, (approximately 3,584 SF of non-medical office space and four residential units) with associated site improvements for property located at 41 Glastonbury Avenue in an R-20 Zoning District and Glastonbury Avenue Overlay District; ID #10-16**3.**

2. Voted to close the public hearing and approve with conditions Special Permit Application, Sarah Bezdelovs, proposing to expand the number of tables on-site to allow for 88 seats total including 6 tables along the Connecticut River Bank at a seasonal outdoor restaurant use for property located at 277 Meadow Road in a WF-Waterfront Zoning District, ID# 10-321;

3. Voted to close the public hearing and approve Zone Change Application, Brook Street Rocky Hill LLC, James P. Cassidy P.E., Agent, proposing to change the zoning from OP-Office Park to BP2-Business Park 2 for properties located at #553, 565, and 595 Brook Street, ID # 17-005, 17-004, and 16-278 respectively;

4. Voted to remove the April 19, 2023, minutes from the Consent Agenda for changes and table;

5. Accepted applicant's request to withdraw the application for Sysco Connecticut, LLC, proposing an access driveway connected to County Line Drive in Cromwell CT, a guard shack, and truck parking area for property located at 1355 Cromwell Avenue and 100 Inwood Road, Rocky Hill, CT in a BP-2 Business Park 2 Zoning District; ID#20-009;

6. Voted to deny (3 to 2) Site Plan Application, Ace Hardware (43 Corp), proposing an outdoor display area for property located at 945 Cromwell Avenue, Rocky Hill, CT in a C-Commercial Zoning District; ID#16-262;

7. Voted to set a public hearing on June 21, 2023, for Site Plan Application, Stepney Place, LLC, proposing to construct 72 units of multifamily housing in three (3) buildings with ten (10) percent to be deed restricted and designated affordable as defined by CT General Statues, along with other site improvements, for property located at the southern end of 1800 Silas Deane Highway in an R-20 Residential Zoning District; ID # 04- 412; following a continued hearing;

8. Voted to table Site Plan Application, Brook Street Rocky Hill LLC, James P. Cassidy P.E., Agent, proposing to construct four flex space buildings (approximately 120,000 square feet for property located at #553, 565, and 595 Brook Street, ID # 17-005, 17-004 and 16-278 respectively, to June 21, 2023, immediately following a continued hearing;

9. Voted to set a public hearing on June 21, 2023, for proposed modifications to Rocky Hill Zoning Regulations Sections **9.**C.**6.**3 and **9.**C.**6.**4, concerning major and minor changes to approved plans;

10. Voted to approve the bill for Planimetrics Invoice #1982 for $600.00.

Dated in Rocky Hill this 24th day of May 2023

Planning and Zoning Commission
Dimple Desai, Chairman; Giuseppe Aglieco, Secretary

NOTICE TO CREDITORS

ESTATE OF MICHAEL MONAHAN CLANCY, Late of Portland, AKA Michael M. Clancy (23-00119)

The Hon. Jennifer L. Berkenstock, Judge of the Court of Probate, District of Region # 14 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.

Dawn V. Lepak, Assistant Clerk

The fiduciary is:
Sarah A. Reed
c/o KENNETH WILLIS BARBER, KENNETH BARBER AND ASSOCIATES, LLC, 29 WEST HIGH STREET
P.O. BOX 88, EAST HAMPTON, CT 06424
5/24/2023 7438975

NOTICE TO CREDITORS

ESTATE OF William Lia (23-0185)

The Hon. Carolyn 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 Prouix, Assistant Clerk

The fiduciary is:
Vincent Lia
c/o JEFFREY RIGDON BERRY, BERRY LAW GROUP, LLC, 62 LASALLE ROAD, SUITE 212, WEST HARTFORD, CT 06107
William Lia Jr.
c/o JEFFREY RIGDON BERRY, BERRY LAW GROUP, LLC, 62 LASALLE ROAD, SUITE 212, WEST HARTFORD, CT 06107
Michael Lia
c/o JEFFREY RIGDON 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
23B ARTS CENTER COURT, P.O. BOX 639
AVON, CT 06001
Susan E. Davis
c/o NEIL WILSON KRANER
KRANER & HESS, LLC
23B ARTS CENTER COURT, P.O. BOX 639
AVON, CT 06001
5/24/2023 7439232

LEGAL NOTICE
TOWN OF SIMSBURY – 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(s):
Application ZC #23-21 of GPF Drake Hill, LLC, Owner, Neeraj Gupta, Applicant, for a Special Exception pursuant to Section 8.6 of the Simsbury Zoning Regulations to permit a ± 1,187 sq. ft. liquor store in Simsbury Center Zone 1 at 710 Hopmeadow Street (A.K.A. 712 Hopmeadow Street) (Assessor's Map G10 Block 227 Lot 001+2).
5/24, 5/31/2023 7438885

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 #2023-562 - 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.
IN FAVOR, none.
OPPOSED, Mastrogiovanni, Farmer, Delano, Cargill, Perkins. ABSTAINED, none.
Variance Denied.

The Burlington Zoning Board of Appeals,
By Peter Perkins, Chairman
5/24/2023 7439371

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 during its 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 23-153: 436, 438, 458 Rainbow Road, F.A. 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://townofwindsorct.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., Attorneys 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 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

Client Name: / PO# c/o Kevin Ebert
Advertiser: SOLV LLC
Section/Page/Zone: Legals FR/C006/2
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Announcements

Lost/Found

IMPOUND #350 & 352 - Impound #350 Pitbull, M, white/tan; #352 Pitbull mix, M, Black/white. Call Hartford Animal Control (860)757-4395

TAG SALES

Tag Sales & Flea Markets

SOUTH WINDSOR - LAKEWOOD of South Windsor 90 UNIT ANNUAL TAG SALE next to The Mill on the River Restaurant. Sat 3 June, 9AM-3. Rain Date 4 June. Lakewood Dr.

W. GRANBY
HUGE MOVING SALE!! 46 Barkhamsted Rd, Granby CT, 06090. Tons of TOOLS. Lawn equipment, handheld tools, saws, furniture, rugs, mirrors, artwork, and MUCH MORE!! Don't miss this exclusive 3 day event! EVERYTHING MUST GO! Sat,Sun,Mon, June 3rd, 4th & 5th! 9am-4pm! CASH ONLY PLEASE.

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Connecticut

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 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 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

NOTIFICATION OF AQUATIC TREATMENT BAYBERRY POND - WEST HARTFORD, CT

In accordance with the Connecticut DEEP Pesticide Division notification requirements, portions of Bayberry 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. Bayberry Pond will be treated with Tribune, Flumigard SC Captain XTR, SeClear, AquaPro, and Polyaluminum Chloride. The lake will be closed to all uses the day of the treatment. Do not use the water for the following purpose(s) until the date noted below: Boating, swimming and fishing: day of treatment only, 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 the Stoner Drive Pond 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
5/31/2023 7438549

PROPERTY AUCTION

The Town of East Haddam auctioned the following properties in East Haddam to satisfy delinquent taxes and charges on May 23, 2023:

129 Smith Road owned by Roxieann Belander was sold to REO Q42016 LLC of 11 Talcott Notch Road, Farmington CT 06032 for $132,000.00.

145 West Road owned by William Bingham was sold to Karan Garewal and Pratibha Garewal, 6 Brentwood Court, Mt. Kisco NY 10549 for $150,000.00.

40 Clearview Road owned by William J. Heinrichs III or his Estate was sold to Awiine Affordable Homes 2 LLC of 8 The Green, Suite A, Dover DE 19901 for $131,000.00.

123 Alger Road owned by Christopher J. Moore or his Estate and Emily M. Moore was sold to Mark and Judy Grant, 15 Juda Lane, East Haddam CT 06423 for $64,000.00.

The redemption period expires on November 22, 2023. If redemption does not take place by the date stated and in the manner provided by law, the delinquent taxpayers, and all mortgagees, lienholders and other encumbrancers who have received actual or constructive notice of such sale as provided by law, are hereby notified that their respective titles, mortgages, liens, restraints on alienation and other encumbrances in such properties shall be extinguished.

5/31/2023 7442215

Invitation to Bid
Hart Street Apartments

Neighborhood Housing Services Greater New Britain (NHSNB or Owner) is seeking bidders for its Hart Street Apartments Project at 64 Hart Street, New Britain, CT 06053.
Sealed bids must be received by 3 PM on Thursday, June 29, 2023 at the Offices of NHSNB, 223 Broad Street, New Britain, CT 06053. All bids received by the deadline will be opened and read aloud.
A Mandatory Pre-bid Meeting will be held at the Offices of Neighborhood Housing Services on Thursday, June 8, 2023 at 10:00 AM.

The Project is for the construction of two multi-family buildings at 64 Hart Street, New Britain, Connecticut 06053

Each building contains eight dwelling units as follows:
First Floor: Two ADA two-bedroom units and Two ADA one-bedroom units
Second Floor/Third Floor Townhome: Two three-bedroom units and Two two-bedroom units

The site was occupied by a series of medical office buildings. A majority of the buildings have been demolished. The portion of one building remains and is to be demolished as part of this project, along with associated bituminous concrete parking areas and concrete sidewalks, utilities, etc.

Bidding Documents consisting of a Project Manual (Specifications), Site Drawings, Architectural Drawings, Structural Drawings, and MEP Drawings will be available to each bidder from our document specialist.

ARC Document Solutions / CT
17 Talcott Notch Road
Farmington, CT 06032

A downloadable package will be provided upon request to Carrie Greene at Schadler Selnau Associates, PC. Carrie Greene / Director of Marketing and Administration, email: carrie@schadlerselnau.associates, who will keep a log of requests. Our document specialist will only provide downloads at the request of Carrie Greene. You may request disk copies or prints from ARC for the cost of the same after registering with Carrie Greene.

Each bid must be enclosed in a sealed envelope bearing the title of the Project and the name and address of Bidder. All bids must be submitted on the bid forms as identified in the Contract Documents and Specifications. Bidders may supplement this form as appropriate. Bidders must provide a bid bond in the amount of 10% of their bid. Bidders will provided proof of the ability to provide 100% Performance and Payment Bond for 100% of the contract sum.
Your Bid will be required to be irrevocable for a period of ninety (90) days after submission.

The NHSNB reserves the right to reject any and all bids, waive informalities and to select the bid that is in its best interest.

Neighborhood Housing Greater New Britain
223 Broad Street
New Britain, CT 06053
5/31/2023 7442269

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:
Commitment of minor child(ren) of the above named or vesting of custody and care of said child(ren) of the above named in a lawful, private agency or a suitable and worthy person. Termination of Parental Rights in the above named minor child(ren).
The petition, whereby the court's decision can affect your parental rights, if any, regarding minor child(ren) will be heard on 6/15/23 at 2:00 PM at Superior Court, Juvenile Matter, 920 Broad Street, Hartford, CT.
Hearing on the order of temporary custody will be heard on 6/2/23 @ 11:00 AM at Superior Court, Juvenile Matter 920 Broad Street, Hartford, CT.
Therefore, ORDERED, that notice of the hearing of this petition be given by publishing this Order of Notice once, immediately upon receipt, in Hartford Courant, a newspaper having circulation in the town/city of: Hartford, CT
Judge: Hon. Dawn Westbrook
Signed: Debra A. Rubert - Clerk
Date Signed: 5/26/23

Right to Counsel: Upon proof of inability to pay for a lawyer, the court will make sure an attorney is provided to you by the Chief Public Defender. Request for an attorney should be made immediately in person, by mail, or by fax at the court office where your hearing is to be held.
5/31/2023 7442206

STATE OF CONNECTICUT
SUPERIOR COURT
JUVENILE MATTERS

ORDER OF NOTICE

Notice to Crystal Delgado, mother of child born on 05/12/23 to John Doe. of parts unknown
A petition has been filed seeking:
Commitment of minor child(ren) of the above named or vesting of custody and care of said child(ren) of the above named in a lawful, private agency or a suitable and worthy person. Termination of Parental Rights in the above named minor child(ren).
The petition, whereby the court's decision can affect your parental rights, if any, regarding minor child(ren) will be heard on 6/15/23 at 2:00 PM at Superior Court, Juvenile Matter, 920 Broad Street, Hartford, CT.
Hearing on the order of temporary custody will be heard on 6/2/23 @ 11:00 AM at Superior Court, Juvenile Matter 920 Broad Street, Hartford, CT.
Therefore, ORDERED, that notice of the hearing of this petition be given by publishing this Order of Notice once, immediately upon receipt, in Hartford Courant, a newspaper having circulation in the town/city of: Hartford, CT
Judge: Hon. Dawn Westbrook
Signed: Debra A. Rubert - Clerk
Date Signed: 5/26/23

Right to Counsel: Upon proof of inability to pay for a lawyer, the court will make sure an attorney is provided to you by the Chief Public Defender. Request for an attorney should be made immediately in person, by mail, or by fax at the court office where your hearing is to be held.
5/31/2023 7442207

Legal Notice

The Working Families Party will meet by video/phone conference at 5pm 6/1, 6/8, 6/15, 6/22, 6/9, 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31 and 12pm 9/5 to nominate and endorse candidates for various offices in the November 7th general election. For registration info email jburke@workingfamilies.org.

5/31/2023 7442774

Bridgeport CT Minority Opportunity – Silktown Roofing is currently soliciting **SBE/MBE/DBE** subcontractors for Public Notice; Bridgeport CT-Klein Memorial Auditorium Addition and Renovations. Material Supply; flat stock metal, lumber. Our bid submits on Thursday June 8, 2023. If additional time is needed for your submission, please call our estimating department. Interested parties are asked to contact us at subcontracting@silktownroofing.com. An Affirmative Action/Equal Opportunity Employer.

5/31/2023 7442822

NOTIFICATION OF AQUATIC TREATMENT MALLARD POND - WEST HARTFORD, CT

In accordance with the Connecticut DEEP Pesticide Division notification requirements, portions of Mallard Pond (AQUA-2022-273) in West Hartford, CT will be inspected, and if deemed necessary, 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. Mallard Pond will be treated with Reward, Flumigard SC, Captain XTR, AquaPro, and Polyaluminum chloride. The lake will be closed to all uses the day of the treatment. Do not use the water for the following purpose(s) until the date noted below: Boating, swimming and fishing: no restriction, 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 Mallard Pond 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
5/31/2023 7438514

Steve Dale's PET WORLD Sundays in Smarter Living

Car Reviews
Saturdays in MOTORING

CTShopsHere Buy. Sell. Save.
courant.com/advertiser
860-525-2525

Liquor Notices

LIQUOR PERMIT
NOTICE OF APPLICATION

This is to give notice that I, **MAYURA BOOSA, 52 ELDRED ST LEXINGTON, MA 02420-1430.** Have filed an application placarded **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. 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 Wendy F Clifton (23-00251)

The Hon. Barbara Gardner Riordan, 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.

Patrice Maycock-Lusa, Clerk

The fiduciary is:
Brett M Clifton
c/o EVELINA MONIKA RUSZKOWSKI, THE PRUE LAW GROUP, PC., 720 MAIN ST 4TH FL., WILLIMANTIC, CT 06226
5/31/2023 7442784

NOTICE TO CREDITORS

ESTATE OF Justine H Scheidel, AKA Justine Helen Scheidel (23-00262)

The Hon. Barbara Gardner Riordan, 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.

Patrice Maycock-Lusa, Clerk

The fiduciary is:
Danielle C. Caruso
176 Skyview Drive
Coventry, CT 06238
5/31/2023 7442958

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." Petition 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 Zoom Link:
https://zoom.us/j/92356062093?pwd=WEZSYVdRcm1Dcms4d2wxMGFTVitiZz09
Meeting ID: 923 5606 2093
Meeting Passcode: 302302
Teleconference Dial-In: (929) 436-2866
One Tap Mobile:
tel://9294362866,,92356062093#

At this hearing interested parties may appear and be heard and written communications may be submitted in advance via email to chris.costa@oldsaybrookct.gov or regular mail. Copies of applications and plans are on file in the Land Use Department, Old Saybrook Town Hall, 302 Main Street and at www.oldsaybrookct.gov/zoning-commission

OLD SAYBROOK ZONING COMMISSION
Robert C. Friedmann, Chairman

5/24, 5/31/2023 7428101

Town of Granby

Legal Notice

Notice is hereby given to all persons liable for the payment of Sewer Use charges to the Town of Granby. All charges become due and payable June 1, 2023 and are delinquent after July 5, 2023. Payment may be made by mail to the Town of Granby, 15 North Granby Road, Granby, CT 06035.

Lauren C. Stuck, CCMC
Collector of Revenue

5/31/2023, 6/7/2023, 6/27/2023
7442029

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., Attorneys 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 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

LEGAL NOTICE
TOWN OF BLOOMFIELD
TOWN PLAN & ZONING COMMISSION

Notice is hereby given that the Town Plan & Zoning Commission rendered the following decisions at its May 25, 2023 meeting:

a. Special Permit application from Cheng Huang for approval to operate a kitchen cabinet and countertop wholesale company at property located at 1335 Blue Hills Avenue in an I-2 zone, owner H & Z LLC. **Approved**

b. Sign Permit application from Mohsen Youssef for approval of a 32in x 48in double sided non illuminated aluminum sign panel mounted on double poles with an overall height of 6ft. at property located at 95 Granby Street in an I-1 zone, owner 95 Granby LLC. **Approved**

c. Revised Site Plan application from Bloomfield Garage/Politis Family Enterprises for approval of minor modifications to original site plan to eliminate landscaped bumpout with tree and to allow rental box trucks in the rear of the parking lot area at property located at 689 Park Avenue in a BCD zone, owner Politis Family Enterprises LLC. **Approved**

Dated at Bloomfield, Connecticut this 31st day of May 2023.

TOWN PLAN & ZONING COMMISSION

Barry Berson, Chair
Byron Lester, Secretary

5/31/2023 7442081

NOTICE TO CREDITORS

ESTATE OF DOROTHY T. BRESKI, late of Moodus, AKA DOROTHY JUNE BRESKI (23-00134)

The Hon. Jennifer L. Berkenstock, Judge of the Court of Probate, District of Region # 14 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.

Debra C. Daniels, Chief Clerk

The fiduciary is:
Lois Foley
c/o ANNETTE VARESE WILLIS, LAW OFFICE OF ANNETTE V. WILLIS P.L.L.C., 6 WAY ROAD, SUITE 202, MIDDLEFIELD, CT 06455
5/31/2023 7442846

NOTICE TO CREDITORS

ESTATE OF Hedwig Rosalia Madrak (23-00263)

The Hon. Evelyn M. Daly, Judge of the Court of Probate, District of Farmington Regional Probate Court, by decree dated May 23, 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.

Karolina Cylwik, Assistant Clerk

The fiduciary is:
Derek Madrak, 1101 Litchfield Turnpike, New Hartford, CT 06057
Andrew W. Madrak
c/o DANIEL OWEN TULLY, KILBOURNE & TULLY PC, 120 LAUREL STREET, BRISTOL, CT 06010
5/31/2023 7442183

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.

Susan M. Hood, Chief Clerk

The fiduciary is:
Paul Michael Prebit
c/o ELIZABETH NEALON BYRNE, BYRNE ESTATE AND ELDER LAW PLLC, 101 CENTERPOINT DRIVE, SUITE 243, MIDDLETOWN, CT 06457
Constance M. Prebit
c/o ELIZABETH NEALON BYRNE, BYRNE ESTATE AND ELDER LAW PLLC, 101 CENTERPOINT DRIVE, SUITE 243, MIDDLETOWN, CT 06457
5/31/2023 7442872

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.

Susan M. Hood, Chief Clerk

The fiduciary is:
Constance M. Prebit
c/o ELIZABETH NEALON BYRNE, BYRNE ESTATE AND ELDER LAW PLLC, 101 CENTERPOINT DRIVE, SUITE 243, MIDDLETOWN, CT 06457
5/31/2023 7442902

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:

"Corigliano" Application for Special Exception Use and Coastal Site Plan Review to construct a 1880 s.f. 3 car garage and house addition, a 147 s.f. front porch and 136 s.f. back porch to an existing residence for a total proposed 9,728 s.f. at 38 Watrous Point Road, Map 64/Lot 17-8, Residence AA-3 District, Coastal Area Management Zone, CT River Gateway Conservation Zone
Applicant: Agnes & Cosmo Corigliano Agent: Joe Wren, PE.

Public Zoom Link: https://zoom.us/j/92356062093?pwd=WEZSYVdRcm1Dcms4d2wxMGFTVitiZz09
Meeting ID: 923 5606 2093
Meeting Passcode: 302302
Teleconference Dial-In: (929) 436-2866
One Tap Mobile:
tel://9294362866,,92356062093#

At this hearing interested parties may appear and be heard and written communications may be submitted in advance via email to chris.costa@oldsaybrookct.gov or regular mail. Copies of applications and plans are on file in the Land Use Department, Old Saybrook Town Hall, 302 Main Street and at www.oldsaybrookct.gov/zoning-commission

OLD SAYBROOK ZONING COMMISSION
Robert C. Friedmann, Chairman
5/24, 5/31/2023 7424940

CITY OF MIDDLETOWN

MAYOR'S OFFICE
MUNICIPAL BUILDING

NOTICE OF PUBLIC HEARING

Notice is hereby given that a regular meeting of the Common Council of the City of Middletown will be held in the Common Council Chamber of the Municipal Building and remotely, via WebEx, at Join A Meeting, **Event # 2331 912 5106** on **MONDAY, JUNE 5, 2023, at 7:00 PM**, to consider and act upon the following appropriation request:

Assessor: $1,000 – Acct. No. 1000-10000-51215; funds for salaries & wages, PT permanent, budget shortfall or additional hours required with increase Board of Assessment Appeals submissions

Any and all persons interested may appear and be heard.

ATTEST:

HON. BENJAMIN D. FLORSHEIM,
MAYOR

Dated at Middletown, Connecticut, 31st day of May 2023

5/31/2023 7440256

LEGAL NOTICE: AA23-161- Hunters Ridge,Windsor CT -Re:Asphalt Road Repair in the upland review area was approved by Wetland Agent for the Windsor Inland Wetlands & Watercourses Commission on May 25,2023
5/31/2023 7442109

TOWN OF WINDSOR
PLANNING AND ZONING COMMISSION
LEGAL NOTICE

Notice is hereby given that this Commission will hold public hearings during its hybrid virtual meeting on June 13, 2023, at 7:00 PM, to hear and consider the following items:

Text Amendment – Great Pond Form-Based Code, Freestanding signs and clarifying amendments in various sections, Lewis/Winstanley Enterprises, LLC

Text Amendment – Section 3.1.2C(3), Landscaped islands within all parking lots and Section 3.4.2C, Loading space standards, TOW

Zone Change – 458 Windsor Avenue, From B2, A and R8 Zone to NZ Zone, 5.68 acres, TOW

Special Use – 205 Baker Hollow Road, Section 8.6Y, Warehousing, wholesaling and/or distribution , I Zone, 20.6 acres, Alford Assoc., Inc.

Information on how to attend the meeting by phone or computer will be included on the meeting agenda posted at:

https://townofwindsorct.com/sf/show/meeting/3955

Comments received ahead of the meeting will be read into the record. Please email comments to planning@townofwindsorct.com.

Dated this 26th day of May 2023
Jill Levine, Secretary
Town Planning & Zoning Commission
5/31, 6/7/2023 7441454

APPENDIX D: ADVERTISING ON RADIO STATIONS

iHeartMEDIA

Invoice No: 8820091196

Invoice Details

Market: **Hartford, C T - Mark, et** **Station:** **WPOP-AM**

Order Line	Station	Market	Days	Daypart	Len	Rate	Total
1	**WPOP-AM**	**Hartford, C T - Mark, et**	**W**	**06:00:00-09:59:59**	**30**	[redacted]	[redacted]
AIRED	ISCI/SPOT TITLE		DATE	TIME	LEN	RATE	MG
Commercial	COURTHOUSE MEETING/ SOLV/6.6		05/24/2023	7:34 AM	30	[redacted]	
Commercial	COURTHOUSE MEETING/ SOLV/6.6		05/24/2023	8:16 AM	30	[redacted]	
			No. of Spots 2			[redacted]	

Totals for Station: WPOP-AM **No. of Spots/Misc**: 2 / 0 **Gross Amount**: [redacted]

Gross Amount for Invoice: [redacted]

iHeartMEDIA

Invoice No: 8820115950

Invoice Details

Market: **Hartford, C T - Mark, et** **Station:** **WPOP-AM**

Order Line	Station	Market	Days	Daypart	Len	Rate	Total
1	**WPOP-AM**	**Hartford, C T - Mark, et**	**W**	**06:00:00-09:59:59**	**30**	[redacted]	[redacted]
AIRED	ISCI/SPOT TITLE		DATE	TIME	LEN	RATE	MG
Commercial	COURTHOUSE MEETING/ SOLV/6.6		05/31/2023	6:18 AM	30	[redacted]	
Commercial	COURTHOUSE MEETING/ SOLV/6.6		05/31/2023	7:50 AM	30	[redacted]	
			No. of Spots 2			[redacted]	

Totals for Station: WPOP-AM **No. of Spots/Misc**: 2 / 0 **Gross Amount**: [redacted]

Gross Amount for Invoice: [redacted]



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]
			Balance Due		[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 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

Project Background



- 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

Notice of Intent

Public Outreach (Scoping) Process

Draft EIS

Public Review Process (45-day Comment Period)

Final EIS

Record of Decision

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.

Project Alternatives

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.

Areas of Study

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.

_____
_____
_____
_____

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.

Which key issues and topics would you like to see covered in the Environmental Impact Statement (EIS) for the new Federal Courthouse in Hartford?

What adverse or beneficial impacts do you think the proposed project, a new Federal Courthouse, might have on the natural and human environment?

Please provide any other comments you may have below. Attach additional sheets as needed.

¡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.

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.

_____
_____
_____
_____

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

Si desea ser agregado a la lista de correo y recibir información sobre el proyecto, proporcione su correo electrónico o dirección postal.

Nombre:_____
Afiliación (Opcional):_____
Dirección de Envio:_____
Ciudad_____ Estado:___ Código Postal:_____
Correo electrónico:_____

Marque la casilla a continuación si desea recibir información sobre las actualizaciones del proyecto.

❑ Sí, envie a la dirección arriba.

¿Cuales cuestiones y temas claves le gustaría ver cubiertos en la Declaración de Impacto Ambiental (EIS) para el nuevo Palacio de Justicia Federal en Hartford?

¿Qué impactos adversos o beneficiosos cree que podría tener el proyecto propuesto, un nuevo Palacio de Justicia Federal, en el medio ambiente natural y humano?

Por favor, proporcione cualquier otro comentario que pueda tener a continuación. Adjunte hojas adicionales según sea necesario.

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.

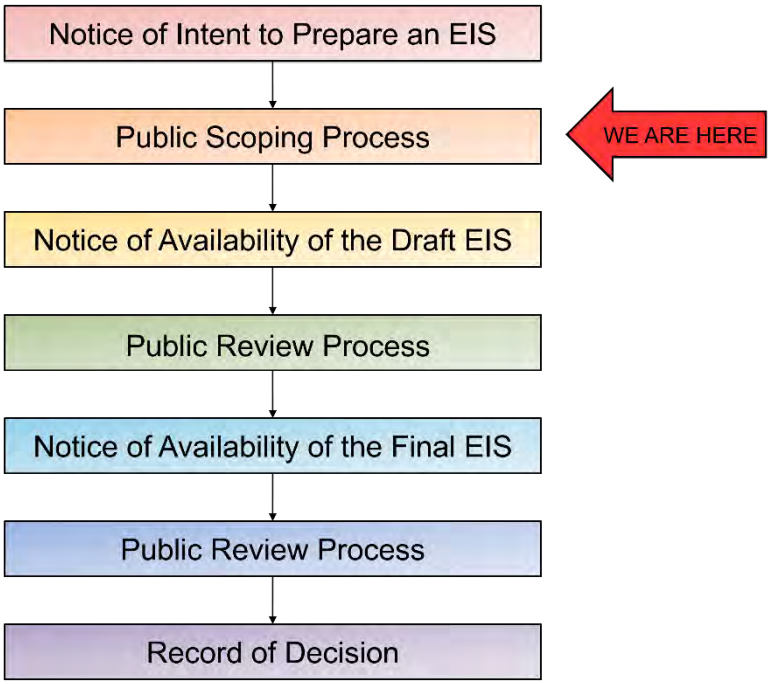
The **"no action" alternative** assumes that site acquisition and subsequent design and construction of a new Federal Courthouse would not occur. The Judiciary would continue to operate under current conditions at the Ribicoff Courthouse, and at the courthouses in New Haven and Bridgeport.



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 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.

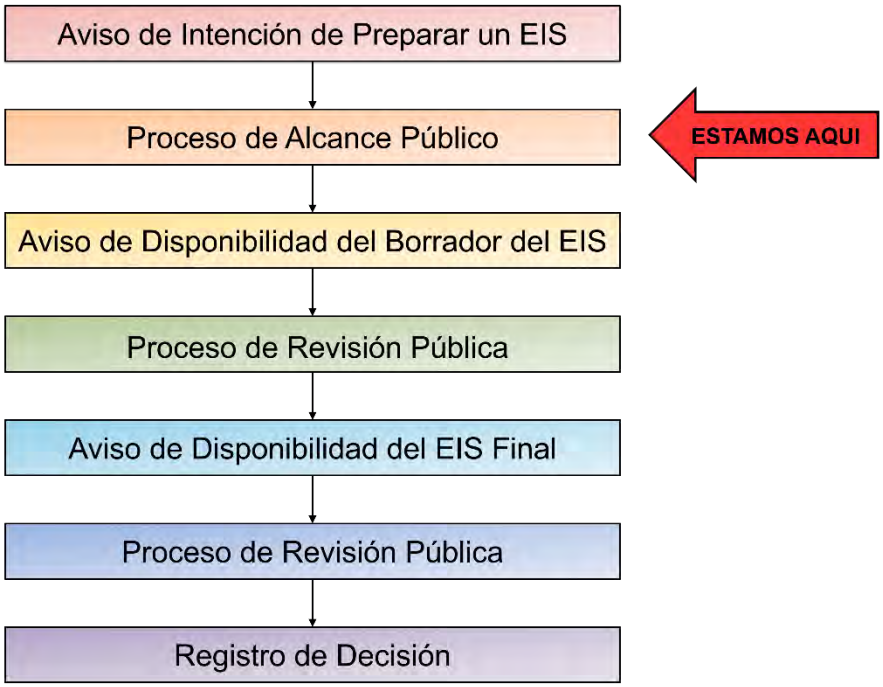
La alternativa de "**no tomar acción**" asume que no ocurriría la adquisición del sitio y el posterior diseño y construcción de un nuevo Palacio de Justicia Federal. El Poder Judicial continuaría operando en las condiciones actuales en el Palacio de Justicia de Ribicoff y en los juzgados de New Haven 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 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

- **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-In Sheet

Name	Mailing Address	E-mail address	Would you like to receive updates related to the Draft and Final EIS?

Name	Mailing Address	E-mail address	Would you like to receive updates related to the Draft and Final EIS?

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
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Slot No.	Full Name
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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 impact 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. 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 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

the opportunity to speak. Remember, as I said, there's another way to submit your comments, so you can take address vantage of those, as well. Again, there will be a recording of this meeting that will be made available and your comment s will be included in the administrative record. The GSA website for the courthouse project is, again, 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 express the support for locating the courthouse at the Woodland site. The Woodland site either border 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 us extensive law library and any events that go on to 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.

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

essential. If the changes are made and they're approved, the currently announced but not yet finalize 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 det ailed 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 restaurant s 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 premieres 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 opportune 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 from any of those groups, but I just want to put that out there. In general, I can 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

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

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, Nyesha. Our next commenter is Jacquel in 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-0-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.

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 pubic 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 Chassruy, 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

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, 0-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 billing 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.

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. 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.qov 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 <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Annie Tomlin <anniet@gmail.com> Tue, Jun 6, 2023 at 11:42 AM
To: HartfordCourthouse@gsa.gov

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 <hartfordcourthouse@gsa.gov>

proposed court house locations

1 message

Carol Gale <Carol.Gale@hft-1018.org> Tue, Jun 6, 2023 at 2:05 PM
To: HartfordCourthouse@gsa.gov

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
860-249-7629

Hartford Courthouse <hartfordcourthouse@gsa.gov>

No to the new courthouse

1 message

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

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West Hartford, CT 06107

860-573-4600

craabe@ikrlaw.com

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Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

David Fay <DFay@bushnell.org> Mon, Jun 12, 2023 at 11:54 AM
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

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.

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

BALLET THEATRE COMPANY PRESENTS: CINDERELLA | April 29-30, 2023

CT FORUM - HUSKY NATION! UCONN WOMEN'S BASKETBALL: LEADERSHIP, TEAMWORK & LIFE OFF THE COURT | May 4, 2023

HARTFORD'S GOT TALENT | May 5, 2023

Robert Herman - 1PCM <robert.herman@gsa.gov>

Hartford Courthouse EIS

1 message

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

UCONN
UNIVERSITY OF CONNECTICUT

School of Law
Office of the Dean
Eboni 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

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

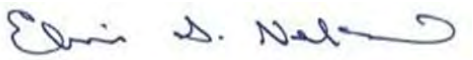
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to use the building primarily to house our extensive clinical programs as well as the Connecticut Community Law Center, a legal incubator that provides "low bono" legal services to clients in certain underrepresented legal areas. A new federal courthouse 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 if I can provide any additional information.

Sincerely,



Eboni S. Nelson
Dean and Professor of Law

55 ELIZABETH STREET
HARTFORD, CT 06105-2296
PHONE 860.570.5127
FAX 860.570.5128
www.law.uconn.edu

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Hartford Courthouse <hartfordcourthouse@gsa.gov>

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 onl;y 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

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

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, the 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

Get Outlook for Android

On Thu, May 25, 2023 at 12:46 PM paul khakshouri <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 <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Jane Davey <jane.davey4@gmail.com> Wed, Jun 14, 2023 at 1:55 PM
To: HartfordCourthouse@gsa.gov

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 <robert.herman@gsa.gov>

Hartford Courthouse EIS

Jane Macy-Painter <jmacypainter@gmail.com> Fri, Jun 16, 2023 at 9:40 AM
To: HartfordCourthouse@gsa.gov

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

NORTH CENTRAL CONSERVATION DISTRICT, INC.
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

]uly 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**

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 6th 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

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*. 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 (CRCOG) 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

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

Project Engineering: Fuss and O'Neill
Erik Mas, Project Manager, EMas@fando.com
Akta Patel, Project Engineer, APatel@fando.com

Project Coordination: Mary Pelletier (860) 881-5089
Meri LLC, *in conversation with Park Watershed,* maryp@parkwatershed.org

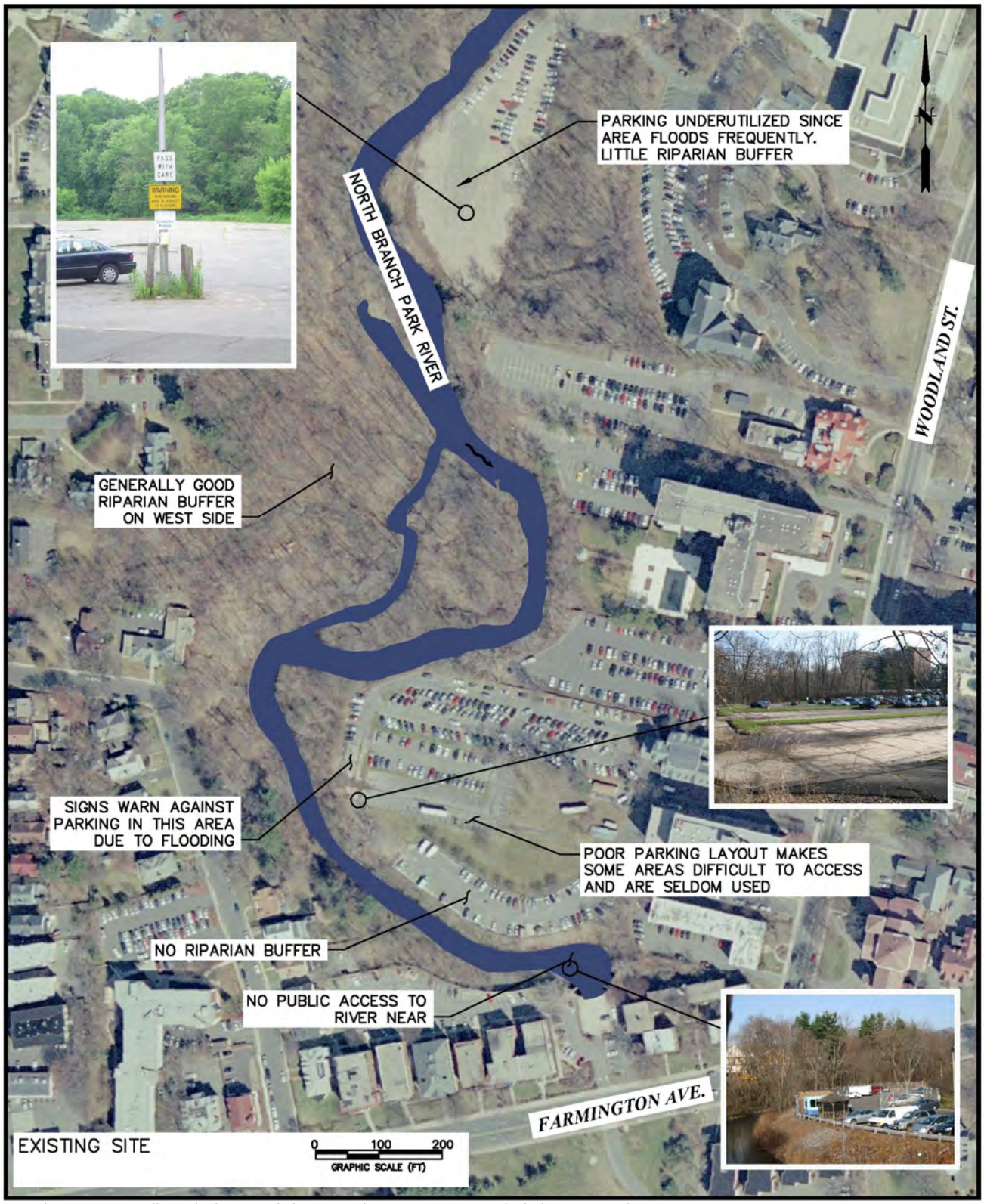
Community Engagement: Trust for Public Land
Walker Holmes, CT State Director, Walker.Holmes@tpl.org

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

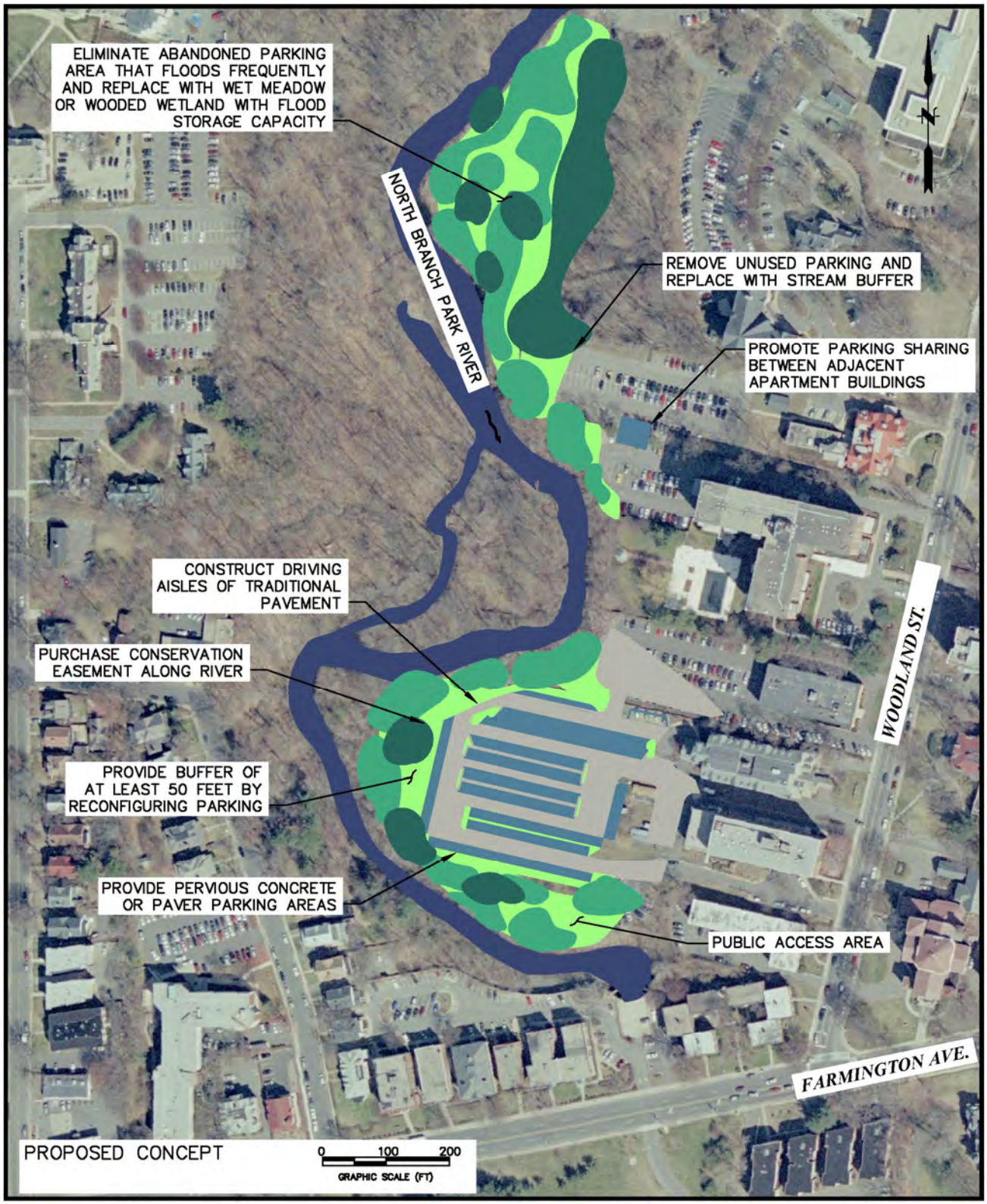
Note that additional information is available on the archived project website for the 2010 North Branch Park River Watershed Management Plan: https://www.northparkplan.net/
This website includes:

- 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
- Community Presentations and workshops: https://www.northparkplan.net/?page_id=3
- Glossary: 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 <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Kathy Cassidy <kmcblood@gmail.com> Mon, Jun 12, 2023 at 10:31 AM
To: HartfordCourthouse@gsa.gov
Cc: Kathy Cassidy <kmcblood@gmail.com>

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 is 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 which ever 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
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.

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.

_____
_____
_____
_____

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

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: 06105
Email: kmcblood@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 558 housing units in only that block of Woodland St (3 high rises) - traffic?
(2) major intersection for
- East/west commutes to Hartford
- School across the street
- hospital in the same block & Wheeler Clinic
(3) huge amount of pedestrian traffic due to above, so concerns for safety
(4) Huge amount of traffic for Wheeler Clinic/family medicine on Woodland St.

500

Please provide any other comments you may have below. Attach additional sheets as needed.

- property abuts North 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 Ave study, to create E/O bike lanes for commuter traffic on Asylum Ave.

- Airport/highway access

- traffic - foot & vehicle
- congestion

fragile ecosystem

may relocate

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

NORTHSIDE INSTN NGHBRHD A <ninaken@sbcglobal.net> Tue, Jul 4, 2023 at 7:35 PM
Reply-To: NORTHSIDE INSTN NGHBRHD A <ninaken@sbcglobal.net>
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

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

Executive Director, NINA
20 Sargeant Street
Hartford, CT 06105

Telephone: 860-244-9390

Visit our website: 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 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: Luke Fairman
Affiliation (Optional): _____
Mailing Address: 389 Main Street APT A1
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 Allyn site would promote commuting through mass transit because it is on several bus lines and mere blocks from the train station.

The Allyn 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 <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Mathew Jasinski <mathew.jasinski@gmail.com> Mon, Jun 5, 2023 at 3:08 PM
To: HartfordCourthouse@gsa.gov

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

CRDA | Capital Region Development Authority

100 Columbus Boulevard, 5th Floor
Hartford, CT 06103-2819
www.crdact.net

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.

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>

(no subject)

1 message

Minnie Teal <minniete542151@gmail.com> Sat, Jun 10, 2023 at 9:50 AM
To: HartfordCourthouse@gsa.gov

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>

Courthouse

1 message

Patricia Rakauskas <prakauskas@comcast.net> Tue, Jun 6, 2023 at 5:00 PM
To: HartfordCourthouse@gsa.gov

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 <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Patrick Klingman <pak@klingmanlaw.com> Tue, Jul 4, 2023 at 4:42 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

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*), 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.)

(860) 965-5772 (cell)

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Proposed Court House,

1 message

Stuart Beckford <stuart.beckford@hft-1018.org> Tue, Jun 6, 2023 at 1:50 PM
To: HartfordCourthouse@gsa.gov

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

2nd 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 <hartfordcourthouse@gsa.gov>

Hartford Courthouse Siting

1 message

Johnson,Stuart <sjohnson@danaherlagnese.com> Tue, Jun 6, 2023 at 1:06 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

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

DANAHERLAGNESE, PC
ATTORNEYS AT LAW

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> Tue, Jun 6, 2023 at 11:37 AM
To: HartfordCourthouse@gsa.gov

"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.**

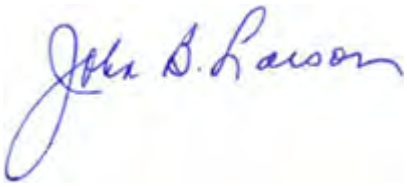
Lyric Community Room at the Park Street Library
603 Park Street Hartford, CT 06106
Tuesday, June 6, 2023, 5:30-7:30 PM

If you are unable to attend the meeting, but would still like to submit a comment, send an email to HartfordCourthouse@gsa.gov 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.

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

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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

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New Hartford Federal Courthouse EIS Comment Form

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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: Ted Carroll
Affiliation (Optional): AHNA board member
Mailing Address: 31 Woodland St. 12K
City: Hartford State: CT Zip Code: 06105
Email: ted.carroll31@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 operations?

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 indictor 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 with any questions.

Sincerely,

Timothy Timmermann, Director
Office of Environmental Review

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Socail security

1 message

tiny hart <tinyhart69@yahoo.com> Tue, Jun 6, 2023 at 12:23 PM
To: hartfordcourthouse@gsa.gov

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 <hartfordcourthouse@gsa.gov>

New Hartford Courthouse

1 message

Toni Gold <toniagold@gmail.com> Tue, Jun 6, 2023 at 2:28 PM
To: HartfordCourthouse@gsa.gov

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

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Toni Gold
31 Woodland Street, Unit 1S
Hartford, Connecticut 06105
860-232-9018
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

Acronym	Definition
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; 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; 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 Bamisalye	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

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

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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)

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 11th 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	**14,300** (2018); **11,600** (2021)	Woodland Street	**12,400** (2018); **10,900** (2021)	n/a	n/a	n/a	n/a
Allyn	Church Street	**5,100** (2018); **2,900** (2021)	Ann Uccello Street	**3,500** (2018)*	Allyn Street	**850** (2018); **700** (2021)	High Street	**3,900** (2018); **2,900** (2021)
Hudson	Capitol Avenue	**10,300** (2018); **6,900** (2021)	Hudson Street	**6,800** (2018); **4,600** (2021)	Buckingham Street	**7,500** (2018); **4,900** (2021)	West Street	No data available
Ribicoff FB/CH	Sheldon Street	**1,700** (2018); **1,100** (2021)	S. Prospect Street	**4,800** (2018); **3,800** (2021)	Pulaski Mall (park)	n/a	Main Street	**15,900** (2018); **12,900** (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).

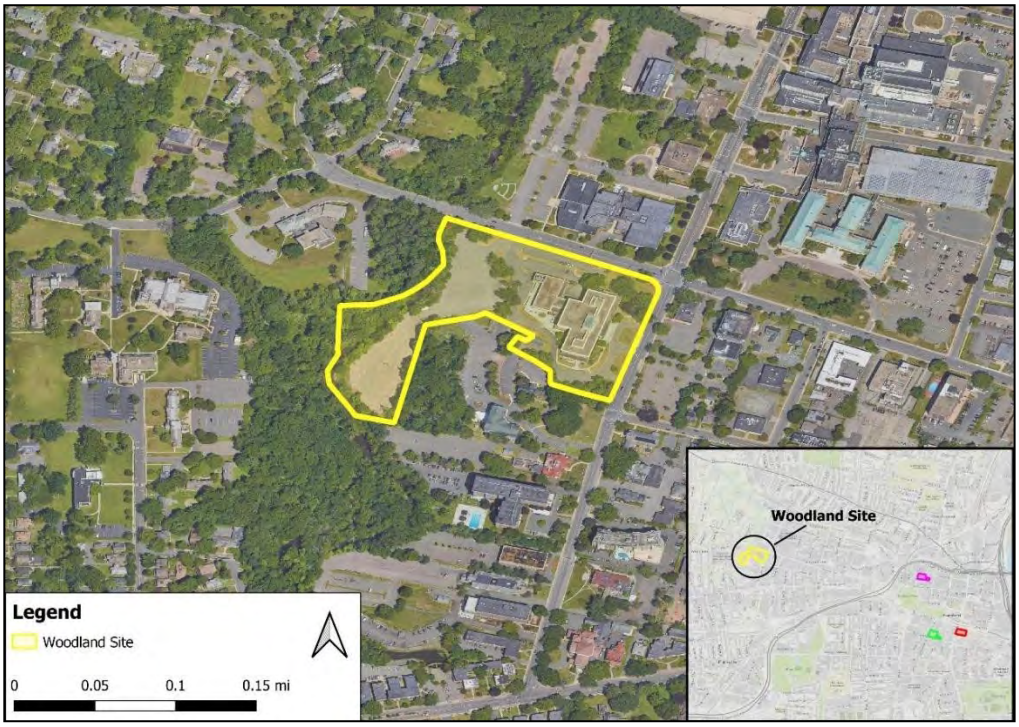


Figure 2 - Location of Woodland Site

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
Existing										
General Office Building (Federal Courthouse) [1,2]	710	235	Employees		137	19	156	23	115	138
		245,000	SF (GFA)	2,530						
Total				2,530	137	19	156	23	115	138
Proposed										
General Office Building (Federal Courthouse) [1,2,3]	710	250	Employees		143	19	162	25	120	145
		281,000	SF (GFA)	2,851						
Total				2,851	143	19	162	25	120	145
Net Difference – Trips				321	6	0	6	2	5	7
% Difference				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); CTtrasnit 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. 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
Proposed										
General Office Building (Federal Courthouse) (1,2,3)	710	250	Employees		143	19	162	25	120	145
		281,000	SF (GFA)	2,851						
Total				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
Proposed										
General Office Building (Federal Courthouse) (1,2,3)	710	250	Employees		143	19	162	25	120	145
		281,000	SF (GFA)	2,851						
Total				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
Existing										
General Office Building (Federal Courthouse) (1,2)	710	365	Employees		182	25	207	33	159	192
		365,600	SF (GFA)	3,584						
Total				3,584	182	25	207	33	159	192
Proposed										
General Office Building (Federal Courthouse) (1,2,3)	710	250	Employees		143	19	162	25	120	145
		365,600	SF (GFA)	2,760						
Total				2,760	143	19	162	25	120	145
Net Difference – Trips				-824	6	0	6	2	5	7
% Difference				-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



TIMMONS GROUP YOUR VISION ACHIEVED THROUGH OURS.	Site Location Map Hartford Federal Courthouse Transportation Due Diligence Hartford, Connecticut	Figure 1

APPENDIX C: GENERAL CONFORMITY APPLICABILITY ANALYSIS

GENERAL CONFORMITY APPLICABILITY ANALYSIS
FOR
CONSTRUCTION OF A NEW FEDERAL COURTHOUSE
HARTFORD, CONNECTICUT

TABLE OF CONTENTS

1.0 Introduction 1
2.0 General Conformity Rule Applicability Analysis 1
2.1 Background 1
3.0 Project Description 3
4.0 Methodology and Emissions Calculations 4
5.0 Conclusion 6
6.0 References 6

Tables:

Table 1. *De Minimis* Levels for the Project 3
Table 2. Factors Used to Estimate Nonroad and On-Road Vehicle Emissions 5
Table 3. Annual Nonroad and On-Road Vehicle Emissions for the Project 6

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.

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_x), particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers ($PM_{2.5}$), particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM_{10}), sulfur dioxide (SO_2), volatile organic compounds (VOCs), and carbon dioxide (CO_2) were calculated using the U.S. Environmental Protection Agency's (EPA) MOVES3.1 model coefficients, and compilation of air emission factors for criteria pollutants. 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.

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_2, particulate matter (PM_{10} and $PM_{2.5}$), ozone (O_3), nitrogen dioxide (NO_2), 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_3 NAAQS and a "moderate" *nonattainment* area for the 2015 8-hour O_3 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_3 precursors in areas particularly affected by O_3, and have more restrictive NAAQS.

Because Hartford County is a nonattainment area for O_3, an applicability analysis of O_3 is required using the criteria for a nonattainment area. Note that O_3 is a secondary pollutant that is not emitted directly but is created when NO_2 reacts with VOCs and oxygen in the presence of sunlight. Therefore, direct O_3 emissions were not estimated; the emissions of the precursor pollutants (i.e., NO_x and VOCs) were used to calculate the O_3 emissions that would occur under the project. For purposes of analysis and completeness, the potential CO, $PM_{2.5}$, PM_{10}, and SO_2 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

Criteria Pollutant	*De Minimis* Emission Rate (tons/year)
CO	100
NO_x	50
$PM_{2.5}$	100
PM_{10}	100
SO_2	100
VOC	50

Source: 40 CFR 93.153

Note: CO = carbon dioxide; NOx = nitrogen oxides; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO_2 = sulfur dioxide; VOC = volatile organic compound.

3.0 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.

4.0 METHODOLOGY AND EMISSIONS CALCULATIONS

Because the EPA has designated Hartford County as a nonattainment area for O_3, this applicability analysis estimates the project's potential emissions of NO_x and VOCs (as precursors of O_3); for completeness, potential emissions of other criteria pollutants (CO, $PM_{2.5}$, PM_{10}, and SO_2) and fugitive dust ($PM_{2.5}$, PM_{10}) 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.

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[1].

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, 2023b). Fugitive dust emissions were estimated using EPA's 2020 National Emissions Inventory data (EPA, 2023c). See **Table 2** for the emission factors used in the analysis and **Table 3** for the results of the analysis.

[1] 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[2]	No. of Units	Pollutant					
		CO	NO_x	$PM_{2.5}$	PM_{10}	SO_2	VOC
Nonroad Equipment Emission Factor Averaged Over Three Years (Diesel) [g/hour]							
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
On-Road Emission Factor (g/mile)							
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, 2023b

Note: CO = carbon dioxide; g = grams; NO_x = oxides of nitrogen; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO_2 = sulfur dioxide; VOC = volatile organic compound.

[2] 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_x	$PM_{2.5}$	PM_{10}	SO_2	VOC
Nonroad Equipment Emissions (Diesel) [tons]						
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
On-Road Emissions (tons)						
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
Fugitive Dust Emissions (tons)						
Fugitive dust from non-residential construction	-	-	0.57	5.7	-	-
Total (tons per year)	**20.7964**	**10.9169**	**0.9427**	**6.2275**	**0.0429**	**1.0790**
***De Minimis* threshold (tons per year)**	**100**	**50**	**100**	**100**	**100**	**50**

Source: Argonne, 2013; Argonne, 2021; EPA, 2023b; EPA, 2023c

Note: CO = carbon dioxide; g = grams; NO_x = oxides of nitrogen; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO_2 = sulfur dioxide; VOC = volatile organic compound.

5.0 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.

6.0 REFERENCES

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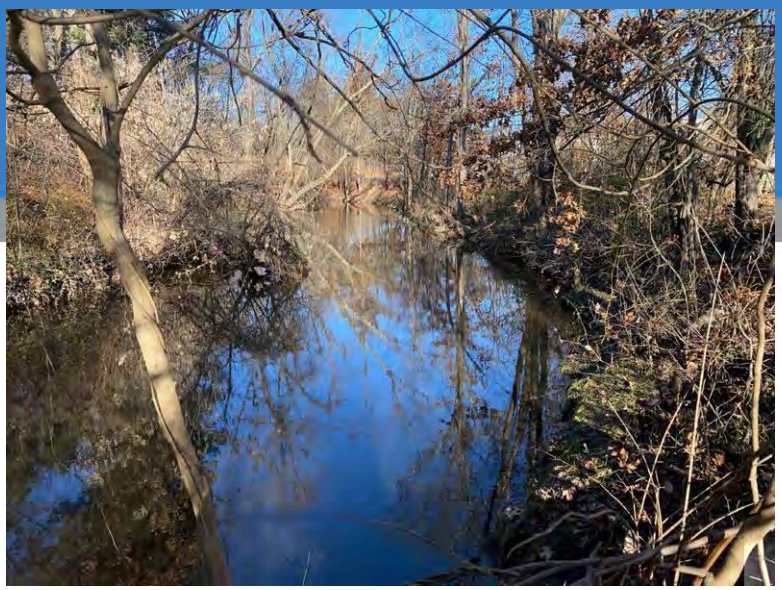
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APPENDIX D: WETLAND DELINEATION REPORT

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
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717-767-4788

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Vice President, Principal
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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.

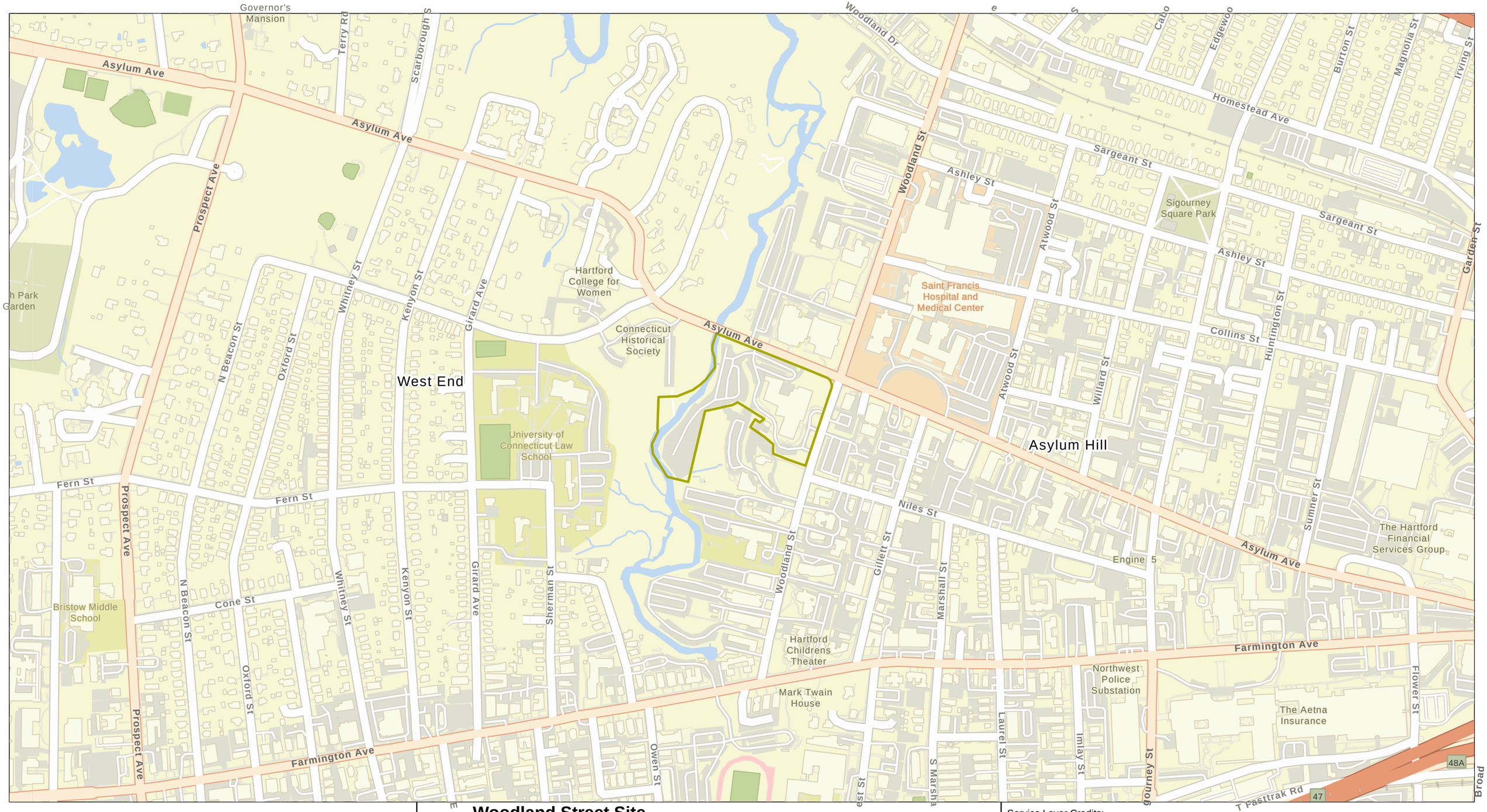
In the interim, we recommend further review of state and federal agency records pertaining to Section 7 (Federal Endangered Species Act) and Section 106 (National Historic Preservation Act). These reviews will generally be required to verify compliance with either the Nationwide Permit (NWP) or General 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



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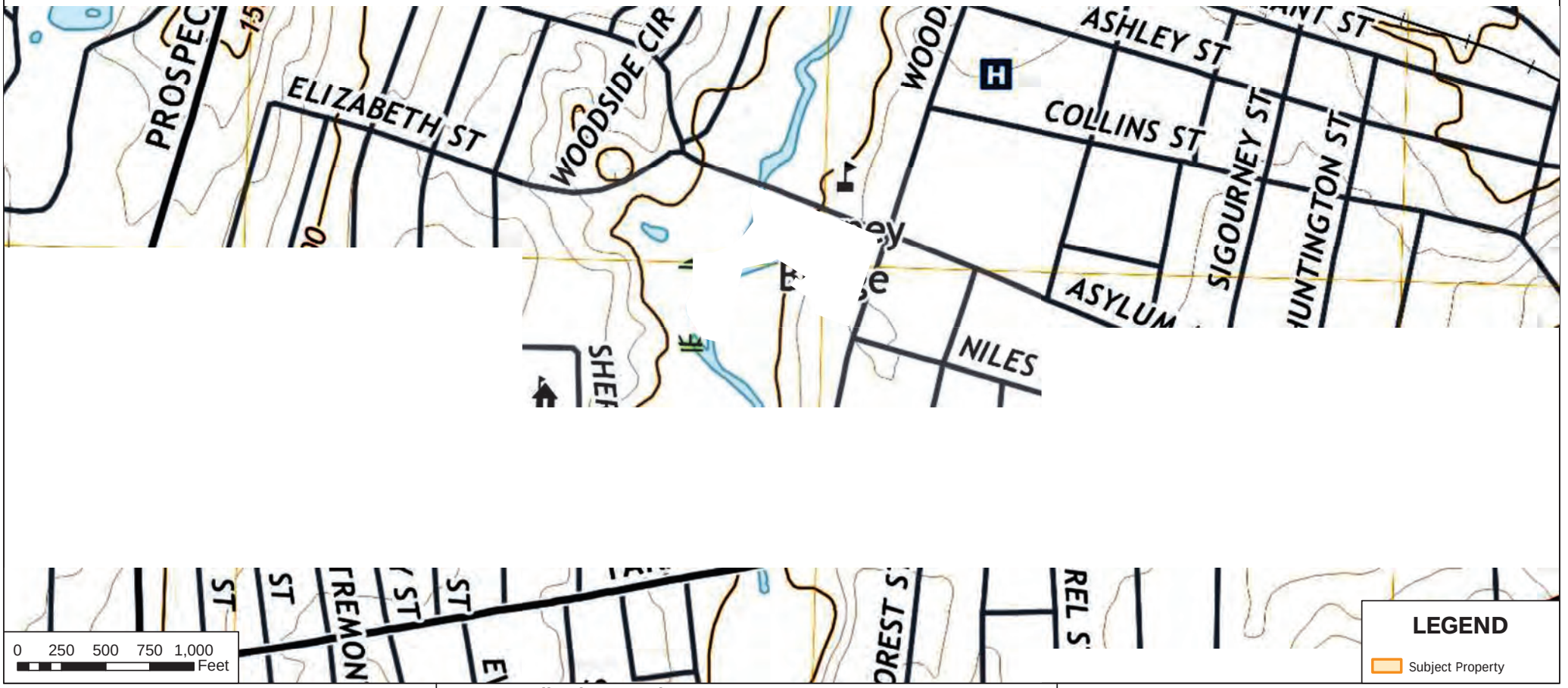
Woodland Street Site
61 Woodland Street
Hartford, CT

Figure 1
Site Location Map

Project Acreage: 10 acres
Latitude: 41.77200° North
Longitude: 72.70200° West

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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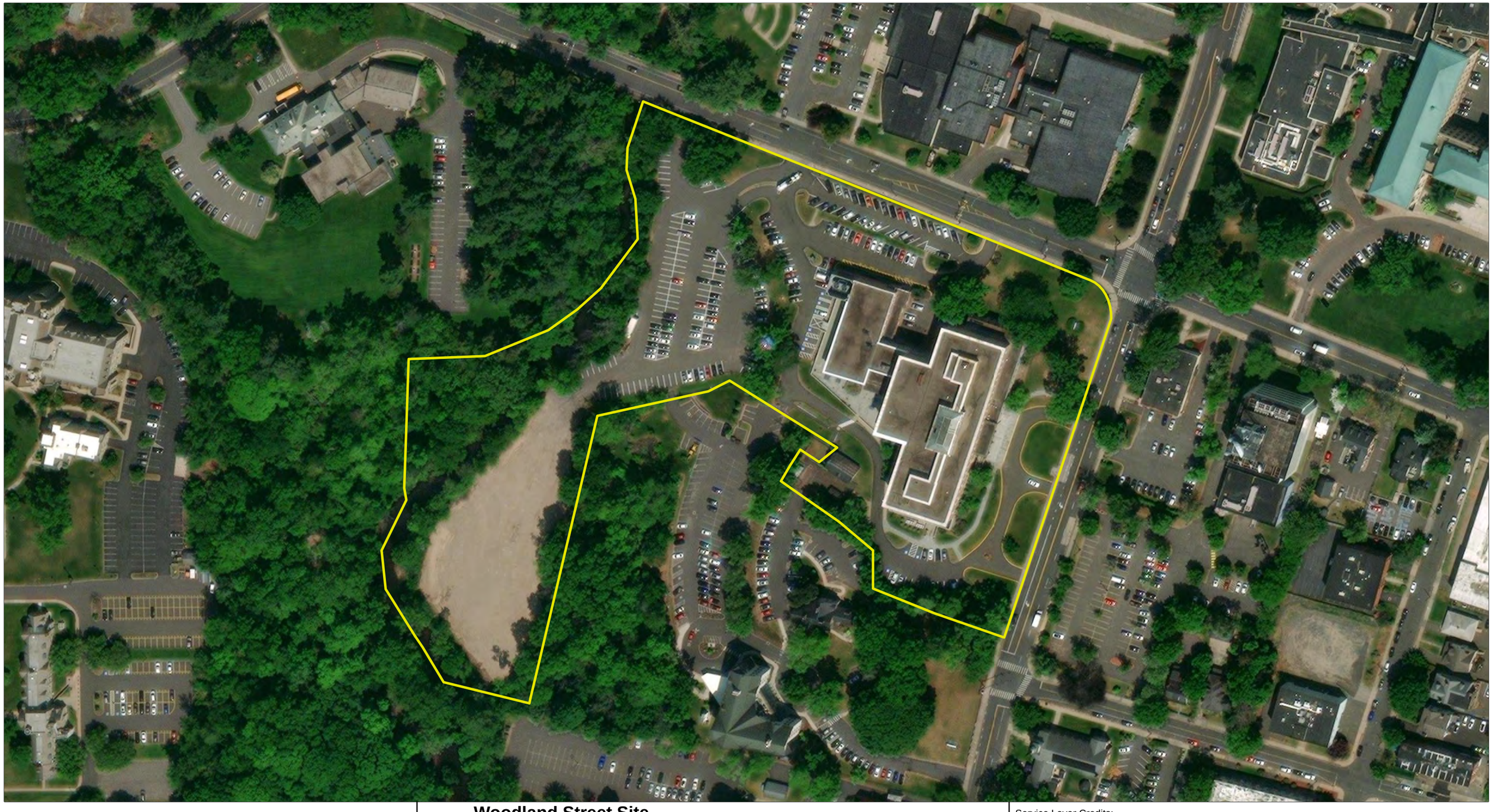
Woodland Street Site
61 Woodland Street
Hartford, CT

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

Figure 3
Aerial Imagery

Project Acreage: 10 acres
Latitude: 41.77200° North
Longitude: 72.70200° West

USGS Quadrangle: Hartford North, CT (2021)
Watershed: Lower Connecticut
Hydrologic Unit Code: 01080205

Service Layer Credits:



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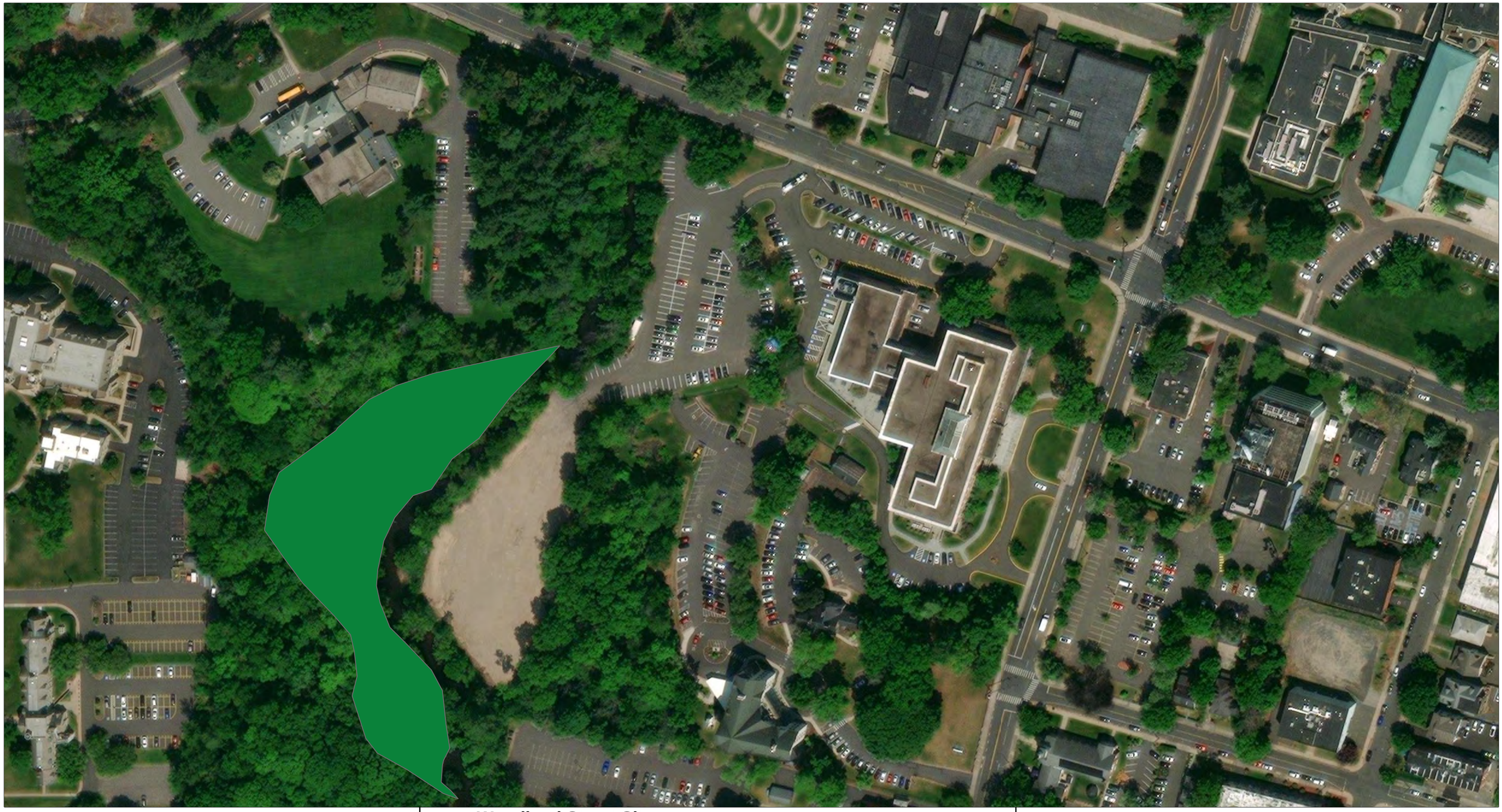
Woodland Street Site
61 Woodland Street
Hartford, CT

Figure 4
NRCS Soils

Project Acreage: 10 acres
Latitude: 41.77200° North
Longitude: 72.70200° West

USGS Quadrangle: Hartford North, CT (2021)
Watershed: Lower Connecticut
Hydrologic Unit Code: 01080205

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Woodland Street Site
61 Woodland Street
Hartford, CT

Figure 5
National Wetlands Inventory

Project Acreage: 10 acres
Latitude: 41.77200° North
Longitude: 72.70200° West

USGS Quadrangle: Hartford North, CT (2021)
Watershed: Lower Connecticut
Hydrologic Unit Code: 01080205

Service Layer Credits:



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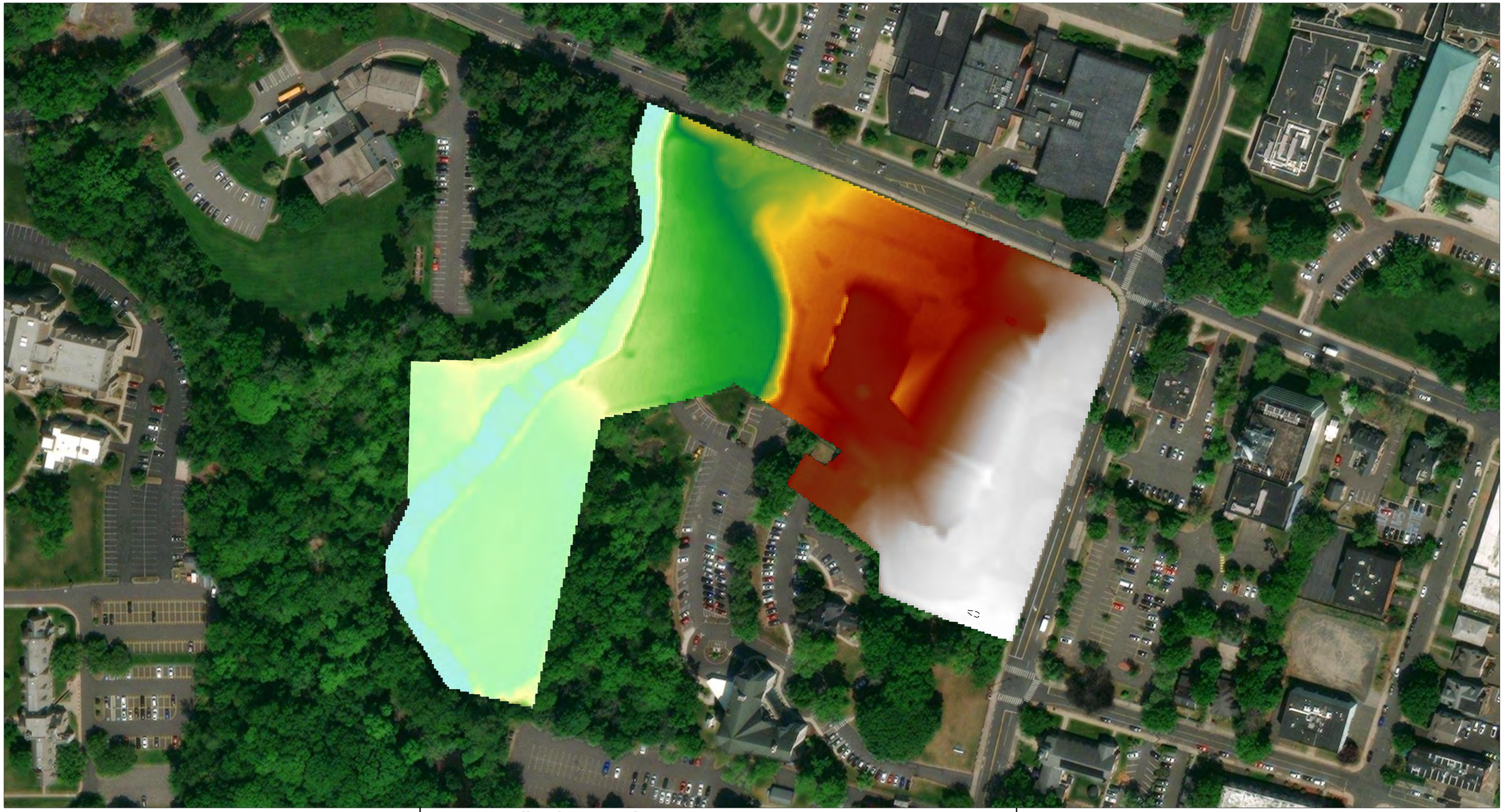
Woodland Street Site
61 Woodland Street
Hartford, CT

Figure 6
FEMA Floodplains

Project Acreage: 10 acres
Latitude: 41.77200° North
Longitude: 72.70200° West

USGS Quadrangle: Hartford North, CT (2021)
Watershed: Lower Connecticut
Hydrologic Unit Code: 01080205

Service Layer Credits:



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Woodland Street Site
61 Woodland Street
Hartford, CT

Figure 7
LiDAR

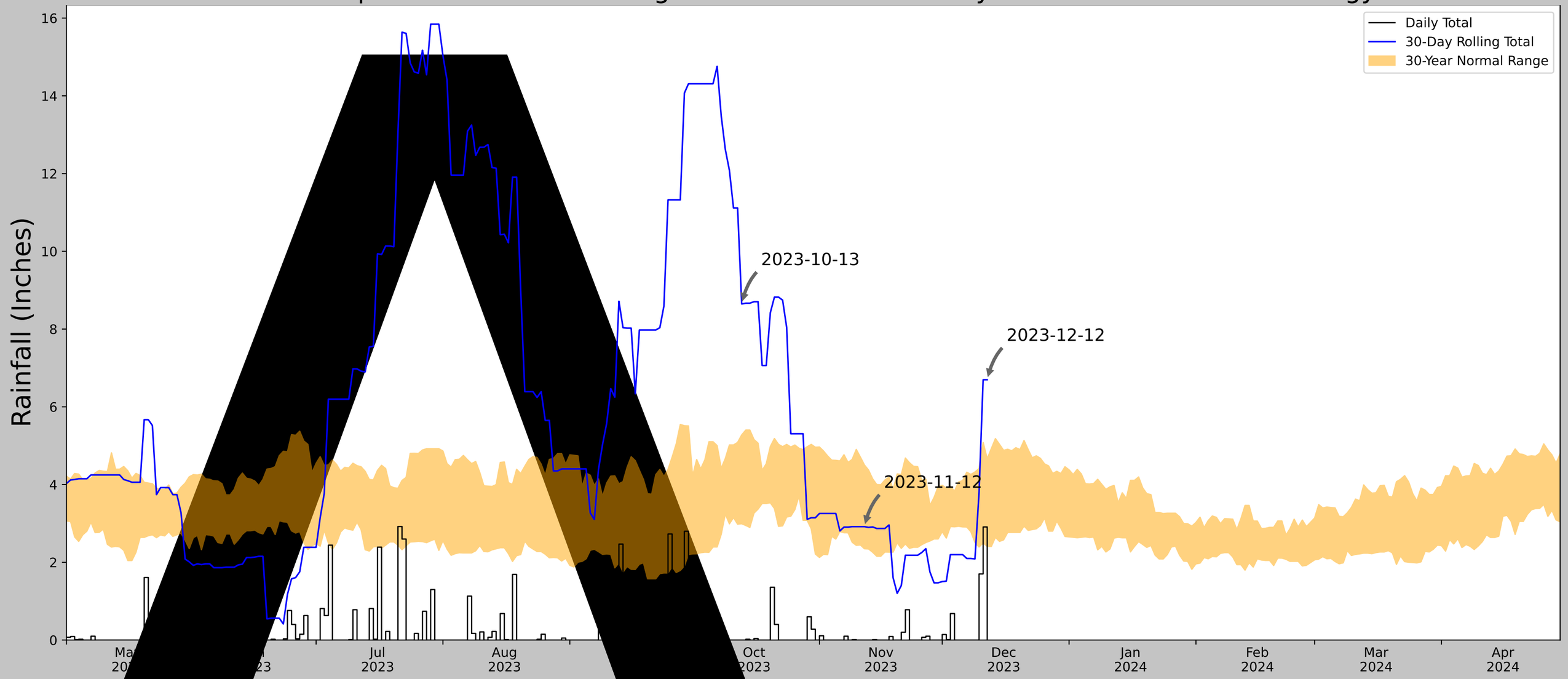
Project Acreage: 10 acres
Latitude: 41.77200° North
Longitude: 72.70200° West

USGS Quadrangle: Hartford North, CT (2021)
Watershed: Lower Connecticut
Hydrologic Unit Code: 01080205

Service Layer Credits:

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
	56.615
	Moderate wetness (2023-11)
	Wet Season

30 Days Ending		70th %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							Wetter than Normal - 16

Figure and tables made by the
Antecedent Precipitation Tool
Version 1.0

Written by Jason Deters
U.S. Army Corps of Engineers

Weather S	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 X	No _____	**Is the Sampled Area within a Wetland?** Yes _____ No X
Hydric Soil Present?	Yes _____	No X	If yes, optional Wetland Site ID: _____
Wetland Hydrology Present?	Yes _____	No X	

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ Microtopographic Relief (D4)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes _____	No X	Depth (inches): _____
Water Table Present?	Yes _____	No X	Depth (inches): _____
Saturation Present? (includes capillary fringe)	Yes _____	No X	Depth (inches): _____

Wetland Hydrology Present? Yes _____ No X

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 % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		

Sapling/Shrub Stratum (Plot size: 15)			
1. Rosa multiflora	5	Y	FACU
2.			
3.			
4.			
5.			
6.			
7.			
	5 = Total Cover		

Herb Stratum (Plot size: 5)			
1. Phalaria arundinacea	90	Y	FACW
2. Clematis virginiana	5	N	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	95 = Total Cover		

Woody Vine Stratum (Plot size:)			
1.			
2.			
3.			
4.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: _____ (A)

Total Number of Dominant Species Across All Strata: _____ (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species	90	x 2 =	180
FAC species	5	x 3 =	15
FACU species	5	x 4 =	20
UPL species		x 5 =	
Column Totals:	100 (A)		215 (B)

Prevalence Index = B/A = 2.15

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [ ] 2 - Dominance Test is >50%
- [x] 3 - Prevalence Index is <3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]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.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DP-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-16	7.5YR 4/3	100					Sandy silt	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (**LRR R, MLRA 149B**)
- ☐ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ☐ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ☐ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Polyvalue Below Surface (S8) (**LRR K, L**)
- ☐ Thin Dark Surface (S9) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ☐ Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- ☐ Red Parent Material (F21)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** _____ **No** X

Remarks:

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 X	No _____	**Is the Sampled Area within a Wetland?** **Yes** X **No** _____
Hydric Soil Present?	Yes X	No _____	
Wetland Hydrology Present?	Yes X	No _____	If yes, optional Wetland Site ID: _____

Remarks: (Explain alternative procedures here or in a separate report.)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☑ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☑ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☑ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ Microtopographic Relief (D4)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes X	No _____	Depth (inches): 3
Water Table Present?	Yes X	No _____	Depth (inches): 0
Saturation Present? (includes capillary fringe)	Yes X	No _____	Depth (inches): 0

Wetland Hydrology Present? **Yes** X **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

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		

Sapling/Shrub Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		

Herb Stratum (Plot size: 5)			
1. Juncus effusus	10	N	FACW
2. Carex sp.	40	Y	FACW
3. Impatiens capensis	5	N	FACW
4. Solidago sp.	5	N	FACU
5. Lonicera japonica	5	N	FACU
6. Lysimachia nummularia	5	N	FACW
7.			
8.			
9.			
10.			
11.			
12.			
	70 = Total Cover		

Woody Vine Stratum (Plot size:)			
1.			
2.			
3.			
4.			
	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [x] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is <3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

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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.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DP-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	5YR 3/2	90	5YR 4/6	10	C	M	Clayey silt	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (**LRR R, MLRA 149B**)
- ☐ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ☐ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ☐ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Polyvalue Below Surface (S8) (**LRR K, L**)
- ☐ Thin Dark Surface (S9) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ☐ Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- ☑ Red Parent Material (F21)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** _____

Remarks:

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 X	No _____	**Is the Sampled Area within a Wetland?** Yes X No _____
Hydric Soil Present?	Yes X	No _____	If yes, optional Wetland Site ID: _____
Wetland Hydrology Present?	Yes X	No _____	

Remarks: (Explain alternative procedures here or in a separate report.)

Winter conditions, non-growing season

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☑ Surface Water (A1)
- ☑ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☑ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☑ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ Marl Deposits (B15)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☑ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ Microtopographic Relief (D4)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No _____ Depth (inches): 1

Water Table Present? Yes X No _____ Depth (inches): 6

Saturation Present? (includes capillary fringe) Yes X No _____ Depth (inches): 0

Wetland Hydrology Present? Yes X No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION – Use scientific names of plants.

Sampling Point: DP-3

Tree Stratum (Plot size:)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
7.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15)			
1. Rosa multiflora	10	Y	FACU
2. Cornus amomum	10	Y	FACW
3. Lindera benzoin	10	Y	FACW
4. Ligustrum vulgare	10	Y	FACU
5.			
6.			
7.			
	40 = Total Cover		
Herb Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	= Total Cover		
Woody Vine Stratum (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 20	x 2 = 40
FAC species	x 3 =
FACU species 20	x 4 = 80
UPL species	x 5 =
Column Totals: 40 (A)	120 (B)

Prevalence Index = B/A = 3.0

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [2] Dominance Test is >50%
- [X] 3 - Prevalence Index is <3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]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.

Hydrophytic Vegetation Present? **Yes** X **No** _____

Remarks: (Include photo numbers here or on a separate sheet.)

Winter growing conditions.

SOIL Sampling Point: DP-3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-16	5YR 3/2	90	5YR 4/6	10	C	M	Clayey silt	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (**LRR R, MLRA 149B**)
- ☐ Polyvalue Below Surface (S8) (**LRR R, MLRA 149B**)
- ☐ Thin Dark Surface (S9) (**LRR R, MLRA 149B**)
- ☐ Loamy Mucky Mineral (F1) (**LRR K, L**)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10) (**LRR K, L, MLRA 149B**)
- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ 5 cm Mucky Peat or Peat (S3) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Polyvalue Below Surface (S8) (**LRR K, L**)
- ☐ Thin Dark Surface (S9) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Piedmont Floodplain Soils (F19) (**MLRA 149B**)
- ☐ Mesic Spodic (TA6) (**MLRA 144A, 145, 149B**)
- ☑ Red Parent Material (F21)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** _____

Remarks:

Appendix IV: Photographic Log



1 - Wetland 1

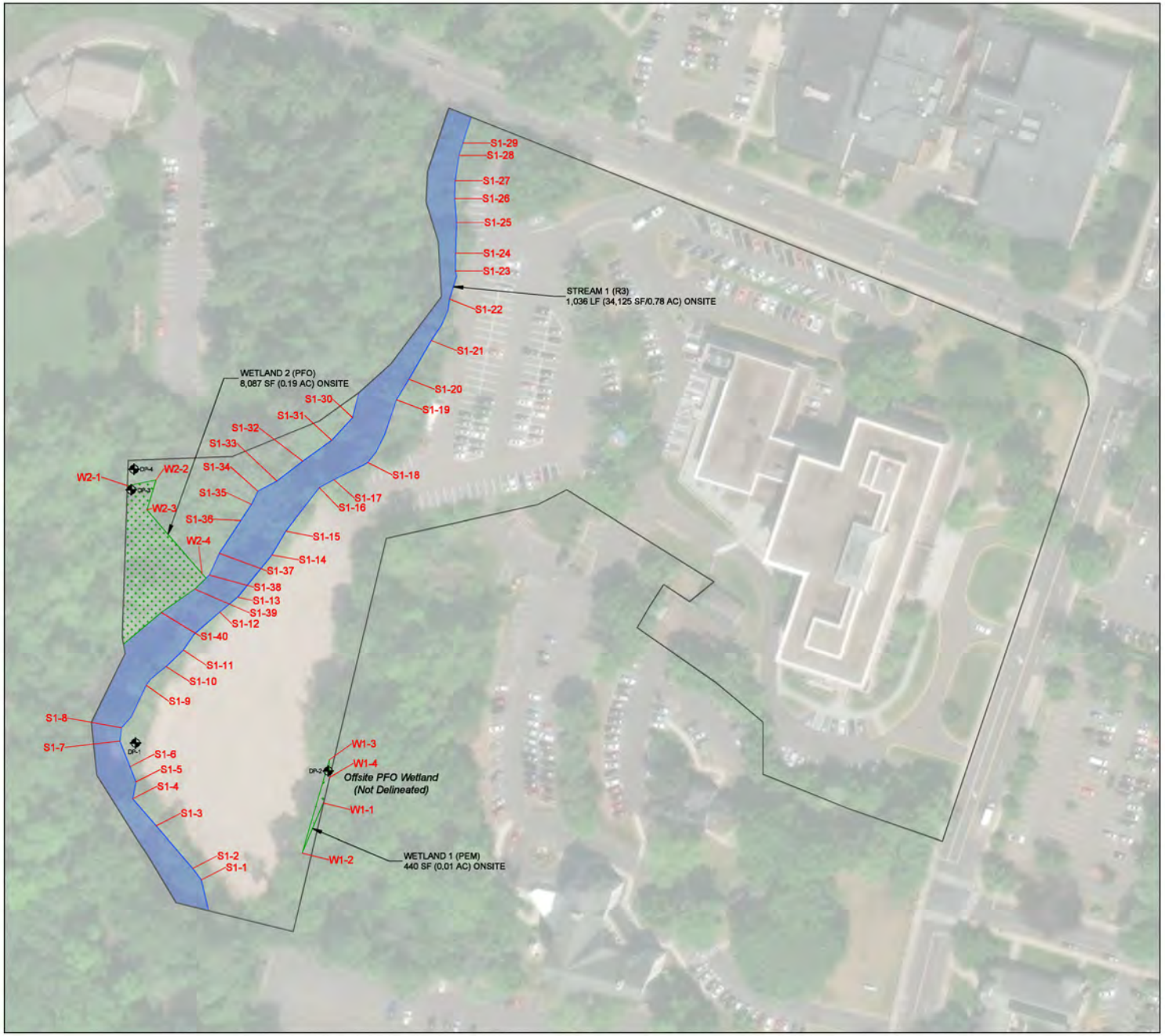


2 - Wetland 2


NW
N
NE
E
300
330
0
0
60
90
120
29°NE (T) 41.771914°N, 72.703620°W ±75ft 53ft
12 Dec 2023 13:35:01

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
- DP-# APPROXIMATE WETLAND DATAPOINT 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

N W E S

SCALE (IN FEET)
25 50
50 0

ECS - MID-ATLANTIC, LLC
1340 CHAMPIONSHIP DRIVE
SUITE 201
HANOVER, MD 21076
1-855-833-3499
410-694-4400
(FAX) 703-934-9207

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ECS

WOODLAND STREET SITE
61 WOODLAND STREET
HARTFORD, CONNECTICUT

WATERS OF THE U.S. DELINEATION MAP
SOLV, LLC

ECS REVISIONS

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.

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).

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.

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.

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.

APPENDIX G: COMMENTS RECEIVED ON THE DRAFT EIS AND GSA'S RESPONSES

COMMENTS RECEIVED ON THE DRAFT EIS AND GSA'S RESPONSES

INTRODUCTION

The public has a critical role in helping the U.S. General Services Administration (GSA) understand the environmental effects of the alternatives analyzed in the Environmental Impact Statement (EIS) for the construction and operation of a new federal courthouse in Hartford, Connecticut (the Project). Public participation promotes transparency, facilitates better decision-making, and helps federal agencies identify data gaps and sources of potential concern regarding the environmental impacts of a proposed action.

GSA invited the public to review and comment on the Draft EIS with newspaper ads, radio announcements, letters to interested parties, press release, and social media posts. English- and Spanish-language legal notices were run in the *Hartford Courant* on November 1, 2024, and November 6, 2024, and interested party letters were mailed and emailed on November 1, 2024. Full Power Radio's BOMBA Hartford radio station aired public service announcements in Spanish on November 1, 2024, and November 6, 2024. The public comment period started on November 1, 2024, and ended on December 16, 2024. GSA hosted a Draft EIS public hearing on November 13, 2024, at the Lyceum Center located at 227 Lawrence Street, Hartford, CT, 06106. Approximately fifty members of the public attended the meeting.

An open house format was used to encourage discussion and information sharing and to ensure that the public had opportunities to speak with GSA representatives. The GSA team gave a 30-minute presentation providing an overview of the National Environmental Policy Act (NEPA) process, description of the Project, and findings of the Draft EIS. GSA then provided an opportunity to interested attendees to submit verbal comments about the Project, which were recorded by a stenographer. An American Sign Language interpreter was available to provide interpretive services.

Informational posters about the proposed alternatives and their anticipated impacts were provided at the meeting. Additional materials at the Draft EIS public hearing included a sign-in sheet, comment forms, and handouts in English and Spanish. A recording of the public hearing and copy of the presentation slides are available at: https://www.gsa.gov/about-us/gsa-regions/region-1-new-england/buildings-and-facilities/development-projects/hartford-courthouse.

GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments recorded at the public hearing. A total of 37 commenters submitted 196 different comments (many commenters submitted more than one comment) during the Draft EIS comment period.

The comments addressed a range of issues presented in **Table 1**.[1]

[1] While sections on Climate Change and Environmental Justice have been deleted from the Final EIS to be consistent with NEPA as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), as well as current Executive Orders (including EO 14154, *Unleashing American Energy*), Council in Environmental Quality guidance, and GSA policies, a record of comments on those topics has been retained in order to maintain the public record.

Table 1 Commenters and Comments by Subject

Subject	Number of Agency Comments (A)	Number of Public Comments (P)	Total Number of Comments
Air Quality	1	0	1
Climate Change	2	0	2
Community Engagement	10	5	15
Construction and Demolition	2	0	2
Cultural Resources	2	0	2
Cumulative Actions	1	1	2
Design	4	0	4
Environmental Justice	4	3	7
Hazardous Materials	2	0	2
Health and Safety	3	2	5
Land Acquisition	1	0	1
Land Use	8	1	9
Outside the Scope of the EIS	3	0	3
Project Alternatives	19	16	35
Project Impacts	2	0	2
Purpose and Need	4	0	4
Regulations	1	0	1
Socioeconomics	28	11	39
Sustainability	1	0	1
Traffic and Transportation	34	18	52
Water Resources	6	1	7

GSA has thoroughly considered all of the input received and has responded to the public comments in this document. Revisions to the Final EIS have been made in response to comments where appropriate.

RESPONSE TO PUBLIC COMMENTS

This section is organized by the name of the organization or private individual that submitted a comment either verbally at the public hearing or in writing during the comment period. The comments are presented in the order in which they were received. GSA reviewed all comments and categorized them by subject, which enabled GSA to provide consistent responses to similar comments.

Each subsection below begins with the original comment submission as received by GSA. Following each comment is GSA's response.

HARTFORD PRESERVATION ALLIANCE, MARY FALVEY

Email, 11/05/2024

Community Engagement: Please add me to your notification list for the Hartford Courthouse project.

> **GSA Response**: You have been added to the Distribution List for this project.

Public Hearing Comment, 11/13/2024

Cultural Resources: For the Woodland Street lot, which is the former Phoenix Insurance Company, I would respectfully request that if it is determined to be eligible for the national or state registered historic places, which I'm confident it will be, that you not consider mitigation, but move on. We've lost way too much historic cultural resources in Hartford. We don't need to lose anymore.

> **GSA Response**: Thank you for your comment. As detailed in the Final EIS, GSA did not select Alternative 1 (the Woodland Site) as the preferred site for the proposed project. Therefore, this project would not affect any potential cultural resources at the Woodland Site.

Socioeconomics: You indicate for negligible adverse effect because of losing the pilot program. Hartford is overburdened with the state properties. We are the end, and every dime we can get to our tax rolls, be it by pilot or private, we need.

> **GSA Response**: GSA agrees that the loss of revenue to the City of Hartford from the removal of Woodland Site from the PILOT program would not be negligible. The analysis of socioeconomic impacts to City of Hartford's tax base from the proposed project has been revised in Section 3.7 (Socioeconomics) of the Final EIS.

Traffic and Transportation: Also, we're skewed to parking. We are still in the automobiles is king phase. As other commenters have said, this hub, the Allyn Street site, is the hub for the transit. We would greatly reduce the need for parking spaces being available to public transit.

> **GSA Response**: Thank you for your comment. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Community Engagement: The recent commenter said about the distance to the law school. We're more of a large town than a small city, and none of the students at UConn live on campus. So I don't think there would be an impediment for them to have a coordination of programs at the Allyn Street block.

> **GSA Response**: Thank you, your comment has been noted. GSA agrees that locating the courthouse at the Allyn Site would not impede opportunities for coordination between judges, court personnel, and students of neighboring educational institutions.

Land Use: And lastly, the reason why this lot is available in this parking lot is because they clear-cutted historic buildings back in the '90s for potential development that never happened. Using the Allyn Street lot would be a benefit to reusing that space the way it's meant to be. And I think it would be a benefit for the downtown.

> **GSA Response**: Your support for the Allyn Site has been noted. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. As noted in Section 3.2 (Land Use) of the Final EIS, locating a courthouse at the Allyn Site would bring the site in

compliance with its zoning designations and would align with the City of Hartford's land use goals for the site.

DONNA SWOLS

Email, 11/07/2024

Project Alternatives: My first question is why Hartford? There are other suitable cities and towns in CT that would work better and most likely have room for expansion and adequate parking.

GSA Response: Beginning in 2011, the Courts and GSA conducted a Long-Range Facilities Plan and feasibility studies to identify how best to provide long-term solutions to the Court's current and future needs. The findings from these studies led to GSA's proposal to locate the Court and related agencies at a new courthouse in Hartford. In 2022, the U.S. Congress provided authorization and $335M in funds for the project.

SABIA TAIMAN, LLC, ED TAIMAN

Email, 11/12/2024

Project Alternatives: I believe the Allyn Street location would be best suited for the new courthouse.

GSA Response: Thank you, your support for the Allyn Site has been noted.

Traffic and Transportation: The Woodland site is not and would just create more traffic in and around St. Francis Hospital and the neighborhood in general. People would have to get off the highway and travel a bit of a distance to get to it, and then back again through the neighborhoods to get to the highway. The Allyn Street location is more ideal. It is downtown, not far from several exits off of I-84 and I-91. Lawyers who practice in the federal building could walk to the new courthouse if it's located at the Allyn Street location, whereas the Allyn Street location will require everyone to drive there, park, and then when lunch time comes, get in the car again and drive somewhere to get lunch.

GSA Response: GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking spaces. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: There are numerous restaurants in the general area that could serve the many patrons of the federal building. The Woodland site has nothing nearby, certainly nothing within walking distance. Where are people supposed to eat lunch if they are stuck in court all day?

GSA Response: Your comment regarding the lack of amenities near the Woodland Site has been noted.

JOANNA WOODIN

Email, 11/13/2024

Project Alternatives: As residents of the Goodwin Estate condominium complex, located at 1280 Asylum Avenue in the City of Hartford, we STRONGLY OPPOSE the proposal to erect a Federal Courthouse at the corner of Asylum Avenue and Woodland Street.

> **GSA Response**: Thank you, your opposition to the Woodland Site has been noted. Based on discussions with the city and state officials, NEPA analysis conducted and documented in the Final EIS, and the public input received, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: Such a facility would dramatically increase the traffic congestion in that area which is already excessive. The Woodland/Asylum intersection is already congested with St Francis Hospital and Classical Magnet School traffic. At rush hour times, we frequently must wait as long as five or ten minutes to enter Asylum Avenue from the Goodwin Estate. And at the end of the day, the line of traffic can stretch from the Woodland/Asylum intersection all the way to Scarborough/Asylum intersection. Adding the traffic to/from the courthouse would make the situation even more intolerable and particularly unsafe.

> **GSA Response**: GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Project Alternatives: We suggest an alternative would be siting the building in the North End of Hartford which appears to have available open spaces and seems to be seeking development.

> **GSA Response**: Thank you for your comment. GSA and the Court have undergone a rigorous site assessment process to identify potential sites that best meet the minimum functional, operational, and security requirements for the courthouse. Based on discussions with the city and state officials, NEPA analysis conducted and documented in the Final EIS, and the public input received, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

UNIVERSITY OF CONNECTICUT LAW SCHOOL, JESSICA RUBIN

Public Hearing Comment, 11/13/2024

Project Alternatives: I'm here on behalf of the law school to express our support for locating the courthouse at the Woodland site, which is a neighbor to the law school.

> **GSA Response**: Thank you for your comment. Your support for the Woodland Site has been noted.

Community Engagement: Proximity would allow collaborations between the two institutions. For example, judges, court personnel, and agency personnel could make use of UConn's Law Library and attend our campus events. And students at the law school could benefit from educational and other opportunities at the court.

Further, the law school's campus is expanding. The university recently acquired MacKenzie Hall, a 32,000 square foot building in close proximity to the Woodland site. And the law school will house its clinics and other legal services programs at MacKenzie Hall.

We appreciate the concerns raised by some neighbors regarding congestion. We do think, however, that the new courthouse at Woodland site presents an opportunity to create a vibrant legal nexus in the area. And together with the existing UConn Law campus and MacKenzie Hall, a new courthouse would create a hub of legal activity surrounding the bucolic north fork of the Park River.

> **GSA Response**: Thank you for your comment. Sections 3.7 (Socioeconomics) and 3.8 (Protection of Children's Health and Safety) of the Final EIS note the beneficial effects that locating a courthouse at the Woodland Site would have on engagement opportunities between judges, court personnel, and students of neighboring educational institutions.

HENRY ZACHS

Public Hearing Comment, 11/13/2024

Project Alternatives: I'm very familiar with the Hudson site, and it is no good. The second site in downtown Hartford, that is only good for the parking lot operators. And it's a terrible site. The Woodland site, to reconstruct that building is absolutely foolish.

The only site that I know of, other than the Aetna Atrium Building, is the Danny site, the old Suisman site on Flatbush Avenue where you have a bus stop, you have an exit from the highway, and you have local things, and you've got 34 acres. So if the federal building went there, there'd be more than enough other buildings to be developed. And that is the highest and best use, and it's the best for the City of Hartford.

> **GSA Response**: Thank you for your comment. Section 2.1.1 (Identification of Sites) of the Final EIS describes the process that GSA and the Courts began in December 2021 to identify and analyze potential sites for the construction of a new courthouse. Through this process, GSA identified the Woodland and Allyn Sites as viable alternatives to be analyzed in the EIS.

Water Resources: And you have wetlands in the back where the river is, so you couldn't even build a garage.

> **GSA Response**: Section 3.11 (Water Resources) of the Final EIS considers the effects of Alternative 1 on wetlands. As described in the EIS, the proposed courthouse facilities would be located outside of the delineated wetlands. In fact, removing pavement within the floodplain areas could 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.
>
> Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Project Alternatives: I'd like to correct what I said about downtown Hartford. I think that's where it should be. It should not be on Woodland Street. That building rehabbed or knocked down is the wrong place, wrong part of town. It should be downtown, or if you're not going to do it downtown, look at the at the Aetna Atrium building, which is virtually vacant. Or look at the Suisman property.

GSA Response: Thank you for your comment.

KEVIN KENNY

Public Hearing Comment, 11/13/2024

Project Alternatives: I'm speaking out tonight in support of the Allyn Street site.

GSA Response: Thank you for your comment. Your support for the Allyn Site has been noted.

Socioeconomics: I vehemently disagree with the findings that there will be negligible effects on socioeconomic activity in downtown Hartford. The prospect of this site potentially being a federal courthouse has already yielded us activity on the retail side of things with national tenants. On behalf of all the recent businesses that we've placed in downtown Hartford, I'm speaking out on behalf of them, the small business owners that really would get an incredible boost from the activity that the courthouse would bring to downtown.

The Woodland site, I truly believe, will bring all of the lunch and dinner activity to West Hartford Center. And they have enough business already. I think that this would be a huge boon to downtown Hartford.

GSA Response: Thank you, your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS was revised to include this potential beneficial effect of Alternative 2.

Socioeconomics: And my last comment is on the office side of things. You know, Hartford has a looming cloud over their head as it relates to office space. And I think that this courthouse would be a major boost to attracting more law firms to downtown Hartford, which we desperately need. And it's a big issue that the city is up against and it's imminent. And I think anything that could help us fill our office buildings will help the tax rolls of Hartford and help, you know, the entire city.

GSA Response: Thank you, your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS was revised to include this potential beneficial effect of Alternative 2.

JEFFREY STEWART

Public Hearing Comment, 11/13/2024

Traffic and Transportation: The question is, if you do pick the Woodland site, I'm not sure if this is in your purview, the Woodland Street site, for people that need transit to get there, the bus service going Woodland assignment is not as frequent stop-offs. So people who are using for work, someone may have to look at terms of the bus schedule so that it would be more usable for people who need to use the bus stop. So you had five years to figure it out, so maybe you can do that. So that's it.

GSA Response: GSA acknowledges the lack of parking facilities and public transit options for the Woodland Site, and the potential for increase in traffic congestion after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

MATHEW JASINKI

Public Hearing Comment, 11/13/2024

Community Engagement: And I do see the Woodland Street as having one upside, and that is the proximity to UConn Law.

> **GSA Response**: Thank you for your comment. Sections 3.7 (Socioeconomics) and 3.8 (Protection of Children's Health and Safety) of the Final EIS note the beneficial effects from locating a Courthouse at the Woodland Site to nearby educational institutions.

Traffic and Transportation: I currently practice in downtown Hartford. I am a litigator, and I practice at the federal court. I can walk to that courthouse. I would not be able to walk to the courthouse on Asylum Hill. So that's going to be additional traffic on the roads that you need to consider in terms of current practitioners who can't walk to the Courthouse Ribicoff, could not walk to the courthouse on Asylum Hill.

> **GSA Response**: GSA acknowledges the lack of parking facilities and public transit options for the Woodland Site, and the potential for increase in traffic congestion after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: I heard the comment about retail and restaurants and the like, and I think that all of that is very true. There's nothing like that in Asylum Hill. It's a very difficult place for anything like that to really grow up. And there's nothing to sustain it, other than the courthouse and the hospital that's there.

> **GSA Response**: Your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS has been revised to note the potential increase in economic activity in downtown Hartford under Alternative 2.

Traffic and Transportation: The Allyn Street property, which is what I'm obviously speaking here for, is incredibly approximate to the Union Station train station. That is the hub of transportation in the region, both for local buses, for Amtrak, for attorneys who are coming from out of town, for Metro North, or at least connecting Metro North in New Haven, for the bus way takes you to New Britain and other places.

So for folks who have a hard time getting to court via car, they can travel that way. For lawyers who are traveling into town, it would be very easy for them to travel in and out of Hartford at Union Station. If they have to leave court and catch a train, they can do so immediately.

> **GSA Response**: Thank you for your comment. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access.

DANIEL KELMAN

Public Hearing Comment, 11/13/2024

Traffic and Transportation: I want to echo all the comments made by the previous speaker, including all the advantages of being downtown on Allyn Street, one block from the major transportation hub of the greater Hartford area. This affects all visitors, judges, jurors, witnesses, friends, and family who want to be able to get to the courthouse by any possible means. And you can't do better than the site on Union Station - a block from Union Station for that.

GSA Response: Thank you for your comment. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access.

Cumulative Actions: The other point I would like to make is more on the construction side of it. I don't know whether the GSA is aware of a request for proposals for reconstruction of the Asylum Avenue Bridge between Elizabeth Street and Woodland Street. If there is an RFP out there, I don't know when construction is supposed to start, but that could impact your plans. I just wanted to make you aware of it.

GSA Response: Thank you, your comment has been noted.

Socioeconomics: I just wanted to echo Hernan LaFontaine's comments about the loss of pilot revenue to the City of Hartford. Any loss of tax revenue is not negligible. So I think that's a mischaracterization of that loss.

GSA Response: Thank you for your comment. GSA agrees that removing the Woodland Site from the PILOT program, and the corresponding loss of revenue to the City of Hartford is measurable. The analysis of socioeconomic impacts to City of Hartford's tax base from the proposed project has been revised in Section 3.7 (Socioeconomics) of the Final EIS.

Project Alternatives: To counter that, I would again advocate for the Allyn Street site.

GSA Response: Thank you for your comment. Your support for the Allyn Site has been noted.

Socioeconomics: I don't know whether economic development is part of the goals that we're looking at in the EIS, but certainly, having a new building like that, with that volume of people and traffic every day, might just kickstart the redevelopment of Union Place, which has been dead for several decades.

GSA Response: Your support for the Allyn Site has been noted. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

METROHARTFORD ALLIANCE, DAVID GRIGGS

Public Hearing Comment, 11/13/2024

Project Alternatives: I'm here to first thank the GSA for bringing this exciting project to Hartford. We look forward to working with Mr. Herman to make sure that this architecturally significant building is in the right spot in the City of Hartford.

GSA Response: Thank you for your support for this project.

Project Alternatives: Where we need to add that fabric to our community is on the Allyn Street site to take advantage of the nearby transportation, to take advantage of the nearby amenities that are already being built, have been built in downtown Hartford. From the rail to the bus, to the restaurants, the retail, hotels.

GSA Response: Your support for the Allyn Site has been noted. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

LAZ INVESTMENTS (OWNERSHIP GROUP FOR THE ALLYN SITE), JANE DAVEY

Public Hearing Comment, 11/13/2024

Traffic and Transportation: I'm wondering if in the final EIS, you're planning to include transit maps that would show where the bus and train lines actually go relative to such, as opposed to just showing where the stops are.

> **GSA Response**: Additional transit maps showing the actual path of the bus and train lines have been added to Section 3.4 (Traffic and Transportation) of the Final EIS.

Traffic and Transportation: Similarly, I think a map showing the public availability of public parking relative to the sites would be important so that everyone reading the report could see the relative availability of both on street and off-street parking.

> **GSA Response**: Additional maps showing the availability of public parking relative to the proposed project sites have been added to Section 3.4 (Traffic and Transportation) of the Final EIS.

Socioeconomics: Finally, I think it would be helpful in the report to show a map which pointed out where the various retail corridors are and their relative proximity to the two sites.

> **GSA Response**: A map showing important retail corridors and their proximity to the proposed project sites has been added to Section 3.7 (Socioeconomics) of the Final EIS.

Email, 12/16/2024

Project Alternatives: On behalf of the Allyn site ownership group I am writing to express my strong believe that the new Courthouse should be located in Downtown Hartford. I believe that the Allyn site provides superior access to justice and will serve as an economic generator in Downtown Hartford.

> **GSA Response**: Your support for the Allyn Site has been noted. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

Traffic and Transportation: The Allyn site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2 block radius of the site.

> **GSA Response**: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking areas. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access.

Socioeconomics: In addition to its superior accessibility the Allyn site is proximate to numerous other amenities, including office buildings, restaurants, bars, coffee bars, hotels, and a public park all within short walking distance of the site. These downtown establishments would greatly benefit from the additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

> **GSA Response**: Thank you for your comment. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

Socioeconomics: In the aftermath of COVID, with the shift to remote and hybrid work models, our Downtown office vacancy rate soared and retailers struggled to stay afloat. However, during these difficult times many stakeholders (property owners, builders, city officials, brokers, retailers, etc.) have been diligently working to bring vibrancy to our downtown. Hundreds of apartments have come online (all with occupancy in the mid 90%'s) and new retailers have begun to fill long-vacant store fronts. Long-awaited renovations at the XL Center are now moving forward. And a vacant office building along Pratt Street is being converted into a dormitory for our state flagship university, UCONN. The momentum downtown is building and we believe that a stunning, new courthouse will further enliven our downtown core.

> **GSA Response**: Thank you, your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS was updated to note the potential beneficial effects of Alternative 2 (the Allyn Site) on economic activity in downtown Hartford.

Traffic and Transportation: Proximity to Public Transportation:

- Train service: CTrail, Amtrak from neighboring Union Station
- Public bus service: CTtransit Bus Center, local & regional service
- Private bus service: Greyhound, PeterPan & others

> **GSA Response**: Thank you, your comment has been noted and Section 3.4 (Traffic and Transportation) of the Final EIS was updated to include additional information regarding the availability of public transportation near the Allyn Site.

Traffic and Transportation: Easy Accessibility:

- I-84 & I-91 intersection (main north, south, east west interstate highways)
- Additional secondary state roads nearby: Rt. 2, Rt. 44, Rt. 9, Rts 5/15

> **GSA Response**: Thank you, your comment has been noted and Section 3.4 (Traffic and Transportation) of the Final EIS was updated to include information regarding the Allyn Site's accessibility to major highways and secondary State roads.

Traffic and Transportation: Abundant parking in neighborhood (over 4,700 spaces within 2 block radius):

- City/State owned garages: 1,300 spaces (Church Street Garage)
- Privately owned garages: 2,000 spaces (Metro Center, Goodwin Square, Hartford 21)
- Parking lots: 1,500 spaces

Other Considerations:

- Minimal impact on traffic / commuting patterns during development

> **GSA Response**: Thank you, your comment has been noted and Section 3.4 (Traffic and Transportation) of the Final EIS was updated to include additional information regarding the availability of parking near the Allyn Site.

Socioeconomics: Proximity to other amenities:

- Recreation / entertainment: Bushnell Park, XL Center, TheaterWorks, Hartford Stage, Dunkin Park, Infinity Music Hall, Wadsworth Atheneum, Science Center
- Restaurants, bars, coffee: take-out and sit-down, formal and informal
- Multiple hotels within walking distance of site
- Compatibility with Neighborhood
- Located within the Central Business District
- Availability of office space (Class A, B and C) in neighboring buildings for ancillary services

Other Considerations:

- Economic generator for an area of the city in need of revitalization
- Potential to spur development on area surface parking lots

> **GSA Response**: Thank you, your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS was updated to include additional information regarding the amenities available near the Allyn Site.

Design: Compatibility with Neighborhood

- Historic District includes several significant public buildings: William Cotter Federal Building (housed Federal Court House from 1933 - 1966); Footguard Hall, home of the Governor's Foot Guard; Union Station
- Modern courthouse building would blend in well with the mix of architectural styles.

Other Considerations:

- Site design likely to include public space / outdoor area

> **GSA Response**: Thank you, your comment regarding the compatibility of the proposed courthouse with the existing development in the Allyn Site neighborhood has been noted. As detailed in the Final EIS, the building would adhere to the principles of GSA's Design and Construction Program. This would include coordinating planning and design decisions with local community goals and developing safe, productive, and attractive workspaces.

Land Use: Compatibility with Neighborhood

- Proximity to other Federal Government Buildings (William Cotter Federal Building) would allow for operational synergies for General Services Administration (GSA)

Other Considerations:

- No negative impact on any master plans / major development initiatives of the city

> **GSA Response**: Thank you, your comment regarding the compatibility of the proposed courthouse with the existing development in the Allyn Site neighborhood has been noted.

Health and Safety: Other Considerations:

- Increased lighting and security in area between train station and XL Center

> **GSA Response**: Thank you, your comment has been noted.

Construction and Demolition: Other Considerations:

- No existing structures need to be demolished – current use is a parking lot

> **GSA Response**: Thank you, your comment has been noted.

Socioeconomics: Loss of RE tax revenue to city is less than loss of PILOT revenue attributed to Woodland site (per GSA report and before any adjustment to RE taxes related to tax appeal on Allyn St site)

- Woodland site is very well suited for conversion to residential
- Existing structure would be preserved
- RE tax revenue would exceed current PILOT payment

GSA Response: Thank you for your comment. GSA acknowledges that selection of the Allyn Site for construction of the proposed courthouse would result in lower impacts to Hartford's tax base compared to the Woodland Site. Additionally, as discussed in Section 3.2 (Land Use) of the Final EIS, the Woodland Site only partially aligns with the goals of the neighborhood strategic plan.

JOHN DAVEY

Public Hearing Comment, 11/13/2024

Traffic and Transportation: Traffic gets terrible. It took me four minutes to get out of my driveway, I live on Asylum Avenue, tonight at 6:00 to get over here. Traffic is terrible in the morning. It's terrible in the evening. People coming in and out of town.

GSA Response: Thank you for your comment. GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: There's no cafeteria, right, in this building. People are going to have to go out to lunch. Where are they going to go?

GSA Response: Your comment regarding the lack of amenities near the Woodland Site has been noted.

Traffic and Transportation: What is that going to mean for traffic on the streets? So I do think that, you know, this poses additional traffic problems.

GSA Response: GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Community Engagement: It doesn't seem mutually exclusive that the law school can go downtown, if that's something that's important to them to, you know, coordinate, do work with the courthouse.

GSA Response: Thank you, your comment has been noted. GSA agrees that locating the courthouse downtown would not impede opportunities for coordination between judges, court personnel, and students of neighboring educational institutions.

Project Alternatives: I don't think that people would be in favor of this in the West End. I can't speak for Asylum Hill, but I, for one, think that it would be a bad decision to put it there. And, you know, I hope that the GSA decides to go with Allyn Street.

GSA Response: Thank you for your comment. Your support for the Allyn Site has been noted.

Traffic and Transportation: One thing I was hoping for clarification on was the statistics about the traffic trips. What were the dates on that? Was that, you know, in the height of work-from-home? Is that forward-looking?

GSA Response: GSA conducted a traffic due diligence study for the Woodland Site, Allyn Site, and the Ribicoff Federal Building and Courthouse 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. Traffic count data between 2018 and 2021, the most current year for which data were available for most roadways, were reviewed. GSA will conduct further traffic studies for the Allyn Site during the design phase. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA identified Alternative 2 (the Allyn Site) as the preferred alternative.

HERNAN LAFONTAIN

Public Hearing Comment, 11/13/2024

Traffic and Transportation: As the previous speaker said, it is in the mornings, in the afternoons, in the evening, all day long, heavy, heavy traffic. And one actually has to consider whether I should go the way I'm supposed to go to my destination or turn around and go the other way and take a long, contorted route to get to my destination, which is becoming more of a standard practice for people in the West End.

So clearly, the issue of traffic congestion is something that cannot be avoided, and it has to be dealt with one way or the other. And when I saw the numbers on the slide, it seemed to somehow not quite give an understanding of the picture of how severe that traffic congestion can be.

GSA Response: GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: The other thing is the parking, which has already been mentioned. But once again, you always have to think about -when new construction build underground parking space, three or four levels, whatever it takes to accommodate the kind of parking that's anticipated. I know the response is always, well, that's very expensive. That's very expensive. But in the long run, it may be the kind of expense that we should afford given the fact there's the impact on the community.

GSA Response: GSA acknowledges the lack of parking facilities and public transit options for the Woodland Site. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to several parking spaces. The Allyn Site is better connected to public transit compared to the Woodland Site. Alternative 2 would reduce the need for parking spaces due to the availability of several public transit options to and from the Allyn Site.

Socioeconomics: But associated with that is the question of the cost and so on and the tax alleviation or not. I also was, believe it or not, a politician in one life. And I was the president of the Hartford City Council. And one of the issues that we dealt with all the time was, we're not a rich city, and we need every penny we can get in every way that we can get it from whatever source. And it is not so simple to simply dismiss it as a negligible effect. Any effect which does not increase the revenue is going to be difficult.

GSA Response: GSA agrees that the loss of revenue to the City of Hartford from the removal of Woodland Site from the PILOT program and transfer of Allyn Site from private to federal ownership would not be negligible. The analysis of socioeconomic impacts to City of Hartford's tax base from the proposed project has been revised in Section 3.7 (Socioeconomics) of the Final EIS.

Traffic and Transportation: And when you look at the school across the street from the Hartford Classical Magnet School, there are buses lined up because there's no other place. I mean, you can't blame them. But when those buses at 7:00, 8:00, or 9:00 line up, and then there's traffic already in the thing, the congestion is going to be incredible.

> **GSA Response**: GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Health and Safety: And it also leads the question of safety for the students. And no matter what we say, no matter what age they are, the more you increase the number of cars and students in there that have to move about, that's going to be a real problem with something that has to be dealt with very, very seriously.

> **GSA Response**: Thank you, your comment has been noted. Section 3.8 (Protection of Children's Health and Safety) of the Final EIS notes the effects from increased traffic/congestion on the health and safety of children in the vicinity of the proposed project sites.

Email, 12/05/2024

Traffic and Transportation: The road through Asylum Ave to downtown Hartford is clearly a major thoroughfare bearing heavy traffic several times a day in both directions (West to East and East to West). Living in Goodwin Circle right on Asylum Avenue I am challenged every day by long lines of vehicles just at the one and only exit of our community. By now a common driving strategy for many of is to drive in the opposite direction to avoid the traffic jam even though that route will actually take us away from our ultimate destination. Other neighbors will revise time schedules and do anything possible to avoid leaving the compound through the exit at these specific times. A different but related issue is the number of frustrated drivers who believe they can somehow pass or circumvent the traffic in front of them. Too often they are wrong and become reckless drivers causing accidents.

> **GSA Response**: GSA acknowledges the potential for increase in traffic congestion after project implementation at the Woodland Site. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: I was concerned, however, by the seemingly casual manner in which a potential financial impact was described in the Draft Environmental Impact Statement. As a former President of the Hartford City Council I am reminded how difficult it is to develop and manage the annual budget of a mid-size urban center. We struggled for years to maintain or increase the Grand List revenue which is the financial foundation for all of the city's operations and administration. Any amount of increase of tax exempt property within city boundaries cannot be considered "negligible" as the GSA EIS concludes. The subtraction of any tax revenue by new real estate projects can only contribute to continued financial stress for the City of Hartford and must be avoided.

> **GSA Response**: GSA agrees that the loss of revenue to the City of Hartford from the removal of Woodland Site from the PILOT program or from the conversion of Allyn Site to a federal property would not be negligible. The analysis of socioeconomic impacts to City of Hartford's tax base from the proposed project has been revised in Section 3.7 (Socioeconomics) of the Final EIS.

Traffic and Transportation: One additional issue which is particularly critical for me as a school administrator is the proximity of the proposed Woodland Street site to the Classical Magnet School right across the street on Asylum Avenue. Over my many years as an educator at all grade levels I witnessed too many accidents or near accidents involving traffic and students right in front of the school. As a consulting evaluator for international schools abroad I denied official accreditation certification in a number of instances where similar danger zones existed. The existing property for the Classical School virtually requires a long line of school buses parked right on Asylum Avenue morning and afternoon as students arrive and depart every school day. The traffic generated by a federal courthouse on the very same street will only exacerbate an already dangerous situation. It is imperative that we not contribute to this life threatening risk for our youth and for all citizens.

> **GSA Response**: GSA acknowledges the potential for increase in traffic congestion after project implementation at the Woodland Site. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

PARK WATERSHED, MARY PELLETIER

Public Hearing Comment, 11/13/2024

Socioeconomics: I am trained in design, and I do think that the Allyn site is probably a more cost-conscious site.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted.

Water Resources: And I'd like to point out that your report is missing that there's an MDC trunk line that's carrying sewage from the northern neighborhoods of Hartford and Bloomfield down through the 61 Woodland site. And the clean-out and a siphon that goes under the river is on the property of the Woodland Street property on the west side of the river.

> **GSA Response**: Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project. Therefore, there will be no changes to the Woodland Site as a result of the proposed project.

Water Resources: I'd like to point out that if the GSA were to take the Woodland Street site, it would greatly benefit the restoration of the North Branch Riparian Zone, especially the floodplain, which is owned by the State of Connecticut. It's been paved, and it was paved for the previous use as parking for - I think it was the tech school, which moved downtown.

> **GSA Response**: Thank you for your comment. Section 3.11 (Water Resources) of the Final EIS notes the potential beneficial effects to the North Branch Park River floodplain and the associated riparian vegetation from the proposed removal of a portion of the existing parking lot at the Woodland Site.

Outside of Scope: The state property, especially the UConn Law School, could achieve higher goals with respect to the environment, and not just to reduce energy use, which is of course, a big issue for the leadership and environmental design standards, but also for the site quality, for the environmental health.

> **GSA Response**: Thank you for your comment. This comment is outside the scope of the EIS.

Water Resources: Most notably, the University of Connecticut could conserve its west side of the riparian zone, as can GSA. And that would contribute to an overall international goal of conserving 30 percent of our natural resources across the planet, but also locally. So that would do a lot in actually reducing the urban heat island, improving urban air quality, and making our lives more livable in both the west and Asylum Hill and the overall city of Hartford. So I think that GSA - this whole process has been very beneficial.

> **GSA Response**: Thank you, your comment on the beneficial effects of restoring the North Branch Park River riparian zone has been noted. These effects have also been described in detail in Section 3.11 (Water Resources) of the Final EIS.

Email, 11/14/2024

Water Resources: Please note that the GSA team ought to further investigate the presence of a sewer trunk line at the Woodland Street site. Based on observation, and ongoing efforts to conserve and revive the nature surrounding the North Branch Park River, the MDC has an easement for a buried sewer trunk line beneath the floodplain parking lot of 61 Woodland Street. Also, the Woodland property boundary crosses the North Branch Park River. Property on the west bank of the North Branch includes a manhole that is needed to periodically clean the sewer trunk line, which runs from the west side beneath the North Branch and the Woodland floodplain parking lot towards the wastewater treatment plant.

> **GSA Response**: Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

EMILY GIANQUINTO

Public Hearing Comment, 11/13/2024

Project Alternatives: At the June meeting, I expressed my support for the Allyn site, and my opinion has not changed.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted.

Traffic and Transportation: And so while, yes, as a lawyer, I want to still be able to walk to the courthouse, and I as a Hartford resident, I think anytime we can turn a parking lot into a building, it's a great idea, I also think that the key here is the public access. And the downtown site is just infinitely more accessible for people who need to get there, for people whose loved ones are involved in criminal proceedings or immigration proceedings, for members of the public who want to come and watch a proceeding, for the jurors who are called to serve there.

There are so many public transportation options there and much easier access, even if they're driving, that are just not available at the Woodland site.

> **GSA Response**: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

Community Engagement: I love the idea of the courthouse being so close to the law school, but downtown is not far away for the students. I went and observed the proceedings there when I was at the

law school. So I don't think that that's a barrier. I certainly don't think that the benefit to, frankly, a small number of law students outweighs the benefit to the large members of the public who need to access this federal building.

> **GSA Response**: Thank you, your comment has been noted. GSA agrees that locating the courthouse downtown would not impede opportunities for coordination between judges, court personnel, and students of neighboring educational institutions.

CAROLINE AUSTIN

Public Hearing Comment, 11/13/2024

Traffic and Transportation: I live on Asylum Avenue, and the traffic is horrible, as everyone else has said. Hard to get out just about any time of the day.

> **GSA Response**: GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Health and Safety: There is this bus safety. Yes, there are car safety, but there's also the element that would be coming into the neighborhood because they have to. And it's just a natural part of the process of people having to go to court, with criminal court and the like. And the school is directly across the street. And a lot of parents I've spoken to have a huge issue with that. I have an issue with that. Even though my children don't go to Classical Magnet, I would not want to have further elements that come into the neighborhood, because we have to go to the courthouse to just be there, and our kids have access to them, and they have access to our kids.

> **GSA Response**: Section 3.8 (Protection of Children's Health and Safety) of the Final EIS evaluates the effects of operating a courthouse on the safety and well-being of children and the general public. The new courthouse would contain a detainee circulation system and would comply with all current security standards. The U.S. Marshals Service (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. However, based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Land Use: Downtown is supposed to have courthouses and shopping and places to eat. And I would like to see Asylum Hill stay residential.

> **GSA Response**: Your comment regarding the preferred land use at the proposed project sites has been noted.

CITY OF HARTFORD, ARUNAN ARULAMPALA (MAYOR)

Email, 11/14/2024

Project Alternatives: I am writing to express my strong support for the construction of the new federal courthouse at the Allyn Street location in downtown Hartford. This site offers numerous advantages that make it the superior choice for contributing to our city's vitality and providing access for residents and employees alike.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

Traffic and Transportation: The proximity of the Allyn Street location to public transportation including trains and bus service at Union Station, coupled with easy access via highways and main arteries, ensures that the courthouse will be reachable for all residents. Additionally, the site has over 4,700 parking spaces within a two-block radius, which further enhances convenience for visitors and staff.

> **GSA Response**: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking areas. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site. The Allyn Site would reduce the need for parking due to the availability of several public transit options to and from the Allyn Site.

Socioeconomics: This downtown site would significantly boost economic activity in an area ripe for revitalization. The increased foot traffic from construction workers, approximately 250 employees, and an estimated 200-500 daily visitors would invigorate local businesses. The courthouse's presence will serve as a catalyst for development on nearby surface parking lots, transforming underutilized spaces into vibrant urban areas.

> **GSA Response**: GSA agrees that the Allyn Site would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

LOUISA DUGUAY

Email, 11/15/2024

Socioeconomics: It doesn't seem you are going to consider any other locations but I want to suggest the possibility of purchasing part of the Aetna property that is adjacent to Flower Street and converting existing structures that are under utilized in a courthouse.

> **GSA Response**: Thank you for your comment. GSA and the Court have undergone a rigorous site assessment process to identify potential sites that best meet the minimum functional, operational, and security requirements for the courthouse. Based on discussions with the city and state officials, NEPA analysis conducted and documented in the Final EIS, and the public input received, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

ELIJAH EL-HAJJ-BEY

Email, 11/17/2024

Environmental Justice: Before you make this decision under Environmental Justice I hope you can hold another public hearing located at the Artist Collective located at the corner of Albany Avenue and Woodland. Again the African American community is left out the process of a inform decision utilizing taxpayer dollars. The process is unfair and have created a disparity in building generational wealth with in the community that has never benefited the African American community.

> **GSA Response**: Thank you for your comment. Throughout the NEPA process, GSA has worked to engage with the local communities and has provided opportunities for public participation. First was during the scoping period from May to July of 2023, where GSA conducted an in-person meeting in the City of Hartford to introduce the project and invite comments from the public. The second opportunity for public engagement was after the release of the Draft EIS. GSA conducted a second in-person meeting to engage with the public and invite comments on the analysis presented in the Draft EIS. GSA worked to encourage discussion and information sharing at the public meetings and to ensure that the public had opportunities to speak with GSA representatives. An American Sign Language interpreter was available at the meetings to provide interpretive services. Additionally, a Spanish-language interpreter was present at the meetings to provide limited English proficiency services as needed.
>
> Notification for both meetings was accomplished using multiple channels of communication, including public press releases in English and Spanish on the GSA New England (Region 1) website; English- and Spanish-language advertisements in the local newspaper; English and Spanish radio announcements; 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. Both meetings were open to all members of the public.
>
> GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting and at the Draft EIS public meeting. All materials presented at the meetings were made available to the public on GSA's project website.
>
> GSA will continue to coordinate with the community as the project progresses and additional public meetings may be held. Your comment regarding a proposed venue for future public meetings will be considered.

Community Engagement: That Woodland Street location is the far better choice where future lawyers can go from High School, College, Law School in a one mile radius to a federal courthouse. The Allyn Street location will only benefit a select few that has been manipulating government agencies for years with the help of government officials.

> **GSA Response**: Thank you for your comment. Sections 3.7 (Socioeconomics) and 3.8 (Protection of Children's Health and Safety) of the Final EIS note the beneficial effects that locating a courthouse at the Woodland Site would have on engagement opportunities between judges, court personnel, and students of neighboring educational institutions. Based on the comments received on the Draft EIS, GSA has concluded that locating the courthouse downtown would not impede opportunities for coordination between judges, court personnel, and students of neighboring educational institutions as the Allyn Site would provide easy access to the proposed courthouse.

Socioeconomics: The Allyn Street location is owned by Shellborne, which has bought properties at a low price, inflate the construction costs of the development to get financing and then deflate the price and sue the city in taxes who always provide tax deferred compensation. The only feasible way Allyn Street would be a wise choice is use a independent appraisal and obtain property under eminent domain.

> **GSA Response**: Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. The Preferred Alternative would require the acquisition of the Allyn Site. GSA would conduct the site acquisition in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 U.S.C. Chapter 61) and the rules promulgated at 49 CFR Part 24. GSA would establish just compensation for the property, which will be no less than the fair market value established by an approved independent appraisal.

Environmental Justice: As of now your in violation of the Environmental Justice Act, because the African American and the Puerto Rican community was not properly informed or represented in the process.

> **GSA Response:** Throughout the NEPA process, GSA has worked to engage with the local communities and has provided opportunities for public participation. First was during the scoping period from May to July of 2023, where GSA conducted an in-person meeting in the City of Hartford to introduce the project and invite comments from the public. The second opportunity for public engagement was after the release of the Draft EIS. GSA conducted a second in-person meeting to engage with the public and invite comments on the analysis presented in the Draft EIS. GSA worked to encourage discussion and information sharing at the public meetings and to ensure that the public had opportunities to speak with GSA representatives. An American Sign Language interpreter was available at the meetings to provide interpretive services. Additionally, a Spanish-language interpreter was present at the meetings to provide limited English proficiency services as needed.
>
> Notification for both meetings was accomplished using multiple channels of communication, including public press releases in English and Spanish on the GSA New England (Region 1) website; English- and Spanish-language advertisements in the local newspaper; English and Spanish radio announcements; 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. Both meetings were open to all members of the public.
>
> GSA offered multiple ways to submit comments, including comment forms, letters, emails, and spoken comments at the public scoping meeting and at the Draft EIS public meeting. All materials presented at the meetings were made available to the public on GSA's project website.
>
> GSA has followed due process to inform and engage with the public for the proposed project. GSA will continue to coordinate with the community as the project progresses and additional public meetings may be held.

Project Alternatives: I would ask you to have any official or person that supports the Allyn Street location to file an affidavit including myself and they are doing so without financial gain.

> **GSA Response**: Thank you for your comment; your concern is noted.

Environmental Justice: If these demands are not met for protecting the best interests in the African American community benefit I will be force to file an injunction against this project seeking a consent decree outlying every project that has been scrutinize.

GSA Response: Thank you for your comment; your concern is noted.

METROPOLITAN DISTRICT, CHRISTOPHER LEVESQUE

Email, 11/18/2024

Water Resources: Please let the MDC know if any information regarding public water and sewer infrastructure is needed with regards to evaluation of the sites. The MDC is also under a State Consent Order to separate combined sewers in both of the locations and would like to discuss how the sites can incorporated into future plans

GSA Response: Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. GSA will coordinate with MDC as needed during the design phase of the project for information on public water and sewer infrastructure and to discuss future plans.

PAULA BOKROS

Email, 11/30/2024

Project Alternatives: I am writing in support of the Allyn St. location and against the Woodland St. site.

GSA Response: Thank you, your support for the Allyn Site has been noted.

Socioeconomics: As many stated at the most recent meeting, the Allyn St. site makes a lot more sense for everyone involved, accessibility and local business support making the most sense.

GSA Response: GSA agrees that the Allyn Site would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: People from all over the state can easily access the Allyn St. location via public transportation and newly revived businesses would benefit from more foot traffic in the area.

GSA Response: GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: The Woodland St. site has no local businesses, i.e. places to eat,....

GSA Response: Thank you for your comment. GSA acknowledges the lack of amenities near Woodland Site. Allyn Site would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: ...and be less accessible via public transportation for people coming from other areas of the state. The traffic on Asylum is already bad and several residents who live on Asylum spoke to that point.

> **GSA Response**: Thank you for your comment. GSA acknowledges the potential for increase in traffic congestion at the Woodland Site after project implementation. Allyn Site is better connected to public transit compared to the Woodland Site. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

SUFFOLK, RORY MACRAE

Email, 12/02/2024

Outside of Scope: I am reaching out to introduce our company and see if there is an opportunity to explore potential collaboration opportunities. Would love the opportunity to discuss how Suffolk can support the early stages of the project. Could we schedule a call or meeting at your convenience to explore this further?

Attached please find some preliminary information to familiarize yourselves with Suffolk qualifications/capabilities in Connecticut. Would love to talk more about our experience with GSA work around the country - SUFFOLK Federal Government Center of Excellence.

> **GSA Response**: Thank you for your interest. This comment is outside the scope of the EIS.

MARSH, DONALD ROBERTS

Email, 12/03/2024

Project Alternatives: I am writing to you to express my strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted.

Socioeconomics: I believe that this site provides superior access to justice and will further serve as an economic generator in Downtown Hartford.

> **GSA Response**: GSA agrees that the construction of the courthouse at the Allyn Site would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: The Allyn site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2-block radius of the site.

> **GSA Response**: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking spaces. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified

Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: In addition to its superior accessibility the Allyn site is proximate to numerous other amenities, including restaurants, bars, coffee bars, hotels, public park all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened. Building a stunning, architecturally significant Federal Courthouse on the Allyn site would be another catalyst for further development.

GSA Response: GSA agrees that the construction of the courthouse at the Allyn Site would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

LAZ PARKING, ANA GORITZ

Email, 12/09/2024

Project Alternatives: I am writing to you to express my strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse.

GSA Response: Thank you, your support for the Allyn Site has been noted.

Traffic and Transportation: The Allyn Street site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CT Transit and CT Fastrack). Several private bus operators serve the Boston - Hartford - New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 and I-91 and has over 4,700 parking spaces within a 2-block radius of the site.

GSA Response: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking areas. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site. The Allyn Site would reduce the need for parking due to the availability of several public transit options to and from the Allyn Site.

Socioeconomics: The Allyn Street site is proximate to numerous other amenities, including restaurants, bars, coffee bars, hotels, and public parks all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

GSA Response: GSA agrees that the Allyn Site would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

U.S. CONGRESS

Email, 12/10/2024

Project Alternatives: We write to express our strong support for the expeditious implementation of the design and construction of the new U.S. District Courthouse in Hartford, Connecticut. This courthouse is the number one priority for the Judicial Conference and has received significant funding.

> **GSA Response**: Thank you, your support for the project has been noted.

Project Alternatives: After reviewing the draft EIS and listening to the comments at the public hearing, we support the Allyn Street property on the location of the new U.S. District Courthouse. This site has fewer negative impacts on the surrounding neighborhood than the Woodland Street site. In addition, the courthouse on Allyn Street is consistent with the city's vision for that section of its downtown. The overwhelming majority of speakers at the hearing supported the Allyn Street site as did, significantly, Mayor Arunan Arulampalam.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Socioeconomics: We also reiterate our support, initially contained in an August 26, 2019, letter to GSA Administrator Murphy, for the use of project labor agreements (PLA) for the construction of the new courthouse. Such agreements are mutually beneficial arrangements between owners and builders and create a level playing field by standardizing labor conditions. We are aware that under the Federal Acquisition Regulation the project must have a PLA, and we support the agency's use of such agreements.

> **GSA Response**: Thank you, your comment has been noted. As stated in the Final EIS, this project would use Project Labor Agreements to execute the construction of the courthouse.

Socioeconomics: Finally, we are committed to working to obtain supplemental funds to address the projected shortfall in the current appropriation for this project.

> **GSA Response**: Thank you, your comment has been noted.

ANONYMOUS

Comment Card, 12/11/2024

Project Alternatives: Please move to the Woodland site.

> **GSA Response**: Your support for the Woodland Site has been noted. However, based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Outside of Scope: The other two locations will make parking worse in downtown Hartford.

> **GSA Response**: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to several parking areas in downtown Hartford and analyzes the effects of developing this site on parking in the city. GSA

notes that the Allyn Site is better connected to public transit, which would reduce the need for parking, compared to the Woodland Site.

LEXINGTON PARTNERS, LLC, CHRISTOPHER REILLY

Email, 12/11/2024

Project Alternatives: I am writing to express my strong support for the selection of the Allyn Site as the location for Hartford's new federal courthouse. I believe that the Allyn Site offers a unique combination of accessibility, infrastructure readiness, and economic development potential that makes it the superior choice compared to the Woodland Street sites.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted. GSA acknowledges that the Allyn Site is better connected to public transit compared to the Woodland Site and would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse.

Traffic and Transportation: Proximity to Public Transportation

1) Train Service: Immediate access to CT-rail and Amtrak through Union Station.

2) Public Bus Service: Direct service from CT-transit's Bus Center, offering extensive local and regional routes.

3) Private Bus Service: Convenient connections via Greyhound, Peter Pan, and other private carriers.

> **GSA Response**: Thank you, your comment has been noted and Section 3.4 (Traffic and Transportation) of the Final EIS was updated to include information regarding the Allyn Site's accessibility to bus routes.

Traffic and Transportation: Easy Accessibility by Road

1) Major Highways: Located near the I-84 and I-91 interchange, providing direct north-south and east-west highway access.

2) Secondary State Roads: Additional connectivity through Routes 2, 9, 44, and 5/15 ensures seamless access for commuters, court staff, and visitors.

> **GSA Response**: Thank you, your comment has been noted and Section 3.4 (Traffic and Transportation) of the Final EIS was updated to include information regarding the Allyn Site's accessibility to major highways and secondary State roads.

Traffic and Transportation: Abundant Parking

1) Parking Capacity: More than 4,700 parking spaces are available within a two-block radius, including:

a) 1,300 city/state-owned spaces at the Church Street Garage.

b) 2,000 spaces at Metro Center, Goodwin Square, Hartford 21

c) Surface Lots: 1,500 additional parking spaces.

> **GSA Response**: Thank you, your comment has been noted and Section 3.4 (Traffic and Transportation) of the Final EIS was updated to include additional information regarding the availability of parking near the Allyn Site.

Socioeconomics: Proximity to Amenities

1) Cultural and Entertainment Venues: Bushnell Park, XL Center, TheatreWorks, Hartford Stage, Dunkin' Park, Wadsworth Atheneum, Science Center, and more.

2) Dining and Lodging: A wide range of restaurants, cafes, and hotels are within walking distance, providing convenient options for jurors, court staff, and visitors.

Neighborhood Proximity

1) Central Business District Location: The site is surrounded by available Class A, B, and C office spaces that could accommodate court-related services and tenants.

> **GSA Response**: Thank you, your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS was updated to include additional information regarding the amenities available near the Allyn Site.

Design: Neighborhood Compatibility

1) Historic and Civic Engagement: The site complements nearby historic landmarks, including the William Cotter Federal Building, Footguard Hall, and the Union Station.

2) Architectural Compatibility: A modern courthouse would blend well with the area's diverse architectural styles, enhancing Hartford's urban core.

> **GSA Response**: Thank you, your comment regarding the compatibility of the proposed courthouse with the existing development in the Allyn Site neighborhood has been noted. As detailed in the Final EIS, the building would adhere to the principles of GSA's Design and Construction Program. This would include coordinating planning and design decisions with local community goals and developing safe, productive, and attractive workspaces.

Land Use: Neighborhood Compatibility

1) Federal Synergies: Proximity to the William Cotter Federal Building supports operational efficiencies for the General Services Administration (GSA).

> **GSA Response**: Thank you, your comment regarding the compatibility of the proposed courthouse with the existing development in the Allyn Site neighborhood has been noted.

Construction and Demolition: No Demolition Required: The site is currently a parking lot, allowing for a streamlined development process with minimal disruption.

> **GSA Response**: Thank you, your comment has been noted.

Traffic and Transportation: Traffic Impact: Minimal anticipated effect on traffic patterns during construction.

> **GSA Response**: Thank you, your comment regarding traffic impacts at the Allyn Site during construction of the proposed courthouse has been noted.

Socioeconomics: Economic Development Potential: The project would boost local employment and drive new private investment in an area that would greatly benefit from revitalization.

> **GSA Response**: Thank you for your comment. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

Health and Safety: Public Safety Enhancements: Increased lighting and security improvements would create a safer environment between Union Station and the XL Center.

GSA Response: Thank you, your comment regarding security improvements in the Allyn Site neighborhood has been noted.

Community Engagement: Design Considerations: The proposed site layout include public spaces, further enhancing community engagement.

GSA Response: Thank you, your comment regarding improved community engagement under Alternative 2 (Allyn Site) has been noted.

Socioeconomics: Financial Considerations:

1) Lower Tax Impact: The loss of real estate tax revenue from the Allyn Site is less than the revenue loss from the PILOT payments associated with the Woodland Street sites, based on the GSA analysis.

2) Better Use for Woodland Site: The existing structures at Woodland Street are well-suited for residential development, which would generate more property tax revenue that current PILOT contributions.

GSA Response: Thank you for your comment. GSA acknowledges that selection of the Allyn Site for construction of the proposed courthouse would result in lower impacts to Hartford's tax base compared to the Woodland Site as described in Section 3.7 (Socioeconomics) of the Final EIS.

GORDON REES SCULLY MANSUKHANI, STEVEN ZAKRZEWSKI

Email, 12/11/2024

Project Alternatives: We are writing on behalf of Gordon Rees Scully Mansukhani, LLP to express our strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse. With over forty lawyers based out of our Hartford office, we believe that this site provides superior access to justice and will help further enhance the local economy in Downtown Hartford. It is also far more accessible to many local law firms, including and especially those located Downtown, than the proposed alternative location.

GSA Response: Thank you, your support for the Allyn Site has been noted. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would promote economic activity in downtown Hartford. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: The Allyn site has ready access to both public and private transportation with train service from Union Station and over fifteen public bus routes. For those arriving by car, the site is well situated near I-84 / I-91 and has thousands of available parking spaces within two blocks.

GSA Response: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking areas. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access.

Socioeconomics: Additionally, there are excellent amenities—restaurants, coffee shops, hotels, etc.—within a short walking distance of the Allyn Street location. These downtown businesses would greatly benefit from additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

GSA Response: Thank you for your comment. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

COURT OF COMMON COUNCIL, JOHN GALE

Email, 12/12/2024

Socioeconomics: Re-siting the Hartford federal court presents another opportunity to continue and advance this progress. The lots on Allyn Street being considered are some of those parking lots needing development. Retaining the court in the downtown by construction on these vacant lots will only strengthen the city; while moving the court out of downtown will have the exact opposite effect.

GSA Response: Your support for the Allyn Site has been noted. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

Project Alternatives: So please consider this letter as my strong support for keeping the federal district courthouse in the central downtown business district by building on Allyn Site.

GSA Response: Thank you for your comment. Your support for the Allyn Site has been noted.

Design: This new structure promises to straddle three streets: Church, High, and Allyn. On each side, this new building must communicate with the street. The front entrance should be inviting, not foreboding. No side of the building on the public street and sidewalk should give the impression of impregnable forces. We need the city to be walkable. All street faces of the building must be friendly; they must encourage one to walk past, not turn away.

GSA Response: Thank you for your comment. While the design of the new courthouse is under development, the building would adhere to the principles of GSA's Design and Construction Program. This would include coordinating planning and design decisions with local community goals and developing safe, productive, and attractive workspaces.

RM BRADLEY MANAGEMENT CORPORATION, SHANE MULREADY

Email, 12/13/2024

Socioeconomics: Re-siting the Hartford federal court presents another opportunity to continue and advance this progress. The lots on Allyn Street being considered are some of those parking lots needing development. Retaining the court in the downtown by construction on these vacant lots will only strengthen the city; while moving the court out of downtown will have the exact opposite effect.

GSA Response: Your support for the Allyn Site has been noted. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

Traffic and Transportation: The Allyn site has access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2-block radius of the site.

GSA Response: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking areas. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access.

Socioeconomics: In addition to its accessibility the Allyn site is proximate to numerous other amenities, including restaurants, bars, cafés, hotels, and a public park all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

> **GSA Response**: Thank you for your comment. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

CHAMPION SEPTIC SERVICES, LLC, NICK MAROUSKI

Email, 12/13/2024

Outside of Scope: I am writing this email to express my company's interest in building the new "Hartford Courthouse EIS". I am currently working with Allisa Young from Connecticut APEX and we look forward to hearing from you regarding this upcoming project.

> **GSA Response**: Thank you for your interest. This comment is outside the scope of the EIS.

SHELBOURNE, MICHAEL SEIDENFELD

Email, 12/16/2024

Project Alternatives: I am writing to you to express my strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse. I believe that this site provides superior access to justice and will further serve as an economic generator in Downtown Hartford.

> **GSA Response**: Thank you, your support for the Allyn Site has been noted.

Socioeconomics: The momentum downtown is building as more apartments come online (all with occupancy in the mid 90%'s) and retail begins to fill in the long vacant store fronts. Additionally the approved renovations at the XL Center and the conversion of a vacant office building along Pratt Street into a UCONN dormitory will add additional vibrancy. We believe that a stunning $355 million new courthouse will further enliven our downtown core.

> **GSA Response**: Thank you for your comment. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

Traffic and Transportation: The Allyn site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2 block radius of the site.

> **GSA Response**: Thank you for your comment. Section 3.4 (Traffic and Transportation) of the Final EIS describes the convenient location of the Allyn Site in proximity to various modes of public transport, including several bus lines and the Union Station, and several parking areas. GSA agrees that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access.

Socioeconomics: In addition to its superior accessibility the Allyn site is proximate to numerous other amenities, including restaurants, bars, coffee bars, hotels, public park all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

GSA Response: Thank you for your comment. GSA agrees that the Allyn Site would promote economic activity in downtown Hartford.

U.S. ENVIRONMENTAL PROTECTION AGENCY, TIMOTHY TIMMERMANN

Email, 12/16/2024

Project Impacts: Provide additional and more detailed information regarding construction period impacts for each alternative including traffic impacts related to noise, road closures, rerouting or increases in construction period traffic and congestion. We recommend that the analysis explain the differences in construction staging between the two alternatives and whether they result in distinguishable project impacts related to noise, traffic and other impacts experienced by the host community.

GSA Response: A three-year construction timeline is anticipated for the project, from 2027 through 2030. Construction activities would include site preparation (e.g., excavation), demolition, and construction. The exact sequence and timeline of these activities would be determined during site design.

Where possible, additional context and analysis has been added in the Final EIS to discuss impacts from construction phase and long-term operations at the two proposed project sites. To the extent possible, project impacts have been differentiated across the alternatives in the Final EIS based on the best and latest available information. Design details, which are under development at this time, would determine the exact nature and magnitude of impacts at the proposed project sites.

Project Impacts: According to the DEIS, development of the Woodland site alternative may include demolition, reuse of existing on-site state buildings, or a combination of demolition and reuse of the existing buildings on the site. Development of parking at both the Woodland and Allyn sites may involve either a selection of or combination of underground, surface, and leased parking. The FEIS should provide a more detailed accounting of project plans and associated impacts related to the development of buildings and associated parking in the FEIS for both alternatives, particularly the selected preferred alternative. This information would ideally include more finalized information regarding the range of demolition, reuse, and construction work proposed to develop both sites. A discussion of the construction-phase and long-term operational impacts associated with the range of options at play for each alternative, as well as the potential constraints associated with choosing each option (such as land acquisition and addressing any hazardous waste on each site) would provide beneficial context to support the evaluation of alternatives.

GSA Response: Thank you for your comment. Since the project is currently in its NEPA phase, detailed site drawings for the proposed project sites have not yet been developed. The analysis presented in the Final EIS accounts for the best and latest available information about the project.

A three-year construction timeline is anticipated for the project, from 2027 through 2030. Construction activities would include site preparation (e.g., excavation), demolition, and construction. The exact sequence and timeline of these activities would be determined during site design. Where possible, additional context and analysis has been added in the Final EIS to discuss impacts from construction phase and long-term operations at the two proposed project sites. GSA will implement all necessary BMPs/mitigation measures to minimize potential impacts on the human and natural environment.

GSA conducted a high-level parking study to evaluate the availability of supplemental parking at the Woodland and Allyn Sites. The study determined that the Allyn Site has ample public parking

available to serve the needs of the court. The Woodland Site is deficient in public parking and may require supplemental parking to be constructed. Section 3.4 (Traffic and Transportation) of the Final EIS has been revised to include the results of the parking study.

Land Acquisition: Provide additional and more detailed information regarding the land acquisition components of each build alternative. This information should include the constraints and possible challenges associated with land acquisition at each of the build alternatives and what will happen with respect to existing uses of the land, particularly with respect to existing State of Connecticut operations at the Woodland site.

GSA Response: Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. The Preferred Alternative would require the acquisition of the Allyn Site. GSA would conduct the site acquisition in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 U.S.C. Chapter 61) and the rules promulgated at 49 CFR Part 24. GSA would establish the just compensation for the property, which will be no less than the fair market value established by an approved independent appraisal.

Project Alternatives: We recommend that the FEIS provide additional information to explain the criteria that will be used to inform decisions regarding a preferred alternative—including how factors are weighed individually and against each other in the selection process. We also recommend that the FEIS explain whether and how on and offsite construction period impacts, land acquisition costs, and other external factors such as availability of public transportation were factored into the selection of a preferred alternative.

GSA Response: Thank you for your comment. A section has been added in Chapter 2 of the Final EIS detailing the rationale for selection of the preferred alternative.

Community Engagement: Discuss specific mitigation measures to address potential impacts during project construction and operation associated with the preferred alternative. Address identified project impacts to the host community with mitigation commitments and include identification of a point of contact during project construction available to receive and address public concerns during project construction.

GSA Response: Best Management Practices and mitigation measures have been discussed in resource sections in Chapter 3 of the Final EIS, as applicable, and summarized in Section 3.16. Additional relevant BMPs and mitigation measures have been added to the Final EIS as needed. During construction, the GSA Project Manager would act as the point of contact to receive and address public concerns. This information will be shared with the public during the construction planning process.

Community Engagement: Develop and implement mitigation measures commensurate with the anticipated impacts of the preferred alternative to the host community. We suggest:

- Continuing to engage intentionally with members of the community, and to summarize in the FEIS GSA's plans to engage stakeholders in the development and continued life of the project. We suggest the following measures to improve community access to outreach opportunities:
- Scheduling community meetings at hours of the day accessible to community members (i.e. outside of the 9am-5pm working hours, scheduled on multiple dates at varying times, making sure they are accessible by public transportation, and are Americans with Disabilities Act (ADA) accessible).

- Providing childcare at public meetings.
- Providing synchronous and asynchronous options such as in person, hybrid, and meeting recordings in appropriate languages for participants.

GSA Response: Best management practices/mitigation measures have been added to Section 3.8 (Protection of Children's Health and Safety) of the Final EIS. GSA will continue to engage with the affected community to determine if further mitigation measures can be developed to reduce the potential impacts of the project. During construction, the GSA Project Manager would act as the point of contact to receive and address public concerns. This information will be shared with the public during the construction planning process.

In response to comments on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as its preferred alternative. The Allyn Site's proximity to public transportation was a factor in its selection as the preferred alternative. The accessibility of the Allyn Site to public transportation may minimize congestion during operation of the courthouse.

Health and Safety:

- Coordinating with nearby sensitive receptors such as schools, hospitals, daycares, and nursing homes to inform and invite input regarding anticipated construction and operation related impacts associated with the proposed action. Measures taken could include:
    - Soliciting input regarding the timing and duration of construction (both dates and time of day), expected traffic volume/changes, and instances in which there may be significant noise or disruption;
    - Coordinating with first responders to ensure that access to roadways near and around project sites is not impeded during construction and operation;
    - Coordinating with schools to ensure students are not outside during major construction activities that may impact air quality or lead to substantial noise;
    - Scheduling major construction and operation related traffic so that it doesn't overlap with school-related traffic.
- Ensuring that the long-term operation of the project will not decrease overall safety of people living and working in the project vicinity by:
    - Implementing measures to maintain safety in the immediate vicinity of the project through intentional roadway and pedestrian signage, pedestrian crossings, and crossing guards.
    - Ensuring that the existing roadway infrastructure is sufficient to meet the long-term operation of the project at each site, which is expected to bring 321 and 2851 additional average daily trips at the Woodland and Allyn sites, respectively.

GSA Response: GSA would ensure that the construction contractor implements effective safety measures to protect the general public in the vicinity of the construction site. Measures such as roadway closures, adequate signage, and crossing guards would be employed during the construction phase of the project. GSA will conduct additional traffic studies at the time of design development to ensure that the existing roadway infrastructure at the selected site is sufficient to meet the needs of the proposed courthouse.

Community Engagement: Developing mitigation measures that are informed by community input and can be monitored and adjusted, if necessary, through adaptive management. We encourage the GSA to include EJ mitigation measures in Section 3.17 of the FEIS (Summary of Best Management Practices).

> **GSA Response**: Best management practices/mitigation measures have been added to Section 3.8 (Protection of Children's Health and Safety) of the Final EIS. GSA will continue to engage with the affected community to determine if further mitigation measures can be developed to reduce the potential impacts of the project. During construction, the GSA Project Manager would act as the point of contact to receive and address public concerns. This information will be shared with the public during the construction planning process.

Environmental Justice: Continue outreach and provide project updates to potentially affected tribes regarding the selection of a preferred alternative and proposed mitigation planning to address project impacts. The FEIS should document outreach with potentially affected tribes.

> **GSA Response**: As noted in Appendix E of the Final EIS, GSA notified the Mohegan Tribe of Indians and the Mashantucket Pequot Tribe that the Draft EIS was released and available for public review, but no comments on the Draft EIS were received from either tribe. As detailed in Section 3.9 of the Final EIS, GSA may pursue additional archaeological studies at the preferred alternative site and, if necessary, will consult in accordance with Section 106 to identify any potentially significant archaeological resources that may be affected by the courthouse construction. GSA would engage with the two federally-recognized Tribes in the State of Connecticut as part of the Section 106 process.

Hazardous Materials: We recommend that the FEIS provide information about the state of contamination at the Woodland and Allyn sites to inform a comparison of the impacts and potential remedial needs of each site. We recommend continued coordination with the State of Connecticut to confirm that the project meets state standards for any required remediation and to ensure proper handling of any contaminated materials prior to/during construction.

> **GSA Response**: Additional information has been added to Section 3.6 (Solid and Hazardous Waste and Materials) of the Final EIS to provide further context regarding the contamination at the Woodland and Allyn Sites and the potential remediation needed. GSA will continue to coordinate with State officials to ensure that handling of contaminated waste and site remediation meets all required state and federal standards.

Traffic and Transportation: Discuss how transit opportunities associated with each site may or may not contribute to the sustainability and connectivity of the project and/or provide improved access to the court facilities for employees and visitors.

> **GSA Response**: Section 3.4 (Traffic and Transportation) of the Final EIS has been revised to include further language about transport connectivity and the ease of access to courthouse facilities.

Climate Change: Discuss projected climatic changes expected in the project area for each alternative and how such changes may impact the project. According to the DEIS, a portion of the Woodland alternative is characterized by a "… .2 percent annual chance flooding, within Zone AE, or within the floodway of the North Branch Park River" (Section 3.12.1.4 Floodplains) and the existing parking lot is often subject to flooding. We recommend that the FEIS describe proposed design measures to make each alternative resilient in the face of increased precipitation, flooding, storm events, and heat. This is particularly relevant for the Woodland site, which will need to withstand the impacts of flooding which may be exacerbated by more frequent and/or more intense precipitation events.

GSA Response: GSA had previously analyzed content related to climate change in the Draft EIS. However, due to EOs 14148 and 14154 which resulted in the revocation of EOs 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), and EO 14057 (Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability), GSA has removed this content from the Final EIS.

Section 3.11 (Water Resources) of the Final EIS discusses the beneficial effects of the new landscape plan and the proposed stormwater infrastructure on the project sites and from events such as increased precipitation and stormwater runoff.

Purpose and Need: We recommend that the FEIS describe the rationale for choosing to relocate to Hartford instead of making improvements in New Haven or choosing intracity relocation to one of the other court sites and encourage the GSA to expand upon the results of the LRFP used to inform this decision.

GSA Response: Beginning in 2011, the Courts and GSA conducted a Long-Range Facilities Plan and feasibility studies to identify how best to provide long-term solutions to the Court's current and future needs. The findings from these studies led to GSA's proposal to locate the Court and related agencies at a new courthouse in Hartford. In 2022, the U.S. Congress provided authorization and $335M in funds for the project. This is further described in Chapter 2 of the Final EIS.

LORNE INFRASTRUCTURE, LLC, FRANCIS SACR

Email, 12/16/2024

Purpose and Need: Why doesn't the Need include proximity to public transportation? While the public transportation attributes of each site are described, it is not mentioned in considering the effects of each alternative site, on Traffic and Transportation, Air Quality, and Socioeconomics. Maximizing access to the courthouse by employees and court visitors who may not have access to a privately operated vehicle, or who choose not to drive due to concerns regarding cost, traffic congestion, or air quality, is important. We note in the GSA's EIS for the Des Moines Courthouse in 2018, the Executive Summary notes - as an additional criterion - proximity to public transportation, and that sites serviced by public transportation are preferred.

GSA Response: The need for this project was determined based on the results of several studies conducted by the U.S. District Court for the District of Connecticut and GSA. The 2011 Long Range Facilities Plan developed by the Court and the feasibility studies conducted by GSA in 2017 and 2018 determined that the existing Ribicoff Federal Building and Courthouse in Hartford did not the space, functionality, security, and building systems to meet the present and long-term needs of the Court.

While access to public transport is an important consideration and has been evaluated in detail in the EIS, the primary drivers for this project are inadequate housing space for the Court, circulation deficiencies for the public, jurors, Judiciary, and detainees, and inadequate security at the courthouse.

GSA acknowledges that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the

preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Purpose and Need: Another criterion that appears to be absent in the description of Need, is proximity to amenities. An analysis of each Alternative Site's proximity to commercially available office space and access to local amenities, including restaurants and retail shops, has been considered in other GSA EIS documents, and would also prima facie seem relevant in Hartford as well.

GSA Response: The need for this project was determined based on the results of several studies conducted by the U.S. District Court for the District of Connecticut and GSA. The 2011 Long Range Facilities Plan developed by the Court and the feasibility studies conducted by GSA in 2017 and 2018 determined that the existing Ribicoff Federal Building and Courthouse in Hartford did not the space, functionality, security, and building systems to meet the present and long-term needs of the Court.

While proximity to amenities is an important consideration, the primary drivers for this project are inadequate housing space for the Court, circulation deficiencies for the public, jurors, Judiciary, and detainees, and inadequate security at the courthouse.

GSA acknowledges that the Allyn Site has better access to local amenities. Your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS was revised to include this potential beneficial effect of Alternative 2. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Traffic and Transportation: In description of each Alternative Site, there is a description of availability of public parking, but not of public transportation. In discussing availability of public parking - note that public parking could be considered an amenity to be included in the Need - the report notes that GSA would pursue options for additional parking such as a parking lease. However, this summary does not make sufficient reference to Alternative 1's potential lack of sufficient parking, nor Alternative 2's availability of abundant parking spaces in downtown Hartford (see ES-5) - the parking availability between the two sites is not equivalent.

GSA Response: Thank you for your comment. The Executive Summary of the Final EIS was revised to note the differences between the availability of public transportation and parking spaces at the proposed project sites.

As noted in the responses above, the need of the project is driven by the lack of adequate capacity of the Ribicoff Federal Building and Courthouse to accommodate the Court's functions and operations.

Land Use: Regarding the beneficial effect to land use of Alternative 2 (Allyn), given it would change from a paved lot to a substantial "anchor" building in downtown Hartford, is the appropriate magnitude "minor" ("Change in a resource area occurs, but no substantial resource area effect results") or "moderate" ("Noticeable change in a resource area occurs, but the integrity of the resource area remains intact")

GSA Response: Thank you, your comment has been noted and Section 3.2 (Land Use) of the Final EIS was revised to reflect the change in the magnitude of beneficial effects under Alternative 2.

Land Use: Regarding loss of yearly tax revenue of $206,751 at Alternative 2 (Allyn), mentioned here and in section 3.2.2.2 on page 23, for completeness it could also be mentioned that, consistent with the

reference to increases in local real estate value or business tax revenues resulting from development in section 4.2 on page 125, the location of the courthouse at Alternative 2 (Allyn) has potential to increase the real estate values and business tax revenue in the downtown area proximate to that site.

> **GSA Response**: Thank you, your comment has been noted and the Executive Summary and Section 3.2 (Land Use) of the Final EIS were revised to note the potential increase in real estate values and business tax revenues in downtown Hartford under Alternative 2.

Traffic and Transportation: A concern here is that, based on this summary, the analysis in section 3.4.2.2 on page 41, the reference to congestion in section 3.9.2.2 on page 83, all sourced from the Timmons Group Traffic Due Diligence Study included in Appendix B, does not include analysis of the different transport modal splits that apply to the two alternative sites. Instead, the study appears to show that thew two sites would have exactly the same number of average daily trips - 2,851 - without regard for the greater availability and accessibility of public transportation at Alternative 2 (Allyn) site. Also, traffic counts are from 2018 and 2021. It would be helpful to include some context/commentary on how state work at home policies have impacted traffic at the Alternative 1 (Woodland) site.

> **GSA Response**: Based on the information available at the time of developing the Draft EIS, GSA decided to pursue a broad-level trip generation analysis for the proposed project sites to evaluate the anticipated increase in traffic from the project. Same number of average daily trips were assumed under both action alternatives to ensure a conservative approach to the traffic analysis. While it is likely that employees and visitors would commute to/from the proposed courthouse via public transport, particularly under Alternative 2, the report assumes the use of personal vehicles to consider the "worst-case scenario" for traffic generation under the proposed project. A multi-modal Transportation Impact Study is generally developed at the site design stage due to its considerable data requirements. GSA would consider developing a detailed traffic study for the Allyn Site, GSA's preferred alternative, once the site designs are finalized.
>
> In addition to the trip generation analysis, GSA has sourced information from existing studies developed for the City of Hartford, such as the Greater Hartford Mobility Study and the Parking Study, to analyze the impacts of the proposed project on various aspects of traffic and transportation. For the trip generation analysis, traffic data were sourced from a non-COVID year (2018) and a COVID year (2021). Additional language was included in Section 3.4 (Traffic and Transportation) of the Final EIS to note the impact of work from home policies on traffic in the City of Hartford.

Air Quality: Consistent with the comment above re ES-5, the different travel modal splits between Site 1 and Site 2 could be acknowledged here.

> **GSA Response**: Thank you, your comment has been noted and Section 3.5 (Air Quality) of the Final EIS was revised to account for the difference in the availability of public transport at the two project sites and the projected traffic increase.

Community Engagement: The acknowledgement in the report that the Woodland site will allow for collaboration with UCONN Law School at some future point, neglects to mention that the Alternative 2 site (Allyn) is approx. 1.5 miles away from the law campus, with public transit between the two locations, so any potential collaboration between the two institutions would not be precluded at either site.

> **GSA Response**: Thank you, your comment has been noted. GSA agrees that locating the courthouse at the Allyn Site would not impede opportunities for coordination between judges, court personnel, and students of neighboring educational institutions.

Socioeconomics: Additionally there are potentially numerous ways in which the Allyn site would have lasting, positive impact on the downtown as noted by the Metro Hartford Alliance, the Hartford Chamber of Commerce and the Mayor (see quotes from mayor in Hartford Courant). Finally, it is important to note the important socioeconomic impact of improving ease of access to the courthouse for underserved communities, by selecting a location that has not just abundant parking, but also ample and direct public transit connections.

> **GSA Response**: Thank you, your comment has been noted. Alternative 2 has the potential to improve the economy of downtown Hartford, is well connected to public transport, and has abundant public parking. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Community Engagement: Regarding collaboration between the Federal Courthouse and neighboring Classical Magnet High School, it is mentioned in this executive summary page, but otherwise does not appear to be included in the body of the EIS.

> **GSA Response**: In addition to the Executive Summary, the beneficial effects from the collaboration between the Court and students from UConn Law School and Classical High School were also mentioned in Sections 3.8.2.1 (page 66) and 3.9.2.1 (page 81) of the Draft EIS.

Traffic and Transportation: Also, the exec summary says Alternative 1 will have a negligible adverse effect on children due to slightly increased levels of traffic congestion during operation, whereas Alternative 2 would have a minor effect. So while both sites are concluded to have a low effect, Alternative 1 has a lesser effect than Alternative 2. However, this is based on 1. assumption that there is no modal split, and all people traveling to court are doing so by car, and 2. Based on historic traffic at Alternative 1, rather than a 2024 traffic count that includes state work from home policy.

> **GSA Response**: The results of the Traffic Study are based on the conservative estimate that most people would commute to and from the courthouse in personal vehicles to consider the effects of the "worst-case" traffic scenario resulting from the proposed project. Traffic count data between 2018 and 2021, the most current year for which data were available for most roadways, were reviewed. Section 3.4 (Traffic and Transportation) of the Final EIS was revised to note the impact of work from home policies on traffic in the City of Hartford.

Cultural Resources: Note that the neighboring Perkins-Clark House (which is on a different parcel and not part of the Woodland site) is on the National Historic Register.

> **GSA Response**: Thank you for your comment. The historic status of the Perkins-Clark House is included in Section 3.9 (Cultural Resources) of the Final EIS.

Purpose and Need: Please note comments above for ES-1. Additional criteria that can be included in Need section are proximity to public transportation, so that access to court, including by underserved communities that may not have easy access to a private vehicle, is maximized. As well as there being precedent in other GSA EIS studies, note that in table 1.3-1 on page 5, 22 of 118 comments relate to Traffic and Transportation. Proximity to amenities can also be included.

> **GSA Response**: The need for this project was determined based on the results of several studies conducted by the U.S. District Court for the District of Connecticut and GSA. The 2011 Long Range Facilities Plan developed by the Court and the feasibility studies conducted by GSA in 2017 and 2018 determined that the existing Ribicoff Federal Building and Courthouse in Hartford did not

provide the space, functionality, security, and building systems to meet the present and long-term needs of the Court.

While access to public transport is an important consideration and has been evaluated in detail in the EIS, the primary drivers for this project are inadequate housing space for the Court, circulation deficiencies for the public, jurors, Judiciary, and detainees, and inadequate security at the courthouse.

GSA acknowledges that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Regulations: In its consideration of alternative sites under this draft EIS, does the GSA need to contemplate Executive Order 12072, where, as relevantly summarized in EO 14091 - "agencies shall ensure that planning for new Federal facilities or new leases includes consideration of neighborhoods and locations that are near existing employment centers and are accessible to a broad range of the region's workforce and population by public transit (where it exists), consistent with Executive Order 12072".

GSA Response: Due to EO 14148 and the recent executive order dated April 15, 2025 (Restoring Common Sense to Federal Office Space Management) which resulted in the revocation of EOs 12072 and 14091, GSA has not included these EOs in the Final EIS.

Traffic and Transportation: Courthouse will include 66 secure parking spaces, per the design requirements. Therefore most people that choose to drive to the courthouse will need to park in neighboring facilities - of the two alternative sites, Alternative 2 (Allyn) is reported to have abundant parking in downtown Hartford.

GSA Response: Thank you, your comment has been noted. As indicated in Section 3.4 (Traffic and Transportation) of the Final EIS, there are more public parking lots in the vicinity of the Allyn Site compared to the Woodland Site.

Project Alternatives: Identification of Sites - a clearer timeline of potential sites considered being included, showing when the various alternatives were added and/or removed, as the case may be.

GSA Response: Thank you for your comment. Section 2.1.1 of the Final EIS describes the full timeline of the potential sites being considered, including alternatives that were added/removed during the site selection process.

Design: The report states that "the existing building at the Woodland Site may be demolished or reused. Did the RFP issued to architectural and design firms, which called for the design and construction of a new courthouse, also contemplate re-use?

GSA Response: Re-use was not included in the RFP, only design and construction of a new courthouse.

Traffic and Transportation: The EIS notes that although there is adequate public parking proximate to the Allyn site, the GSA may consider entering into a lease with a commercial parking operator. Yet the study notes - both on pages ES-5 and 41, that there is abundant parking available near the site. Why is the available parking only considered "adequate" for Alternative 2 in section 2.3.

GSA Response: Parking near the Allyn Site is considered adequate to meet the project need. Other studies may have used different terms to describe the conditions.

Project Alternatives: Table 2.6-1 states that a NEW courthouse would be constructed at either site. However, elsewhere in the EIS, its contemplated that the Woodland site the existing building would be used OR the existing building would be demolished and a new courthouse built.

> **GSA Response**: Thank you, your comment has been noted and Table 2.6-1 of the Final EIS has been revised to state that structures at the Woodland site could either be reused or demolished under the proposed project.

Land Use: It is important to note the Hartford City Plan's goals for the 2 sites. Allyn as a high-rise courthouse would meet the City's plan. Whereas the plan goal for the Woodland site low-medium density mixed use.

> **GSA Response**: Thank you, your comment has been noted and Section 3.2 (Land Use) of the Final EIS was revised to note the specific development goals for the proposed project sites per the Hartford City Plan.

Land Use: note comment on ES-4 above - is "minor" or "moderate" beneficial use more appropriate?

> **GSA Response**: Thank you, your comment has been noted and Section 3.2 (Land Use) of the Final EIS was revised to reflect the change in the magnitude of beneficial effects under Alternative 2.

Project Alternatives: Regarding the employee count at the Woodland site being similar to that of the current state office building, this conclusion does not appear to contemplate that the state employees have more limited in-person work requirements, compared to a federal courthouse building

> **GSA Response**: The anticipated employee count at the new courthouse is based on a conservative estimate. As more and more federal agencies reverse the work-from-home mandate and require in-person reporting, it is expecting that the employee count at the new courthouse would reach similar levels as the existing employee count of the state office building.

Traffic and Transportation: Bus transit - the EIS includes this sentence - "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." - which is literally correct, but omits to state that the Woodland site is located in the vicinity of 3 bus lines (page 33) , whereas the Allyn site is close to numerous bus lines (page 34), as well as the train station, and gives more of the Hartford community, and the broader CT population, a "one seat ride" to access the courthouse, rather than endure the time and inconvenience of having to make a connection.

> **GSA Response**: The number of bus lines at each proposed site and their routes are stated in Section 3.4.1.3 (Existing Roadway Conditions and Traffic Data for Project Sites) of the Final EIS. Additional language was included in Section 3.4.2 of the Final EIS to reiterate the differences in the availability of public transit options and the ease of access at each proposed project site.

Traffic and Transportation: Asylum Ave Traffic Calming Project - the draft EIS notes that the project is in its final design stage and construction is expected to conclude by the end of 2024. This information should be refreshed, as it appears to be out of date.

> **GSA Response**: Thank you, your comment has been noted and the latest available information about the Asylum Ave Traffic Calming Project was included in Section 3.4 (Traffic and Transportation) of the Final EIS.

Traffic and Transportation: Section describes the superior accessibility to public transit and public parking at Allyn site, which has not made its way into the EIS' executive summary. Consider addressing this by including "proximity to transit" and "proximity to amenities" in the Needs for the project.

GSA Response: Thank you, your comment has been noted and the executive summary of the Final EIS was updated to discuss the difference in the availability of public transit and public parking spaces across the Woodland and Allyn sites.

Traffic and Transportation: Map only shows bus stops, not the number of bus lines that service those stops. We believe this report should include a transit map and show the two sites on the map. The Final EIS for the Des Moines, IA Federal Courthouse took this approach.

GSA Response: Thank you, your comment has been noted and additional transit maps showing the number and actual path of the bus and train lines were added to Section 3.4 (Traffic and Transportation) of the Final EIS.

Traffic and Transportation: Note our comment on page 31 that the Asylum Avenue Traffic Calming project appears delayed. Also, it may be clearer if the report includes a map showing the two sites and proximate public parking.

GSA Response: Thank you, your comment has been noted and the latest available information about the Asylum Ave Traffic Calming Project was included in Section 3.4 (Traffic and Transportation) of the Final EIS.

Additional maps showing the availability of public parking at the Woodland and Allyn sites have been added to Section 3.4 (Traffic and Transportation) of the Final EIS.

Traffic and Transportation: Re Woodland site, EIS includes this sentence - "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." This assumption in the draft EIS emphasizes the point that the transport modal split between the two sites may be quite different, yet the traffic study assumes exactly the same number of average daily traffic for both Woodland and Allyn.

GSA Response: The results of the Traffic Study are based on the conservative estimate that most people would commute to and from the courthouse in personal vehicles to consider the effects of the "worst-case" traffic scenario resulting from the proposed project. GSA acknowledges that the Allyn Site is better connected to public transit compared to the Woodland Site and would therefore be easier to access. Based on the comments received on the Draft EIS and as detailed in the Final EIS, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. Alternative 1 (the Woodland Site) was not selected by GSA as the preferred site for the proposed project.

Climate Change: In the analysis of GHG emissions, Woodland and Allyn are assumed to be the same. Hence, there is no recognition that more court employees/visitors would use transit for the Allyn site, and hence a smaller GHG emissions footprint.

GSA Response: GSA had previously analyzed content related to climate change in the Draft EIS. However, due to EOs 14148 and 14154 which resulted in the revocation of EOs 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), and EO 14057 (Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability), GSA has removed this content from the Final EIS.

Hazardous Materials: The EIS notes that the existing structure at Woodland includes lead-based paint and asbestos-containing materials, whereas significant environmental analysis (Phase I & II) has already been performed at Allyn site.

> **GSA Response**: Phase I and Phase II Environmental Site Assessments (ESAs) were conducted at the Allyn Site from 2016 - 2019 under a separate project. Much of the information from these reports were used during the 2023 Phase I ESA for the Allyn Site under this project and in documenting the effects to the site in the EIS. No such studies were conducted at the Woodland Site, except for a building survey and regular site assessments to determine the presence of asbestos-containing materials and lead-based paint. These were used to document the findings of the 2023 Phase I ESA for the Woodland Site.

Community Engagement: Collaboration between a courthouse at Woodland and the Law School and Classical High School is addressed in our comment in ES-7&8 and ES-9.

> **GSA Response**: As mentioned in an earlier response, GSA agrees that locating the courthouse at the Allyn Site would not impede opportunities for coordination between judges, court personnel, and students of neighboring educational institutions.

Environmental Justice: Shouldn't public transit access be considered a key component of environmental justice?

> **GSA Response**: GSA had previously analyzed content related to environmental justice in the Draft EIS. However, due to EOs 14148 and 14173 which resulted in the revocation of EOs 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), EO 13985 (Advancing Racial Equity and Support for Underserved Communities Through the Federal Government), EO 14091 (Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government), and EO 14096 (Revitalizing Our Nation's Commitment to Environmental Justice for All), GSA has removed this content from the Final EIS. However, the Final EIS highlights the beneficial effects of locating the proposed courthouse in close proximity to accessible public transport in various sections throughout the document including Section 3.8 (Protection of Children's Health and Safety).

Environmental Justice: Allyn site - Minority and Low Income Populations - This section considers noise disturbances, air quality effects, congestion (with no regard to modal split), and job opportunities, but does not comment on proximity to transit.

> **GSA Response**: GSA had previously analyzed content related to environmental justice in the Draft EIS. However, due to EOs 14148 and 14173 which resulted in the revocation of EOs 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), EO 13985 (Advancing Racial Equity and Support for Underserved Communities Through the Federal Government), EO 14091 (Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government), and EO 14096 (Revitalizing Our Nation's Commitment to Environmental Justice for All), GSA has removed this content from the Final EIS. However, the Final EIS highlights the beneficial effects of locating the proposed courthouse in close proximity to accessible public transport in various sections throughout the document including Section 3.8 (Protection of Children's Health and Safety).

Water Resources: Floodplains: Woodland site is concluded to have beneficial effect to floodplain resources, but Allyn St has no effect. Unclear how a beneficial effect for Woodland site was arrived at.

> **GSA Response**: As explained in Section 3.11 (Water Resources) of the Final EIS, the western half of the Woodland 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. Alternative 1 may involve removing a portion of the parking lot that is located within the floodplain. As a result, some revegetation may occur which is desirable for floodplain resources as a vegetated state is more natural than constructed impervious areas.

In contrast, there are no floodplains at the Allyn Site and it would not experience any floodplain-related impacts.

Cumulative Actions: This information should be refreshed, to confirm it is up to date in December 2024.

GSA Response: Thank you, your comment has been noted and all out-of-date project information in Table 4.1-1 of the Final EIS was updated.

Traffic and Transportation: Asylum Ave Traffic Calming: note earlier comment that description and timing of this should be updated.

GSA Response: Thank you, your comment has been noted and the latest available information about the Asylum Ave Traffic Calming Project was included in Section 3.4 (Traffic and Transportation) of the Final EIS.

Traffic and Transportation: It should be noted that data from 2021, when many companies were still working remotely or largely hybrid, as well as some schools, and so may understate current traffic counts. This decline in traffic is consistent across all the sites shown in the table.

GSA Response: For the trip generation analysis, traffic data were sourced from a non-COVID year (2018) and a COVID year (2021) to provide the full range of anticipated traffic at the sites. The latest vehicle count data, which is dated 2021, was considered in the analysis.

Traffic and Transportation: Trip Generation estimates: it should be noted that since 2020 in-person work for state employees has been limited. Thus the traffic generation data from the existing building may be higher for a user that has less flexible work from home policies.

GSA Response: Additional language was included in Section 3.4 (Traffic and Transportation) of the Final EIS to note the impact of work from home policies on traffic in the City of Hartford.

Project Alternatives: Several of the comments mention the Allyn site's close proximity to the Cotter Federal building, and the potential for operating efficiencies, but this is not considered in the study.

GSA Response: Property management coordination between the new courthouse and the Cotter Federal Building is not anticipated at this time.

THOMAS RONALTER

Email, 12/16/2024

Project Alternatives: Both the Woodland Street and Asylum Street proposals are poor choices. While building on Allyn may stimulate some economic activity, it is not the same quality of positive activity as a mixed used neighborhood. It will thwart the development of such a neighborhood if it is built there. The Allyn Street area can become similar to the planned Bushnell South neighborhood but it will take time for that to come to fruition. But such a neighborhood can never evolve if a Federal courthouse is built there. The very advantages some have offered for locating the courthouse on Allyn Street are the very reasons it should not be built there, especially the Transportation Center. A diverse, mixed use neighborhood benefits much more from proximity to a transportation center than would a Federal courthouse. Additionally, Union Station will probably not remain a transportation center in the decades to come due to highway realignment.

I propose the Federal GSA evaluate /re-evaluate the block directly behind the current Ribicoff Courthouse. It is currently a parking lot for the Hartford Parking Authority. I will refer to this as the Sheldon Street site. I believe this location is even more appropriate considering limited funding issues and the possible need to scale back the project. This proposal maximizes location.

Integral to my proposal includes a total renovation of the current Ribicoff complex. A new main courthouse with underground parking would be built on the current Sheldon Street parking lot. The current building is obsolete but if gutted it can be renovated into new spaces for appropriate court needs and all affiliated agencies. An elevated walkway would connect the new main courthouse with the renovated Ribicoff building. This connection of the new and renovated buildings will create a Federal Campus in downtown Hartford. Close to the city center but not wasting prime land better suited for other uses especially on Allyn Street. Since the most "green' building is the one already built, reuse of the Ribicoff building will add to the project's sustainability.

Perhaps, firstly, the Sheldon site had been considered earlier in the process but dismissed due to the sensitivity of the possible dislocation of some low-income housing. While such dislocation does not seem necessary from the land needed, if this was the reason, this low-density housing can be replaced and should not derail the higher density need of the courthouse. At most, five buildings north of Pulaski Mall would be needed. Appropriate land use is important for cities and the courthouse is the best use of this parcel of land.

Perhaps, secondly, the Sheldon site was dismissed due to possible future UCONN expansion. If that were to happen, UCONN is the organization and appropriate land use that should be on Allyn Street! UCONN will soon have dormitory space on Pratt Street and future expansion can, and should, be apart from the Front Street campus, as in many urban college campuses.

Perhaps, thirdly, the total acreage considered available on Sheldon was considered inadequate. If that was the reason, the concept of a Federal campus utilizing a completely renovated Ribicoff building would allow a reduced footprint new building on the existing parking lot.

As has been spoken about publicly, building construction inflation may necessitate the downsizing of the project's scope. Renovation of existing buildings is more cost-effective, and sustainably "green", than new construction. Therefore, it seems reasonable to calculate that by utilizing the solid, core structure of the Ribicoff edifice while building a new, smaller courthouse at Sheldon and Prospect would allow the project to avoid a scope reduction. In fact, considering the Ribicoff's massive square footage, it could be a case of too much space available in the Ribicoff. This should not be a deterrent to this proposal. Rather, it may allow for additional Federal consolidation and space for similar missioned State agencies. There may be enough synergy with the State's needs for the State to support the project. The new main courthouse could be built first and occupied. Freed-up space in Ribicoff can then be used as flex space while renovations are completed.

> **GSA Response**: Thank you for your comment. The need for this project was determined based on the results of several studies conducted by the U.S. District Court for the District of Connecticut and GSA. The 2011 Long Range Facilities Plan developed by the Court and the feasibility studies conducted by GSA in 2017 and 2018 considered renovations to the Ribicoff FB and CH as two alternatives considered and dismissed (see Section 2.7 of the Final EIS). GSA and the Court have undergone a rigorous site assessment process to identify potential sites that best meet the minimum functional, operational, and security requirements for the courthouse. Based on discussions with the city and state officials, NEPA analysis conducted and documented in the Final EIS, and the public input received, GSA has identified Alternative 2 (the Allyn Site) as the preferred alternative for the construction of the new federal courthouse. It is anticipated that the federal

courthouse, in combination with the mixed-use development proposed in downtown Hartford as outlined in the Hartford City Plan, would contribute positively to the economic growth of the neighborhood.

Project Alternatives: I urge all officials involved in this planning process, including Connecticut's Senators and Congressional Representatives, to reconsider this process with its final two inadequate locations. The location of this complex will impact Hartford for decades, for better or worse. I ask all those with the authority to create a Federal Campus in Hartford on Sheldon St to consider my proposal for the long-tern benefit of Hartford, our beloved Capital City.

GSA Response: Thank you, your comment has been noted.

HARTFORD PLANNING AND ZONING COMMISSION, JOYCE UTICK

Email, 12/18/2024

Project Alternatives: On behalf of the Hartford Planning and Zoning Commission, we are pleased to express our full support for the proposed relocation and construction of a new federal courthouse in Hartford, as outlined in the Draft Environmental Impact Statement (EIS), dated November 2024.

GSA Response: Thank you, your support for the proposed project has been noted.

Socioeconomics: This project aligns with the city's long-term development vision and will play an essential role in the continued revitalization of Hartford's downtown while enhancing access to judicial services for residents and businesses across the region.

After careful review of the Draft EIS and its potential impacts, we are confident that the proposed relocation at the Allyn Site supports and strengthens the goals outlined in Hartford's Plan of Conservation and Development (POCD), which serves as the city's guiding framework for growth and sustainability.

GSA Response: Thank you, your support for the Allyn Site has been noted. GSA agrees that locating the new federal courthouse downtown would align with the city's development goals for the area and may revitalize its economy.

Community Engagement: The POCD, adopted in May 2020, emphasizes principles of smart growth, community engagement, and the responsible use of resources—all of which are reflected in this courthouse project.

GSA Response: Thank you, your comment has been noted.

Socioeconomics: Enhancing Downtown Revitalization and Economic Development: Hartford's POCD calls for the continued revitalization of the downtown area and for promoting investment in underutilized or vacant properties. The relocation of the federal courthouse will serve as a major catalyst for redevelopment in the city's core, particularly in areas surrounding the proposed Allyn Site in downtown Hartford.

GSA Response: Thank you, your comment has been noted and Section 3.7 (Socioeconomics) of the Final EIS were revised to include the potential beneficial effects of Alternative 2 (the Allyn Site).

Land Use: This project aligns with the city's goal to increase economic activity, create jobs, and attract new businesses by providing a modern, civic anchor in the heart of Hartford. By positioning the courthouse in a central location, we are fostering a vibrant, mixed-use district that supports the city's vision of a sustainable, economically resilient downtown.

GSA Response: Thank you, your comment has been noted and Section 3.2 (Land Use) of the Final EIS were revised to include the potential beneficial effects of Alternative 2 (the Allyn Site).

Sustainability: Sustainable Urban Development: The POCD prioritizes sustainable development that balances economic growth with environmental responsibility. The planned courthouse project supports this vision through its proposed sustainable design elements, such as energy-efficient building systems and green building practices. The Draft EIS outlines plans to mitigate environmental impacts, including water and air quality considerations, and the project's overall alignment with the city's goals to address climate change and build a more sustainable urban environment. Additionally, the project will improve stormwater management and urban green spaces.

GSA Response: Thank you, your comment on the sustainability measures to be implemented under the proposed project has been noted.

Traffic and Transportation: Improving Transportation and Accessibility: The POCD emphasizes the importance of multi-modal transportation options and improving accessibility for all residents. The Allyn Site is well-served by Hartford's existing transit infrastructure, which is a key consideration in the courthouse's relocation. The EIS outlines transportation and traffic improvements that will enhance access to the courthouse by foot, bike, and public transit, while reducing congestion in the surrounding neighborhoods. This aligns with Hartford's goal to create a more walkable, transit-oriented city where key civic and business institutions are accessible to residents without a reliance on single-occupancy vehicles.

GSA Response: Thank you, your comment regarding the project impacts to public transit, congestion, and accessibility have been noted.

Environmental Justice: Promoting Social Equity and Environmental Justice: The POCD also highlights the importance of fostering inclusive growth and addressing the needs of all community members. We are encouraged by the thoughtful consideration of environmental justice in the Draft EIS, particularly as it relates to the social and health impacts of the project on underserved communities. The relocation of the courthouse to an accessible location within Hartford will help ensure that all residents have equitable access to essential government services, and that the project's benefits, such as job creation and public space improvements, are distributed fairly throughout the city.

GSA Response: Thank you, your comment on the consideration of environmental justice, impacts on underserved communities, equitable access to justice, and creation of employment opportunities has been noted.

Socioeconomics: Strengthening Hartford as a Regional Hub: The POCD envisions Hartford as a regional hub for government, cultural, and economic activity. The relocation of the federal courthouse will help solidify Hartford's role as the central seat of government and legal operations for the state. It will also provide a modern, safe, and functional space for federal judicial operations, ensuring the long-term effectiveness and efficiency of the Court. The project will enhance the city's reputation as a civic center, and the new courthouse will serve as a high-profile public building that contributes to Hartford's identity as a center of law and governance.

GSA Response: Thank you, your comments on the beneficial effects of the proposed project on law and governance have been noted.

Comments received during the Draft EIS Public Hearing

Some common etiquette before we -- we get going here. Once you're called to come up and comment, please step up to the microphone, state and spell your first and last name at the start of your comment. And I apologize in advance if I mispronounce your name or can't read your handwriting. Sorry.

Be respectful of other participants and presenters. Remain quiet while others are speaking. We do have a bunch of folks that want to comment verbally tonight. So we're limiting comments to two minutes. If time allows after everyone has commented and you want to continue your comment, we will allow you to do that.

A recording of this meeting will be available online at gsa.gov/hartfordcourthouse. And your comments will be included in the administrative record. I also saw some of you taking pictures of the slides. All of this presentation will also be online at that website that I mentioned. All right. I'll leave that up. We'll now move into our first commenter.

Our first commenter tonight is Jessica Rubin.

MS. RUBIN: Good evening. I'm Jessica Rubin, J-E-S-S-I-C-A, Rubin, R-U-B-I-N. I'm the Associate Dean for Experiential Education at UConn Law School. Our Dean, Eboni Nelson, has a conflict that prevents her from attending tonight's meeting. I'm here on behalf of the law school to express our support for locating the courthouse at the Woodland site, which is a neighbor to the law school.

Proximity would allow collaborations between the two institutions. For example, judges, court personnel, and agency personnel could make use of UConn's Law Library and attend our campus events. And students at the law school could benefit from educational and other opportunities at the court.

Further, the law school's campus is expanding. The university recently acquired MacKenzie Hall, a 32,000 square foot building in close proximity to the Woodland site. And the law school will house its clinics and other legal services programs at MacKenzie Hall.

We appreciate the concerns raised by some neighbors regarding congestion. We do think, however, that the new courthouse at Woodland site presents an opportunity to create a vibrant legal nexus in the area. And together with the existing UConn Law campus

and MacKenzie Hall, a new courthouse would create a hub of legal activity surrounding the bucolic north fork of the Park River. Thank you.

MR. HUGHES: Thank you.

Our next commenter is Henry Zachs.

MR. ZACHS: Henry M. Zachs. H-E-N-R-Y, M., Z, as in zebra, A, Arthur, C, Charlie, H, Henry, S, Sam. I'm very familiar with the Hudson site, and it is no good. And I'm on the [inaudible 00:31:36] board to prove it. The second site downtown Hartford, that is only good for the parking lot operators. And it's a terrible site.

The Woodland build -- the Woodland site, it -- to reconstruct that building is absolutely foolish. Foolish. And you have wetlands in the back where the river is, so you couldn't even build a garage. The only site that I know of, other than the Aetna Atrium Building, is the Danny site, the Old Sussman (phonetic) site on Flatbush Avenue where you have a bus stop, you have an exit from the highway, and you have local things, and you've got 34 acres.

So if the federal building went there, there'd be more than enough other buildings to be developed. And that is the highest and best use, and it's the best for the City of Hartford. And I've been

here for 90 years, and I know.

MR. HUGHES: Thank you.

MR. KOLANKIEWICZ: Excuse me, Judge.

MR. HUGHES: Our next commenter is Kevin Kenny.

MR. KENNY: Hi, Kevin Kenny. K-E-V-I-N, K-E-N-N-Y. I'm speaking out tonight in support of the Allyn Street site. I am an owner of a commercial brokerage in downtown Hartford. We have recently been responsible for bringing in a multitude of new retail businesses into downtown Hartford as we continue to rise from the ashes of -- of the COVID-19 pandemic.

And, you know, I -- I vehemently disagree with the findings that there will be negligible effects on socioeconomic activity in downtown Hartford. The prospect of this -- this site, you know, potentially being a federal courthouse has already yielded us activity on -- on the retail side of things with national tenants. You know, on -- on behalf of all the -- the recent businesses that we've placed in downtown Hartford, I'm speaking out on behalf of -- of them, the small business owners that really would get an incredible boost from the -- the activity that the courthouse would bring to downtown.

I also transversely can say that -- that the

-- the Woodland site, I truly believe, will bring all of the lunch and dinner activity to West Hartford Center. And they have enough business already. I think that this would be a huge boon to downtown Hartford.

And my last comment is on the office side of things. You know, Hartford has a -- a looming cloud over their head as it relates to office space. And I think that this courthouse would be a major boost to attracting more law firms to downtown Hartford, which we desperately need.

And it's a -- it's a big issue that the city is up against and it's -- it's imminent. And I think anything that could help us fill our office buildings will help the tax rolls of Hartford and help, you know, the entire city. Thank you.

MR. HUGHES: Thank you.

Our next commenter is Jeff Stewart.

MR. STEWART: Hi. I'm Jeffrey Stewart. J-E-F-F-R-E-Y, S-T-E-W-A-R-T. I'm a Hartford resident. I'm here to speak on behalf of my neighbor who couldn't get here.

The question is, if you do pick the Woodland site, I'm not sure if this is in your purview, the Woodland Street site, for people that need transit to

get there, the bus service going Woodland assignment is not as frequent stop-offs. So people who are using for work, someone may have to look at terms of the bus schedule so that it would be more usable for people who need to use the bus stop. So you had five years to figure it out, so maybe you can do that. So that's it. Thank you.

MR. HUGHES: Thank you.

Our next commenter is Mathew Jasinski.

MR. JASINSKI: Hi. I'm Mathew with one T, M-A-T-H-E-W, Jasinski, J-A-S-I-N-S-K-I. Thanks for the opportunity to speak tonight.

I've lived in Hartford for about 20 years and moved here to attend law school at the University of Connecticut. So I'm very familiar with that campus and its location. And I do see the Woodland Street as having one upside, and that is the proximity to UConn Law.

I see everything else about that site as a downside. I currently practice in downtown Hartford. I am a litigator, and I practice at the federal court. I can walk to that courthouse. I would not be able to walk to the courthouse on Asylum Hill. So that's going to be additional traffic on the roads that you need to consider in terms of current practitioners who can't

walk to the Courthouse Ribicoff, could not walk to the courthouse on Asylum Hill.

And I do -- I -- I heard the comment about retail and restaurants and the like, and I think that all of that is -- is very true. There's nothing like that in Asylum Hill. It's a very difficult place for anything like that to really grow up. And there's nothing to sustain it, other than the courthouse and the -- and the hospital that's there.

This -- the Allyn Street property, which is what I'm obviously speaking here for, is incredibly approximate to the Union Station train station. That is the hub of transportation in the region, both for local buses, for Amtrak, for -- for attorneys who are coming from out of town, for Metro North, or at least connecting Metro North in New Haven, for the bus way that -- that takes you to New Britain and other places.

So for folks who have a hard time getting to court via car, they can travel that way. For lawyers who are traveling into town, it would be very easy for them to travel in and out of -- of Hartford at Union Station. If they have to leave court and catch a train, they can do so immediately. So I see a lot of upside to a courthouse downtown. I see only one upside to the courthouse at the Woodland site [inaudible

00:38:19]. Thank you.

MR. HUGHES: Thank you.

Our next commenter is Daniel Kelman.

MR. KELMAN: Hi. I'm Daniel Kelman, D-A-N-I-E-L, K-E-L-M-A-N. I've lived in Hartford for -- since 1976, most recently on Gerard Avenue, about a half a mile west of the Woodland Street site. I want to echo all the comments made by the previous speaker, including all the advantages of being downtown on Allyn Street, one block from the major transportation hub of the greater Hartford area.

This affects all visitors, judges, jurors, witnesses, friends, and family who want to be able to get to the courthouse by any possible means. And you can't do better than the site on Union Station -- a block from Union Station for that.

The other point I would like to make is more on the construction side of it. I don't know whether the GSA is aware of a request for proposals for reconstruction of the Asylum Avenue Bridge between Elizabeth Street and Woodland Street. If there -- if there is an RFP out there, I don't know when construction is supposed to start, but that could impact your plans. I just wanted to make you aware of it. Thank you.

MR. HUGHES: Thank you.

Our next commenter is David Griggs.

MR. GRIGGS: Good evening. David Griggs, D-A-V-I-D. Griggs, G-R-I-G-G-S. I am the president and CEO of the MetroHartford Alliance, which includes the Hartford Chamber of Commerce.

I'm here to first thank the GSA for bringing this exciting project to Hartford. We look forward to working with Mr. Herman to make sure that this architecturally significant building is in the right spot in the City of Hartford.

I appreciate you showing the images of previous work houses built. I hope everybody got a chance to take a look. These are exciting, beautiful buildings that will add to the fabric of our community.

Where we need to add that fabric to our community is on the Allyn Street site to take advantage of the nearby transportation, to take advantage of the nearby amenities that are already being built, have been built in downtown Hartford. From the rail to the bus, to the restaurants, the retail, hotels.

So on behalf of the MetroHartford Alliance, Hartford Chamber of Commerce, welcome to our city. Thank you for the opportunity to speak. And we look forward to seeing this in downtown Hartford.

MR. HUGHES: Thank you.

Our next commenter is Mary Falvey.

MS. FALVEY: Good evening. My name is Mary Falvey, M-A-R-Y, F, like in Frank, A-L-V, like in Victor, E-Y. I am the executive director of the Hartford Preservation Alliance. We are a nonprofit tasked with advocating for the preservation of all our cultural resources in Hartford.

For the Woodland Street lot, which is the former Phoenix Insurance Company, I would respectfully request that if it is determined to be eligible for the national or state registered historic places, which I'm confident it will be, that you not consider mitigation, but move on. We've lost way too much historic cultural resources in Hartford. We don't need to lose anymore.

You indicate for negligible adverse effect because of losing the pilot program. Hartford is overburdened with the state properties. We are -- you know, we're the end, and every dime we can get to our tax rolls, be it by pilot or private, we need.

Also, you're -- we're skewed to parking. We are -- we're still in the automobiles as -- as king phase. As other commenters have said, this hub, the Allyn Street site is the hub for the transit. We would greatly reduce the need for parking spaces being

available to public transit.

The recent commenter said about the distance to the law school. We're more of a large town than a small city, and none of the students at UConn live on campus. So I don't think there would be an impediment for them to have a coordination of -- of programs at the Allyn Street block.

And lastly, the reason why this lot is available in this parking lot is because they clear-cutted historic buildings back in the '90s for potential development that never happened. Using the Allyn Street lot would be a benefit to reusing that space the way it's meant to be. And I -- I think it would be a benefit for the downtown. Thank you.

MR. HUGHES: Thank you.

Our next commenter is Jane Davey.

MS. DAVEY: Hi. I'm Jane, J-A-N-E, Davey, D-A-V-E-Y. I represent the Ownership Group for the Allyn Street site. And I'm also a resident of the West End.

First off, I want to thank the GSA for all of their work in compiling this draft Environmental Impact Statement. A lot of work went into it, and we appreciate all that. Obviously, it's a draft report, thus implying there will be further refinements as we

walk through this process.

I'm wondering if in the final EIS, you're planning to include transit maps that would -- that would show where the bus and train lines actually go relative to such, as opposed to just showing where the stops are. I know that as precedent in the final report done for the Des Moines, Iowa, Courthouse, the transit maps were included to show the locations relative.

Similarly, I think a map showing the public -- availability of public parking relative to the sites would be important so that everyone reading the report could see the relative availability of both on street and off-street parking.

Finally, I think it would be helpful in the report to show a map which pointed out where the various retail corridors are and their relative proximity to the -- to the two sites. So hopefully, as the report moves on into a final form, those additions will be added so that we can all view on equal ground what both sites look like. Thank you.

MR. HUGHES: Thank you.

Our next commenter is John Davey.

MR. DAVEY: Good evening. John, J-O-H-N, Davey, D-A-V-E-Y. My wife just spoke. I too am a

resident of the West End. I live right down the street from the law school. I think most people who live in the West End understand that Asylum is a major thoroughfare.

Traffic gets terrible. It took me four minutes to get out of my driveway, I live on Asylum Avenue, tonight at 6:00 to get over here. Traffic is terrible in the morning. It's terrible in the -- in the evening. People coming in and out of town.

I think that, you know, given what some of the other commenters have been talking about, I -- you know, I've mentioned this before at some other of these meetings. There's no cafeteria, right, in this building. People are going to have to go out to lunch. Where are they going to go? What is that going to mean for traffic on the streets?

So I do think that, you know, this poses additional traffic problems. I think that, you know, some of the things that I'm hearing, it doesn't seem mutually exclusive that the law school can go downtown, right, if -- if that's something that's important to them to -- to, you know, coordinate, do work with the -- the courthouse.

But most people in the West End, most people that I know don't even know that this is going on.

When I tell people that this site is being considered as a courthouse, they -- they look at me and they -- they think I'm joking.

So, you know, I -- I don't think that people are really -- you know, would be in favor of this in the West End. I -- I can't speak for Asylum Hill, but I, for one, think that it would be a bad decision to -- to -- to put it there. And, you know, I hope that the -- the GSA decides to go with Allyn Street. Thank you.

MR. HUGHES: Thank you.

Our next speaker is -- and I apologize. This one is a little hard to read. Hernan LaFontaine.

MR. LAFONTAINE: Good evening. My name is Hernan LaFontaine. H-E-R-N-A-N, L-A-F-O-N-T-A-I-N-E. I got that right.

The fact of the matter is that I realized it's very busy here tonight, and I don't want to take too much time, but I have two concerns as a longtime resident of Hartford and living right on Asylum Avenue, Goodwin Circle.

I was a little late coming today because of the traffic. As the previous speaker said, it is in the mornings, in the afternoons, in the evening, all day long, heavy, heavy traffic. And one actually has to consider whether I should go the way I'm supposed to

go to my destination or turn around and go the other way and take a long, contorted route to get to my destination, which is becoming more of a standard practice for people in the West End.

So clearly, the issue of traffic congestion is something that cannot be avoided, and it has to be dealt with one way or the other. And when I saw the numbers on the slide, it seemed to for -- somehow not quite give an understanding of the picture of how severe that traffic congestion can be. That is traffic congestion.

The other thing is the parking, which has already been mentioned. But once again, I generally -- you always have to think about -- when new construction build underground parking space [inaudible 00:50:13] more levels, whatever it takes to accommodate the kind of parking that's anticipated.

I know the response is always, well, that's very expensive. That's very expensive. But in the long run, it may be the kind of expense that we should afford given the fact there's the impact on the community. That's my first point. And by the way, not the only one.

But associated with that is the question of the cost and so on and the tax alleviation or not. I

also was, believe it or not, a politician in one life. And I was the president of the Hartford City Council. And one of the issues that we dealt with all the time was, we're not a rich city, and we need every penny we can get in every way that we can get it from whatever source. And it is not so simple to simply dismiss as it -- it's a negligible effect. Any effect which does not increase the revenue is going to be difficult.

My final point. I was a superintendent of schools here in Hartford. And I, of course, have been an educator all my life, and that's the prime concern that I always had. And when you look at the school across the street from the Hartford Classical Magnet School, there are buses lined up because there's no other place. I mean, you can't blame them. But when those buses at 7:00, 8:00, or 9:00 line up, and then there's traffic already in the thing, the congestion is going to be incredible.

And it also leads the question of safety for the students. And no matter what we say, no matter what age they are, the more you increase the number of cars and students in there that have to move about, that's going to be a real problem with something that has to be dealt with very, very seriously. If nothing else, in addition to the underground parking, any kind

of site development should have access to the parking entrance and then on Woodland and not on Asylum. Because that will just slow down everything else even further.

So again, I appreciate the opportunity to have you hear my positions, and I'm very, very concerned about this as a long-time Hartford resident. And in fact, with the experience of the traffic situation in the little town where I grew up in the island of Manhattan in New York, that traffic was the enemy and pronounced as evil, and you've got to pay attention to it.

Thank you very much.

MR. HUGHES: Thank you.

Our last commenter is Mary Rickel-Pelletier. Did I get that right?

MS. RICKEL-PELLETIER: Hi. So I'm Mary, M-A-R-Y, Pelletier, P-E-L-L-E-T-I-E-R. Oh, and there's Rickel in there, R-I-C-K-E-L. That's my maiden name. So I'm speaking as a resident of the -- of the West End. I -- I live at 80 Elizabeth Street with my husband and have since 2000. I'm also the founding director of Park Watershed, a 501(c)(3) for the Park River Regional Watershed.

I want to mention a thank you for having

this process. And -- and I really appreciate the rule of law and the need for architecture and landscape architecture that's done by the government be designed as a symbol of justice. And I -- I want to note that as a resident, I'm really kind of six or one-half dozen of the other about the two sites.

But I do -- as I am trained in design, and I do think that the Allyn site is probably a more cost-conscious site. And I'd like to point out that your report is missing that there's an MDC trunk line that's carrying sewage from the northern neighborhoods of -- of Hartford and Bloomfield down through the -- the 61 Woodland site. And the clean-out and a siphon that goes under the river is on the property of the 6 -- the Woodland Street property on the west side of the river.

But I -- more than anything, I'd like to point out that if the GSA were to take the Woodland Street site, it would greatly benefit the restoration of the North Branch Riparian Zone, especially the floodplain, which is owned by the State of Connecticut. It's been paved, and it was paved for the previous use as -- as parking for -- I think it was the tech school, which moved downtown. Hopefully, the GSA involvement and the Woodland site would inspire the University of Connecticut Law School and the State of Connecticut,

which owns these properties, to become decision-making -- makers about consciousness and stewardship of the environment.

The state property, especially the UConn Law School, could achieve higher goals with respect to the environment, and not just to reduce energy use, which is of course, a big issue for the leadership and environmental design standards, but also for the site quality, for the environmental health. Most notably, the University of Connecticut could conserve its west side of the riparian zone, as can GSA. And that would contribute to an overall international goal of conserving 30 percent of our -- our natural resources across the plant, but also locally.

So that would do a lot in actually reducing the urban heat island, improving urban air quality, and making our lives more livable in both the west and Asylum Hill and the overall city of Hartford. So I think that GSA -- this whole process has been very beneficial. Hopefully, the UConn Law School will -- whatever to -- whatever site of the GSA chooses, perhaps the state will begin to raise its standards as well in this location.

MR. HUGHES: Thank you. So that was our last commenter. As we said at the beginning, if

there's anyone that would like to expand or add to their comments, please feel free.

Sir, in the green shirt?

MR. DAVEY: Hi. John Davey again. J-O-H-N, D-A-V-E-Y. One thing I was hoping for clarification on was the statistics about the traffic trips. What were the dates on that? Was that, you -- you know, in the height of work-from-home? Is that forward-looking? And so I'm hoping that we can get a little clarification on that.

MR. HUGHES: Thank you.

Sir?

MR. KELMAN: Excuse me. Sorry.

Daniel Kelman, D-A-N-I-E-L, K-E-L-M-A-N. I just wanted to echo Hernan LaFontaine's comments about the loss of pilot revenue to the City of Hartford. Any loss of tax -- tax revenue is not negligible. So I think that's a mischaracterization of that loss.

To counter that, I would again advocate for the Allyn Street site. I would -- I know -- I don't know whether economic development is part of the goals that we're looking at in the EIS, but certainly, having a new building like that, with that volume of people and traffic every day, might just kickstart the redevelopment of Union Place, which has been dead for

several decades.

When I moved to Hartford in the mid-'70s, the Union Place was hot, and the clubs. There were restaurants 24 hours a day. Connecticut life was open 24 hours. And you go down there now, it's nothing. Half of it was torn down already for another parking lot. Maybe the -- the northern half can be saved or revived by a building on Allyn Street.

Thank you.

MR. HUGHES: Thank you.

Ma'am?

MS. GIANQUINTO: Emily Gianquinto, E-M-I-L-Y. Last name is G-I-A-N-Q-U-I-N-T-O. I wasn't going to speak because I was here at the June meeting, but I'm a Hartford resident for about 20 years. I'm a lawyer who works downtown, and I live over in the southwest neighborhood. I -- at the June meeting, I expressed my support for the Allyn site, and my opinion has not changed. I was just getting through the report that's online as well.

I -- I have a lot of the same opinions of some of the speakers today, but I just wanted to emphasize that this is a public building. This -- the federal courthouse is an important public building that offers important public services. And so while, yes,

as a lawyer, I want to still be able to walk to the courthouse, and I as a -- as a Hartford resident, I -- I think anytime we can turn a parking lot into a building, it's a great idea, I also think that the key here is the public access. And the downtown site is just infinitely more accessible for people who need to -- to get there, for people whose loved ones are involved in criminal proceedings or immigration proceedings, for members of the public who want to come and watch a proceeding, for the jurors who are called to serve there.

It just -- it -- it -- there are so many public transportation options there and much easier access, even if they're driving, that are just not available at the Woodland site. And I'm also an alum of the law school, and I love the idea of the courthouse being so close to the law school, but downtown is not far away for the students. I went and observed the proceedings there when I was at the law school. So I don't think that that's a barrier. I certainly don't think that the benefit to, frankly, a small number of law students outweighs the benefit to the large members of -- members of the public who need to access this federal building.

MR. HUGHES: Thank you.

Ma'am?

MS. AUSTIN: Good evening. My name is Caroline Austin, C-A-R-O-L-I-N-E, A-U-S-T-I-N. I'm a resident of Hartford for just about 25 years. I'm from New York City, Brooklyn. And as a parent leader, as well as a resident of Asylum Hill, I feel the need to speak out and echo a lot of what was said earlier. However, I also want to highlight as a parent of children that live in Asylum Hill -- I live on Asylum Avenue, and the traffic is horrible, as everyone else has said. Hard to get out just about any time of the day. Nobody wants to stop. We've been trying to get part of the light pushed back so that we could -- and I live across the street from the bus station, just for some context. But we can't at -- well, we're in a process.

However, as a parent, yes, there is this bus safety. Yes, there are car safety, but there's also the element that would be coming into the neighborhood because they have to. And it's -- it's just a natural part of the process of people having to go to court, with criminal court and the like. And the school is directly across the street. And a lot of parents I've spoken to have a huge issue with that.

I have an issue with that. Even though my

children don't go to Classical Magnet, I would not want to have further elements that come into the neighborhood, because we have to go to the courthouse to just be there, and our kids have access to them, and they have access to our kids. And that's just the reality of it. And so I won't take up too much of the time. But as a parent, I am concerned, and I would really like to see -- as well, it -- downtown. It's downtown. Downtown is supposed to have courthouses and shopping and places to eat. And I would like to see Asylum Hill stay residential.

Thank you. Witness evidence. But --

MR. HUGHES: Thank you.

Sir?

MR. ZACHS: Henry Zachs, H-E-N-R-Y, Z-A-C-H-S. I'd like to correct what I said about downtown Hartford. I think that's where it should be. It should not be on Woodland Street. That building rehabbed or knocked down is the wrong place, wrong part of town. It should be downtown, or if you're not going to do it downtown, look at the at the Aetna Atrium building, which is virtually vacant. Or look at the Sussman property.

MR. HUGHES: Thank you.

Anyone else?

Okay. So as a reminder, other ways, if you don't want to comment while you're here, postmarked or received by December 16th. You can fill out the comment cards and leave them here. You can e-mail us at that e-mail address. Bob loves fan mail. You can mail it to Bob at that address, or you could drop it at the drop box at the Ribicoff.

Unless there's anything else, thank you all for coming tonight. We look forward to your comments.

MR. KELMAN: Thank you for having us.

MR. HUGHES: Thank you.

MS. MASSARELLO: Thank you.

(End of Video Recording.)

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Please add to your mailing list

1 message

Mary Falvey <mary@hartfordpreservation.org> Tue, Nov 5, 2024 at 9:15 AM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

Please add me to your notification list for the Hartford Courthouse project.

Thank you.

Mary A. Falvey, Executive Director
2016 AIA Connecticut Public Service Award Recipient
Hartford Preservation Alliance | 56 Arbor Street #100-D |
Hartford, CT 06106
Office: 860.570.0331 | **Cell:** 860.595.6434

Revitalize | Connect | Collaborate



Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Donna Swols <oplatki2020@gmail.com> Thu, Nov 7, 2024 at 9:12 AM
To: HartfordCourthouse@gsa.gov

My first question is why Hartford? There are other suitable cities and towns in CT that would workbout better and most likely have room fir expansion and adequate parking. Just a thought.

Thank you.

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Ed Taiman <etaiman@sabialaw.com> Tue, Nov 12, 2024 at 11:23 AM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

Dear Gen. Services Administration:

I am writing to comment on the location of the proposed new federal courthouse. I have worked in downtown Hartford for the past 40 years. I have looked at the proposed sites and I am very familiar with them. I believe the Allyn Street location would be best suited for the new courthouse. For starters, it's in downtown Hartford. The Woodland site is not and would just create more traffic in and around St. Francis Hospital and the neighborhood in general. People would have to get off the highway and travel a bit of a distance to get to it, and then back again through the neighborhoods to get to the highway.

The Allyn Street location is more ideal. It is downtown, not far from several exits off of I-84 and I-91. Placing it there would help create critical mass that contributes to the vibrancy of downtown Hartford. There are numerous restaurants in the general area that could serve the many patrons of the federal building. The Woodland site has nothing nearby, certainly nothing within walking distance. Where are people supposed to eat lunch if they are stuck in court all day? The Allyn Street location solves this problem, whereas the Woodland site creates a problem. Lawyers who practice in the federal building could walk to the new courthouse if it's located at the Allyn Street location, whereas the Allyn Street location will require everyone to drive there, park, and then when lunch time comes, get in the car again and drive somewhere to get lunch. Downtown Hartford is the way to go.

Thank you.

Regards,

Edward C. Taiman, Jr.*

Sabia Taiman, LLC

Attorneys At Law

999 Asylum Ave. #114

Hartford, CT 06105

(ph) 860.541.2077

(fax) 860.713.8944

(cell) 860.818.2460

*Member, Mashantucket Pequot Tribal Court bar

www.sabialaw.com

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BE GREEN! Please don't print this e-mail unless you really need to.

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Federal Courthouse EIS

1 message

Woodin <woodinwj@yahoo.com> Wed, Nov 13, 2024 at 6:38 PM
To: HartfordCourthouse@gsa.gov

As residents of the Goodwin Estate condominium complex, located at 1280 Asylum Avenue in the City of Hartford, we *STRONGLY OPPOSE* the proposal to erect a Federal Courthouse at the corner of Asylum Avenue and Woodland Street.

Such a facility would dramatically increase the traffic congestion in that area which is already excessive. The Woodland/Asylum intersection is already congested with St Francis Hospital and Classical Magnet School traffic. At rush hour times, we frequently must wait as long as five or ten minutes to enter Asylum Avenue from the Goodwin Estate. And at the end of the day, the line of traffic can stretch from the Woodland/Asylum intersection all the way to Scarborough/Asylum intersection. Adding the traffic to/from the courthouse would make the situation even more intolerable and particularly unsafe.

We suggest an alternative would be siting the building in the North End of Hartford which appears to have available open spaces and seems to be seeking development.

Sincerely,

Joanna J. Woodin
W. J. Woodin, Jr.
58 Goodwin Circle
Sent from my iPad

Arunan Arulampalam

Mayor

November 14, 2024

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

To whom it may concern,

I am writing to express my strong support for the construction of the new federal courthouse at the Allyn Street location in downtown Hartford. This site offers numerous advantages that make it the superior choice for contributing to our city's vitality and providing access for residents and employees alike.

The proximity of the Allyn Street location to public transportation including trains and bus service at Union Station, coupled with easy access via highways and main arteries, ensures that the courthouse will be reachable for all residents. Additionally, the site has over 4,700 parking spaces within a two-block radius, which further enhances convenience for visitors and staff.

This downtown site would significantly boost economic activity in an area ripe for revitalization. The increased foot traffic from construction workers, approximately 250 employees, and an estimated 200-500 daily visitors would invigorate local businesses. The courthouse's presence will serve as a catalyst for development on nearby surface parking lots, transforming underutilized spaces into vibrant urban areas.

From an environmental and fiscal perspective, the Allyn Street site is our strong preference. I urge you to move swiftly on an acquisition of the Allyn Street site.

Sincerely,



Arunan Arulampalam

Mayor, City of Hartford

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Louisa Barton Duguay <louisa.barton.duguay@gmail.com> Fri, Nov 15, 2024 at 2:59 PM
To: HartfordCourthouse@gsa.gov

It doesn’t seem you are going to consider any other locations but I want to suggest the possibility of purchasing part of the Aetna property that is adjacent to Flower Street and converting existing structures that are under utilized in a courthouse

politics are our spirituality, demonstrated

x

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse ESI

1 message

Elijah Eelhajjbey <eelhajjbey@gmail.com> Sun, Nov 17, 2024 at 5:42 PM
To: HartfordCourthouse@gsa.gov
Cc: Reliable <eelhajjbey@gmail.com>

Attention Robert Herman, attached is a letter with my concerns and a violation of Environmental Justice
Elijah El-Hajj-Bey
(860)752-4218
eelhajjbey@gmail.com

Sent from my iPhone

Hartford Courthouse .pdf
1149K

November 17, 2024

General Service Administration

Attention: Robert Herman Project Manager

Abraham A. Ribicoff Federal Building and U.S. Courthouse

450 Main Street

Suite 435

Hartford, CT 06103

RE: Hartford Courthouse EIS/ Environmental Justice

Dear Mr. Herman,

My name is Elijah El-Hajj-Bey I'm a former force/retired employee of the City of Hartford, and I know that you have a difficult task in front of you on making a fair and equitable decision on the location of the new courthouse. Before you make this decision under Environmental Justice I hope you can hold another public hearing located at the Artist Collective located at the corner of Albany Avenue and Woodland. Again the African American community is left out the process of a inform decision utilizing taxpayer dollars. The process is always unfair and have created a disparity in building generational wealth with in the community that has never benefited the African American community. In 1965 I was borne at the Saint Francis Hospital that surrounds the current location that's being considered on Woodland Street. In no way am I benefiting from the selection of any of the locations but give you some historical significance that I feel is not only fair but a wise choice. The city of Hartford has spent over one hundred million dollars on the Hartford High School which I believe is called the Classical Magnet School that specializes in Public Administration and Government Studies and the Uconn Law School. That Woodland Street location is the far better choice where future lawyers can go from High School, College and Law School in a one mile radius to a federal courthouse. The Allyn Street Location will only benefit a select few that has been manipulating government agencies for years with the help of government officials. The Allyn Street location is owned by Shellborne, which has bought properties at a low price, inflate the construction costs of the development to get financing and then deflate the price and sue the city in taxes who always provide tax

deferred compensation. The only feasible way Allyn Street would be a wise choice is use a independent appraisal and obtain the property under eminent domain. As of now your in violation of the Environmental Justice Act, because the African American and the Puerto Rican community was not properly informed or represented in the process. These schemes and scams have cost over two and a half billion dollars including the five hundred plus millions of dollars that the State of Connecticut paid keeping the city of Hartford from going bankrupt. These practices are still continuing after the the fact and does not include the flooding, baseball stadium and Buckley High School which all are part of the corruption and current investigation. I would ask you to have any official or person that supports the Allyn Street location to file a affidavit including myself that they are doing so without any financial gain.

Environmental Justice is a movement and framework that seeks to address the unequal distribution of environmental benefits and burdens across different communities, particularly marginalized and low-income populations. It emphasizes that all people, regardless of race, ethnicity, or socioeconomic status should have equal access to healthy environment and be protected from environmental hazards.

Key principles of environmental Justice include:

1. **Fair Distribution of Resources:**
   Ensuring that no group of the people, particularly those who are disadvantaged, bears a disproportionate share of negative environmental impacts.
2. **Community Involvement:**
   Actively involving affected communities in decisions-making processes related to environmental policies and practices.
3. **Equitable Access:**
   Guaranteeing equitable access to clean air, water and land, as well as opportunities for sustainable development.
4. **Recognition of Historical Injustices:**
   Acknowledging and addressing the historical and systemic injustices that have led to current inequalities in the environmental protection and resource distribution.
5. **Sustainability:**
   Promoting sustainable practices that benefit both the environment and the community that depend on it.

Overall, Environmental Justice advocates for systemic changes to achieve social and environmental equity. The city, state and federal officials have been working tirelessly against the African American community who has sadly and repeatedly elected theses individuals while working against their best interest. I've been in the construction industry

for over forty years and have repeatedly reported the misuse of public funds and corruption. If theses demands are not met for protecting the best interests in the African American community benefit I will be force to file a injunction against this project seeking a consent decree outlying every project that has been scrutinize. With on going wars and cost overruns, I believe this is the best solution for all since the state have repeatedly the delay of a disparity study and lobbying efforts held without a informed decision that will benefit the African American, Native Americans and Puerto Rican communities.

Sincerely

Elijah El-Hajj-Bey

Elijah El-Hajj-Bey Chief of the Tuscarora Confederacy Mitchell Clan

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

hernlafont@aol.com <hernlafont@aol.com> Thu, Dec 5, 2024 at 11:48 AM
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Dear Sirs,

COMMENTS ON PROPOSED SITE IN HARTFORD FOR NEW FEDERAL COURTHOUSE (Given by Hernán LaFontaine at U.S. GSA public hearing, Nov13, 2014)

Thank you for the opportunity to comment on the proposed site for a new federal courthouse in Hartford, CT. I will try to be brief perhaps allowing time for any questions from the members of the panel. My name is Hernán LaFontaine and I am a long time resident of Hartford and former Superintendent of Schools in the 1980's. In fact I am still a neighbor in close proximity to the proposed site at Asylum Ave and Woodland St. It is from this perspective that I can address my first point of concern. The road through Asylum Ave to downtown Hartford is clearly a major thoroughfare bearing heavy traffic several times a day in both directions (West to East and East to West). Living in Goodwin Circle right on Asylum Avenue I am challenged every day by long lines of vehicles just at the one and only exit of our community. By now a common driving strategy for many of is to drive in the opposite direction to avoid the traffic jam even though that route will actually take us away from our ultimate destination. Other neighbors will revise time schedules and do anything possible to avoid leaving the compound through the exit at these specific times. A different but related issue is the number of frustrated drivers who believe they can somehow pass or circumvent the traffic in front of them. Too often they are wrong and become reckless drivers causing accidents.

The presentation by representatives of the U.S. GSA at the public hearing was clear and comprehensive and I appreciate the obviously thorough preparation expended to organize so much information. I was concerned, however, by the seemingly casual manner in which a potential financial impact was described in the Draft Environmental Impact Statement. As a former President of the Hartford City Council I am reminded how difficult it is to develop and manage the annual budget of a mid-size urban center.

We struggled for years to maintain or increase the Grand List revenue which is the financial foundation for all of the city's operations and administration. Any amount of increase of tax exempt property within city boundaries cannot be considered "negligible" as the GSA EIS concludes. The subtraction of any tax revenue by new real estate projects can only contribute to continued financial stress for the City of Hartford and must be avoided.

One additional issue which is particularly critical for me as a school administrator is the proximity of the proposed Woodland Street site to the Classical Magnet School right across the street on Asylum Avenue. Over my many years as an educator at all grade levels I witnessed too many accidents or near accidents involving traffic and students right in front of the school. As a consulting evaluator for international schools abroad I denied official accreditation certification in a number of instances where similar danger zones existed. The existing property for the Classical School virtually requires a long line of school buses parked right on Asylum Avenue morning and afternoon as students arrive and depart every school day. The traffic generated by a federal courthouse on the very same street will only exacerbate an already dangerous situation. It is imperative that we not contribute to this life threatening risk for our youth and for all citizens.

Please accept my gratitude in advance for doing everything possible to develop an alternative plan.

Hernán LaFontaine
34 Goodwin Circle
Hartford, CT 06105

cell: 860 922 2075
e-mail: hernlafont@aol.com

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Court House EIS

1 message

Levesque, Chris <CLevesque@themdc.com> Mon, Nov 18, 2024 at 8:05 AM
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>
Cc: "Waterbury, Jason" <jwaterbury@themdc.com>, "Negrelli, Susan" <SNegrelli@themdc.com>, "Curley, Michael" <MCurley@themdc.com>, "Banker, David" <DBanker@themdc.com>

Good morning Mr. Herman,

The Metropolitan District (MDC) is in receipt of the attached letter regarding the proposed location for the Hartford Courthouse. Please let the MDC know if any information regarding public water and sewer infrastructure is needed with regards to evaluation of the sites. The MDC is also under a State Consent Order to separate combined sewers in both of the locations and would like to discuss how the sites can incorporated into future plans.

Thanks
Chris

Christopher Levesque, P.E.

Chief Operating Officer

Metropolitan District

555 Main Street

Hartford, Connecticut 06114

T: 860-278-7850 x3113

C: 860-480-1933

E: clevesque@themdc.com

US GSA Letter Re Draft EIS.pdf
777K

The Metropolitan District
RECEIVED
NOV 05 2024
DISTRICT CLERK

November 1, 2024

Dear Interested Reader,

The U.S. General Services Administration (GSA) has prepared a Draft Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed acquisition of a site in Hartford, Connecticut (CT), and the subsequent design, construction, and operation of a new federal courthouse, in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA). 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 Draft EIS and provide any comments you may have.

The Draft EIS can be viewed or downloaded from the GSA project website under the 'Current Status' section: www.gsa.gov/hartfordcourthouse. Hard copies are available for review at the Hartford Public Library, Albany Branch at 1250 Albany Ave, Hartford, CT 06112; Hartford Public Library, Park Street Branch at 603 Park Street, Hartford, CT 06106; and Hartford City Hall at 550 Main St, Room 001, Hartford, CT 06103.

You are invited to attend and participate in a public hearing on the Draft EIS on Wednesday, November 13, 2024, from 6:00 PM to 8:00 PM at:

Lyceum Center, Conference Center 1
227 Lawrence Street
Hartford, CT 06106

The public hearing will begin with a presentation that provides an overview of the NEPA process, the proposed project, and the findings of the Draft EIS. Following the presentation, there will be a moderated session during which members of the public will be able to provide comments verbally or in writing.

The Court currently operates at three facilities: the Richard C. Lee U.S. Courthouse in New Haven (its headquarters location), the Brien McMahon Federal Building and U.S. Courthouse in Bridgeport, and the Abraham A. Ribicoff Federal Building and U.S. Courthouse in Hartford (the Ribicoff Federal Building and Courthouse).

The existing Hartford facility, the Ribicoff Federal Building and Courthouse, does not have the capacity to accommodate the Court's functions and operations and is inadequate in size and configuration. The new courthouse would be owned and managed by GSA and occupied by the U.S. District Court for the District of Connecticut (the Court) and related agencies.

The new courthouse would have the following features:

- 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 secure parking spaces.

The Draft EIS evaluates three project alternatives. Two "action" alternatives correspond to two sites in Hartford for the location of the new courthouse. Each "action" alternative would involve site acquisition, and the design, construction, and operation of a new courthouse in Hartford (listed west to east):

- Woodland Site - currently the location of a state office building with an ancillary building and a parking lot consisting of 10.19 acres at 61 Woodland St.
- Allyn Site - a surface parking lot consisting of 2.19 acres at 154 Allyn St.

The third alternative is a "no action" alternative where the Court would continue to operate under current conditions at the Ribicoff Federal Building and Courthouse, and at the courthouses in New Haven and Bridgeport.

The public hearing provides an opportunity for you to provide verbal or written comments on the Draft EIS. An American Sign language interpreter and a Spanish language interpreter will be available. After the hearing, all presentation materials will be posted to GSA's project website (www.gsa.gov/hartfordcourthouse).

Comments may also be submitted using one of the following methods but must be received by or postmarked by **Monday**, **December 16**, **2024**:

- In-Person: Submit written comments at the public hearing via comment forms. There will be a stenographer to capture the comments voiced during the hearing.
- Email: Send an email to 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 Federal Building and Courthouse:

  Abraham A. Ribicoff U.S. Courthouse
  450 Main Street
  Hartford, CT 06103

For more information, please contact Robert Herman, GSA Project Manager, at 413-244-9167 or HartfordCourthouse@gsa.gov.

Sincerely,

Robert Herman
Project Manager
General Services Administration, New England Region

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Proposed New Courthouse Location

1 message

Paula Bokros <psbokros@gmail.com> Sat, Nov 30, 2024 at 1:27 PM
To: hartfordcourthouse@gsa.gov

I am writing in support of the Allyn St. location and against the Woodland St. site.

As many stated at the most recent meeting, the Allyn St. site makes a lot more sense for everyone involved, accessibility and local business support making the most sense. People from all over the state can easily access the Allyn St. location via public transportation and newly revived businesses would benefit from more foot traffic in the area.

The Woodland St. site has no local businesses, i.e.places to eat, and be less accessible via public transportation for people coming from other areas of the state. The traffic on Asylum is already bad and several residents who live on Asylum spoke to that point.

I hope the decision will be made to the benefit of the City of Hartford and its residents.

Thank you,
Paula Bokros
31 Woodland St.
Hartford, CT 06105

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Suffolk Construction

1 message

MacRae, Rory <RMacRae@suffolk.com> Mon, Dec 2, 2024 at 8:00 AM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

Greetings,

I hope this email finds you well. My name is Rory MacRae, and I head up Connecticut Operations for Suffolk Construction. I am reaching out to introduce our company and see if there is an opportunity to explore potential collaboration opportunities.

Would love the opportunity to discuss how Suffolk can support the early stages of the project. Could we schedule a call or meeting at your convenience to explore this further?

Attached please find some preliminary information to familiarize yourselves with Suffolk qualifications/capabilities in Connecticut. Would love to talk more about our experience with GSA work around the country - SUFFOLK Federal Government Center of Excellence

Thank you for reading this far and considering this opportunity. Look forward to the possibility of working together.

Best regards,

Rory

Rory MacRae
Vice President, Operations

D | (347) 712-2604
C | (347) 712-2604

SUFFOLK
AMERICA'S CONTRACTOR

suffolk.com

Firm Introduction_CT.pdf
15620K

Robert Herman - 1PCM <robert.herman@gsa.gov>

Fwd: New Hartford Federal Courthouse

1 message

Robert Herman - 1PCM <robert.herman@gsa.gov> Wed, Dec 4, 2024 at 7:24 PM
To: Hartford Courthouse <HartfordCourthouse@gsa.gov>

Robert Herman, Project Manager
GSA Public Building Service, New England Region 1
Design and Construction Division
U.S. General Services Administration
450 Main St Hartford Ct. 06103 Suite 435
cell: 413 244-9167 robert.herman@gsa.gov

---------- Forwarded message ---------
From: **Roberts, Donald M** <Donald.M.Roberts@marsh.com>
Date: Tue, Dec 3, 2024 at 2:46 PM
Subject: New Hartford Federal Courthouse
To: HartfordCourthouse@gsa.gov <HartfordCourthouse@gsa.gov>

To Whom it May Concern,

I am writing to you to express my strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse. I believe that this site provides superior access to justice and will further serve as an economic generator in Downtown Hartford. The Allyn site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2-block radius of the site. In addition to its superior accessibility the Allyn site is proximate to numerous other amenities, including restaurants, bars, coffee bars, hotels, public park all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened. Many in the Hartford community have been working diligently to make Downtown Hartford the vibrant, city center for all of Greater Hartford. Despite the significant setbacks due to the pandemic and the loss of downtown office tenants we believe we are on the cusp of a resurgence. Building a stunning, architecturally significant Federal Courthouse on the Allyn site would be another catalyst for further development. Sincerely

Don Roberts - Senior Vice President - FINPRO Financial Institutions Center of Excellence -

Insurance Company Practice Leader - 20 Church Street 8th Floor - Hartford, CT 06103 -
Mobile: (203) 451-3691 – Email: Donald.M.Roberts@Marsh.com
www.marsh.com

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****
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****

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Ana Goritz <AGoritz@lazparking.com> Mon, Dec 9, 2024 at 3:00 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>
Cc: Luis Henriques <lhenriques@lazparking.com>

Good afternoon,

Please see the attached file above.

Thanks.

Ana Goritz

Office Manager

C (860) 249-3063| F (860) 761-3114

183 Ann Uccello St | 5th Floor | Hartford, CT 06103

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P: 860-761-2547
F: 860-761-3114
www.lazparking.com

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December 9, 2024

To Whom it May Concern,

I am writing to you to express my strong support for the Allyn Street site as the location of the new Hartford Federal Courthouse. I believe that this site provides superior access to justice and will serve as an economic generator in Downtown Hartford.

The Allyn Street site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CT Transit and CT Fastrack). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 and I-91 and has over 4,700 parking spaces within a 2-block radius of the site.

In addition to its superior accessibility, the Allyn Street site is proximate to numerous other amenities, including restaurants, bars, coffee bars, hotels, and public parks all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

Many in the Hartford community have been working diligently to make Downtown Hartford the vibrant, city center for all Greater Hartford. Despite the significant setbacks due to the pandemic and the loss of downtown office tenants we believe we are on the cusp of a resurgence. Building a stunning, architecturally significant Federal Courthouse on the Allyn Street site would be another catalyst for further development.

Sincerely,

Luis Henriques

Luis Henriques
RVP
LAZ Parking
Phone: (860)-250-2047
Email: lhenriques@lazparking.com

Congress of the United States
Washington, DC 20510

December 10, 2024

Robin Carnahan
Administrator
U.S. General Services Administration
1800 F Street NW
Washington, D.C. 20405

Dear Administrator Carnahan:

We write to express our strong support for the expeditious implementation of the design and construction of the new U.S. District Courthouse in Hartford, Connecticut. This courthouse is the number one priority for the Judicial Conference and has received significant funding.

The draft Environmental Impact Statement (draft EIS) analyzed two potential sites: Woodland Street and Allyn Street. After reviewing the draft EIS and listening to the comments at the public hearing, we support the Allyn Street property on the location of the new U.S. District Courthouse. This site has fewer negative impacts on the surrounding neighborhood than the Woodland Street site. In addition, the courthouse on Allyn Street is consistent with the city's vision for that section of its downtown. The overwhelming majority of speakers at the hearing supported the Allyn Street site as did, significantly, Mayor Arunan Arulampalam.

We also reiterate our support, initially contained in an August 26, 2019, letter to GSA Administrator Murphy, for the use of project labor agreements (PLA) for the construction of the new courthouse. Such agreements are mutually beneficial arrangements between owners and builders and create a level playing field by standardizing labor conditions. We are aware that under the Federal Acquisition Regulation the project must have a PLA, and we support the agency's use of such agreements.

Finally, we are committed to working to obtain supplemental funds to address the projected shortfall in the current appropriation for this project.

Thank you for your attention to this letter. We look forward to working with you and the Connecticut U.S. District Court to ensure timely completion of this highly necessary project.

Sincerely,

RICHARD BLUMENTHAL
United States Senate

CHRISTOPHER S. MURPHY
United States Senate

JOHN B. LARSON
Member of Congress

CC: The Honorable Michael Shea, Chief Judge

Please provide any other comments you may have below. Attach additional sheets as needed.

Pls Please move to the Woodland site. The other two locations will make parking worse in Downtown Hartford

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Chris Reilly <creilly@lexingtonct.com> Wed, Dec 11, 2024 at 7:42 AM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

To Whom It May Concern,

Please see attached, an interested party letter regarding the Hartford Federal Courthouse, addressed to Robert Herman, Project Manager from Christopher P. Reilly, President & CEO of Lexington Partners, Hartford.

Please don't hesitate to contact us should you need more information.

Thank you.

Marisa Donza | Executive Administrative Manager

mdonza@lexingtonct.com

D: 860-452-6727

M. 860-558-2714

Ext. 727

. . . . . .

LEXINGTON PARTNERS, LLC

1 FINANCIAL PLAZA | 755 MAIN STREET | SUITE 1245 | HARTFORD, CT 06103

http://lexingtonct.com/

Lexington Partners Federal Courthouse Comments.pdf
50K

December 10, 2024

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

Dear Mr. Herman,

I am writing to express my strong support for the selection of the Allyn Site as the location for Hartford's new federal courthouse. As President of Lexington Partners, I believe that the Allyn Site offers a unique combination of accessibility, infrastructure readiness, and economic development potential that makes it the superior choice compared to the Woodland Street sites.

Key Advantages of the Allyn Site:

1. <u>Proximity to Public Transportation</u>

- **Train Service:** Immediate access to CT-rail and Amtrak through Union Station.
- **Public Bus Service:** Direct service from CT-transit's Bus Center, offering extensive local and regional routes.
- **Private Bus Service:** Convenient connections via Greyhound, Peter Pan, and other private carriers.

2. <u>Easy Accessibility by Road</u>

- **Major Highways:** Located near the I-84 and I-91 interchange, providing direct north-south and east-west highway access.
- **Secondary State Roads:** Additional connectivity through Routes 2, 9, 44, and 5/15 ensures seamless access for commuters, court staff, and visitors.

3. <u>Abundant Parking</u>

- **Parking Capacity:** More than 4,700 parking spaces are available within a two-block radius, including:
- **Public Garages:** 1,300 city/state-owned spaces at the Church Street Garage.
- **Private Garages:** 2,000 spaces at Metro Center, Goodwin Square, and Hartford 21
- **Surface Lots:** 1,500 additional parking spaces.

4. <u>Proximity to Amenities</u>

- **Cultural & Entertainment Venues:** Bushnell Park, XL Center, TheaterWorks, Hartford Stage, Dunkin' Park, Wadsworth Atheneum, Science Center, and more.
- **Dining & Lodging:** A wide range of restaurants, cafes, and hotels are within walking distance, providing convenient options for jurors, court staff, and visitors.

5. **Neighborhood Compatibility**

- **Historic and Civic Integration:** The site complements nearby historic landmarks, including the William Cotter Federal Building, Footguard Hall, and Union Station.
- **Federal Synergies:** Proximity to the William Cotter Federal Building supports operational efficiencies for the General Services Administration (GSA).
- **Central Business District Location:** The site is surrounded by available Class A, B, and C office spaces that could accommodate court-related services and tenants.
- **Architectural Compatibility:** A modern courthouse would blend well with the area's diverse architectural styles, enhancing Hartford's urban core.

6. **Additional Development Benefits**

- **No Demolition Required:** The site is currently a parking lot, allowing for a streamlined development process with minimal disruption.
- **Traffic Impact:** Minimal anticipated effect on traffic patterns during construction.
- **Economic Development Potential:** The project would boost local employment and drive new private investment in an area that would greatly benefit from revitalization.
- **Public Safety Enhancements:** Increased lighting and security improvements would create a safer environment between Union Station and the XL Center.
- **Design Considerations:** The proposed site layout could include public spaces, further enhancing community engagement.

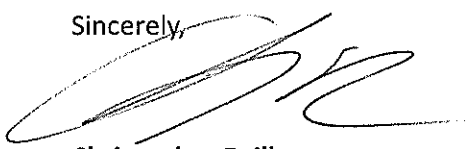
7. **Financial Considerations**

- **Lower Tax Impact:** The loss of real estate tax revenue from the Allyn Site is less than the revenue loss from the PILOT payments associated with the Woodland Street sites, based on GSA analysis.
- **Better Use for Woodland Site:** The existing structures at Woodland Street are well-suited for residential redevelopment, which would generate more property tax revenue than current PILOT contributions.

For all these reasons, I urge your support for the Allyn Site as the location for Hartford's new federal courthouse. Its development would not only enhance access to justice but also catalyze economic development, improve public safety, and contribute meaningfully to Hartford's continued growth and success.

Thank you for considering this important decision. Lexington Partners is committed to supporting this transformative project and looks forward to collaborating with all relevant stakeholders.

Sincerely,



Christopher Reilly
President & CEO
Lexington Partners, LLC

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Mary Cusano <mcusano@grsm.com> Wed, Dec 11, 2024 at 11:20 AM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>
Cc: Steven Zakrzewski <szakrzewski@grsm.com>, John Robinson <jjrobinson@grsm.com>

Good morning,

Please see attached correspondence from Attorney Zakrzewski and Attorney Robinson.

Thank you.

Mary Joyce Cusano

GRSM50
GORDON REES SCULLY MANSUKHANI
YOUR 50 STATE LAW FIRM™

MARY J. CUSANO (She/Her/Hers)
Legal Secretary

One Financial Plaza, 755 Main Street, Suite 1700, Hartford, CT 06103 **D:** 860.494.7554
mcusano@grsm.com

grsm.com
vCard

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GORDON REES SCULLY MANSUKHANI, LLP
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http://www.grsm.com

2024-12-11 Letter of Support - Allyn St Site.pdf
113K

STEVEN J. ZAKRZEWSKI
PARTNER
SZAKRZEWSKI@GRSM.COM
DIRECT DIAL: (860) 494-7511

JOHN J. ROBINSON
PARTNER
JJROBINSON@GRSM.COM
DIRECT DIAL: (860) 494-7505

GRSM50
GORDON REES SCULLY MANSUKHANI
YOUR 50 STATE LAW FIRM™

ATTORNEYS AT LAW
755 MAIN STREET SUITE 1700
HARTFORD, CT 06103
WWW.GRSM.COM

December 11, 2024

Via email
HartfordCourthouse@gsa.gov

To Whom it May Concern,

We are writing on behalf of Gordon Rees Scully Mansukhani, LLP to express our strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse. With over forty lawyers based out of our Hartford office, we believe that this site provides superior access to justice and will help further enhance the local economy in Downtown Hartford. It is also far more accessible to many local law firms, including and especially those located Downtown, than the proposed alternative location.

The Allyn site has ready access to both public and private transportation with train service from Union Station and over fifteen public bus routes. For those arriving by car, the site is well situated near I-84 / I-91 and has thousands of available parking spaces within two blocks.

Additionally, there are excellent amenities—restaurants, coffee shops, hotels, etc.—within a short walking distance of the Allyn Street location. These downtown businesses would greatly benefit from additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

Many in the Hartford community have been working diligently to make Downtown Hartford a vibrant, city center for all of Greater Hartford. We believe that this area is on the cusp of a resurgence, and we recently moved our office to Downton to be a part of it. Building a gorgeous new Federal Courthouse on the Allyn Street site would be a major step in the right direction, and we want to voice our full support.

Sincerely,

Steven J. Zakrzewski

John J. Robinson

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

John Gale <johngale@jqglaw.com> Thu, Dec 12, 2024 at 4:43 PM
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Please see the attached letter. Thank you.

John Q. Gale – Hartford City Council

City of Hartford

550 Main Street

Hartford, CT 06103

Telephone 860-522-8296

Facsimile 860-522-8298

Email john.gale@hartford.gov

Made in Hartford – Committed to Hartford

Letter of Support for Allyn Site - New Fed Court.pdf
92K

Court of Common Council

CITY OF HARTFORD
550 MAIN STREET
HARTFORD, CONNECTICUT 06103

John Q. Gale, Councilman

December 11, 2024

General Service Administration
Abraham A. Ribicoff U.S. Courthouse
450 Main Street, Suite 435
Hartford, CT 06103

Attention: Robert Herman, Project Manager

Re: New Federal Courthouse for Hartford

Dear Mr. Herman:

Please be advised that I am one of the nine elected City Councilmembers of the City of Hartford's Court of Common Council. I am now in my third four-year term on Council. I am a life long city resident and, as such, I have seen many changes to the physical appearance of Hartford since the late 1950's.

A strong metropolitan area requires a strong urban center. As our former Mayor Luke Bronin famously said to Hartford's suburban neighbors "You can't be a suburb of nowhere." A strong urban center combines the cultural, commercial and governmental functions of its region providing equal access to the community. However, these functions require a 24/7 downtown population to co-exist in their midst to truly create that vibrancy that makes a city great.

Starting in the late 1980's, I became increasingly distressed as the downtown business district began to be hollowed out; buildings replaced by parking lots; our city ever weaker with each loss.

As a Councilmember, I have sought to rebuild this great city by approving project after project designed to convert unused and unusable space to housing and designed to construct new housing. We have re-designed our roadways; planted more trees; brought in more small business; beefed up the transit system; cleaned up the streets; and made the parks more beautiful. I believe we are making strong progress.

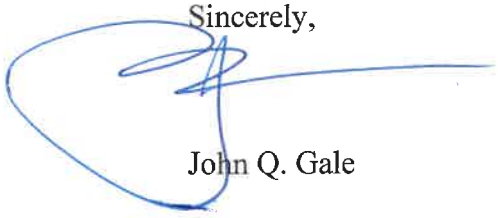
Re-siting the Hartford federal court presents another opportunity to continue and advance this progress. The lots on Allyn Street being considered are some of those parking lots needing development. Retaining the court in the downtown by construction on these vacant lots will only strengthen the city; while moving the court out of downtown will have the exact opposite effect.

So please consider this letter as my strong support for keeping the federal district courthouse in the central downtown business district by building on the Allyn Site.

That said, let me also put in a word about design. This new structure promises to straddle three streets: Church, High and Allyn. On each side, this new building must communicate with the street. The front entrance should be inviting, not foreboding. No side of the building on the public street and sidewalk should give the impression of an impregnable fortress. We need the city to be walkable. All street faces of the building must be friendly; they must encourage one to walk past, not turn away. I eagerly await the designs and trust your architects and I share the same sensibilities concerning the urban environment.

Thank you.

Sincerely,



John Q. Gale

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Shane Mulready <SMulready@rmbradley.com> Fri, Dec 13, 2024 at 12:33 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

To Whom it May Concern,

I am writing to you to express my strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse. I believe that this site provides superior access to justice and will further serve as an economic generator in Downtown Hartford.

The Allyn site has access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2-block radius of the site.

In addition to its accessibility the Allyn site is proximate to numerous other amenities, including restaurants, bars, cafés, hotels, and a public park all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

Many in the Hartford community have been working diligently to make Downtown Hartford the vibrant, city center for all of Greater Hartford. Despite the significant setbacks due to the pandemic and the loss of downtown office tenants we believe we are on the cusp of a resurgence. Building a stunning, architecturally significant Federal Courthouse on the Allyn site would be another catalyst for further development.

Sincerely,

Shane Mulready

President & Chief Operating Officer

RM Bradley Management Corporation
Office 860-278-2040 Direct 860-241-2724

Email smulready@rmbradley.com

225 Asylum Street, 15th Floor | Hartford, CT 06103

REB.0793570 CAM.0001382

www.rmbradley.com

RM Bradley
Commercial Brokerage and Property Management

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Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Nick Marouski <championsepticsvcs@gmail.com> Fri, Dec 13, 2024 at 4:15 PM
To: "hartfordcourthouse@gsa.gov" <hartfordcourthouse@gsa.gov>

Good afternoon,

I am writing this email to express my company's interest in building the new "Hartford Courthouse EIS". I am currently working with Allisa Young from Connecticut APEX and we look forward to hearing from you regarding this upcoming project.

Best Regards,

Nicholas A. Marouski
Founder & CEO
Champion Septic Services, LLC

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Michael Seidenfeld <mseid@shelbourneco.com> Mon, Dec 16, 2024 at 12:35 AM
To: HartfordCourthouse@gsa.gov

To whom this may concern,

Kindly read and consider the attached letter.

All the best,

Michael Seidenfeld
Chief Operating Officer

T: 929.401.0711
M: 732.677.8811

2362 Nostrand Ave. Suite 7
Brooklyn, NY 11210

www.shelbourneco.com

Courthouse.pdf
180K

SHELBOURNE

December 16, 2024

To Whom it May Concern,

I am writing to you to express my strong support for the Allyn Street Site as the location of the new Hartford Federal Courthouse. I believe that this site provides superior access to justice and will further serve as an economic generator in Downtown Hartford.

The new Courthouse should be located in Downtown Hartford. Many in the Hartford community have been working diligently to make Downtown Hartford the vibrant, city center for all of Greater Hartford.

The momentum downtown is building as more apartments come online (all with occupancy in the mid 90%'s) and retail begins to fill in the long vacant store fronts. Additionally the approved renovations at the XL Center and the conversion of a vacant office building along Pratt Street into a UCONN dormitory will add additional vibrancy. We believe that a stunning $355 million new courthouse will further enliven our downtown core.

The Allyn site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston – Hartford – New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2 block radius of the site.

In addition to its superior accessibility the Allyn site is proximate to numerous other amenities, including restaurants, bars, coffee bars, hotels, public park all within short walking distance. These downtown establishments would greatly benefit from this additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

I thank you for your consideration of my support of the Allyn Street site.

Sincerely,

M. Seidenfeld

Michael Seidenfeld
Chief Operating Officer

Hartford Courthouse <hartfordcourthouse@gsa.gov>

EPA Comments on DEIS Hartford Courthouse

1 message

Robert Herman - 1PCM <robert.herman@gsa.gov> Mon, Dec 16, 2024 at 1:08 PM
To: Hartford Courthouse <HartfordCourthouse@gsa.gov>

Robert Herman, Project Manager
GSA Public Building Service, New England Region 1
Design and Construction Division
U.S. General Services Administration
450 Main St Hartford Ct. 06103 Suite 435
cell: 413 244-9167 robert.herman@gsa.gov

---------- Forwarded message ---------
From: **Timmermann, Timothy** <Timmermann.Timothy@epa.gov>
Date: Mon, Dec 16, 2024 at 12:58 PM
Subject: Hartford Courthouse DEIS Comments
To: robert.herman@gsa.gov <robert.herman@gsa.gov>
Cc: Dwyer, Alexandra (she/her/hers) <Dwyer.Alexandra@epa.gov>, Timmermann, Timothy <Timmermann.Timothy@epa.gov>

Mr. Herman:

We appreciate the time you spent reviewing the details of the proposed federal courthouse project in Hartford, CT during our recent call. Our comments on the Draft Environmental Impact Statement are attached. Please contact me with any questions.

Regards,

Timothy L. Timmermann, Director

Office of Environmental Review

EPA New England-Region 1

5 Post Office Square, Suite 100

Mail Code 06-3

Boston, MA 02109-3912

Email: timmermann.timothy@epa.gov

Telephone: 617-918-1025

E-Fax: 617-918-0025

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314K

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I
5 POST OFFICE SQUARE SUITE 100
BOSTON, MASSACHUSETTS 02109-3912

December 16, 2024

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

RE: Draft Environmental Impact Statement (DEIS) for the Construction of a New Federal Courthouse, Hartford, Connecticut CEQ # 20240193

Dear Mr. Herman:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act (CAA). The CAA Section 309 role is unique to EPA. It requires EPA to review and comment on the environmental impact of any proposed federal action subject to NEPA's environmental impact statement requirements and to make its comments public.

According to the DEIS the General Services Administration (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." The DEIS evaluates two potential build sites, the Woodland Site and the Allyn Site, and the No action alternative.

Review Summary

This letter and detailed comments in the attachment identify environmental quality and public health concerns in the analysis that EPA recommends be addressed in the Final Environmental Impact Statement (FEIS). Our comments ask for additional information to support the analysis of alternatives and encourage the GSA to provide a more complete analysis of construction period impacts to the host community related to noise and traffic congestion, disclose more information about the impacts of site development options, recommend mitigation for identified impacts, and request that the FEIS fully explain the factors applied in the selection of the preferred alternative. Our attached comments also address hazardous waste, encourage ongoing tribal coordination, recommend additional discussion of project resiliency, request additional information to support the project purpose and need and highlight the value of and

suggest continued community engagement as the project moves through the environmental review, design, and construction process.

EPA appreciates the opportunity to review the DEIS for the proposed courthouse. Please contact me with questions regarding this letter at (617) 918-1025 or timmermann.timothy@epa.gov.

Sincerely,

Timothy Timmermann, Director
Office of Environmental Review

Detailed Comments on the DEIS for the Construction of a New Federal Courthouse Hartford, Connecticut

Disclosure of Impacts

The discussion of impacts associated with courthouse development at the two sites is incomplete in several areas including those related to environmental justice, hazardous materials, land acquisition, and construction period impacts.

Recommendation:

Expand the discussion of impacts in the FEIS to more fully address the following:

Construction Period Community Impacts

Provide additional and more detailed information regarding construction period impacts for each alternative including traffic impacts related to noise, road closures, rerouting or increases in construction period traffic and congestion. We recommend that the analysis explain the differences in construction staging between the two alternatives and whether they result in distinguishable project impacts related to noise, traffic and other impacts experienced by the host community.

Site Development Impacts

According to the DEIS, development of the Woodland site alternative may include demolition, reuse of existing on-site state buildings, or a combination of demolition and reuse of the existing buildings on the site. Development of parking at both the Woodland and Allyn sites may involve either a selection of or combination of underground, surface, and leased parking. The FEIS should provide a more detailed accounting of project plans and associated impacts related to the development of buildings and associated parking in the FEIS for both alternatives, particularly the selected preferred alternative. This information would ideally include more finalized information regarding the range of demolition, reuse, and construction work proposed to develop both sites. A discussion of the construction-phase and long-term operational impacts associated with the range of options at play for each alternative, as well as the potential constraints associated with choosing each option (such as land acquisition and addressing any hazardous waste on each site) would provide beneficial context to support the evaluation of alternatives.

Land Acquisition

Provide additional and more detailed information regarding the land acquisition components of each build alternative. This information should include the constraints and possible challenges associated with land acquisition at each of the build alternatives and what will happen with

respect to existing uses of the land, particularly with respect to existing State of Connecticut operations at the Woodland site.

Criteria Used for Preferred Alternative Selection

The FEIS would benefit from an explanation of the process the GSA used to select the preferred alternative. The DEIS provides a good foundation for the comparison of many potential impacts associated with the two build alternatives but does not disclose how information regarding potential impacts will be used to inform decisions regarding the selection of the preferred alternative.

Recommendation:

We recommend that the FEIS provide additional information to explain the criteria that will be used to inform decisions regarding a preferred alternative—including how factors are weighed individually and against each other in the selection process. We also recommend that the FEIS explain whether and how on and offsite construction period impacts, land acquisition costs, and other external factors such as availability of public transportation were factored into the selection of a preferred alternative.

Mitigation

Both proposed courthouse alternatives will result in a range of direct and indirect impacts.

Recommendation:

Discuss specific mitigation measures to address potential impacts during project construction and operation associated with the preferred alternative. Address identified project impacts to the host community with mitigation commitments and include identification of a point of contact during project construction available to receive and address public concerns during project construction.

Environmental Justice (EJ)

EPA acknowledges the GSA's use of CEQ's Climate and Environmental Justice Screening Tool (CEJEST) and EPA's EJScreen, as suggested as part of our June 30, 2023, scoping letter, along with the use of additional census tract data to establish a baseline of environmental justice data in the vicinity of the project alternatives. We note that the results of this analysis in *Section 3.8.1.1 Environmental Justice* suggest that the census tracts surrounding both alternative sites under consideration are characterized by populations with environmental justice concerns on the basis of low income and minority percentages. EJScreen data also points to both the Woodland and Allyn sites being communities with EJ concerns, specifically noting particulate

matter, toxic releases to air, and proximity to traffic and hazardous waste at the Woodland site and toxic releases to air and proximity to traffic and hazardous waste at the Allyn site. Both sites are near sensitive receptors, such as hospitals, schools, and daycares, with the Woodland site notably located within 0.10 miles of Saint Francis Hospital (Trinity Health of New England), .09 miles of Classical High School and .11 mile of Connecticut Technical Education and Career System.

EPA recognizes and supports the GSA's efforts to date to engage with the host communities during the development of the DEIS.

Recommendations:

Develop and implement mitigation measures commensurate with the anticipated impacts of the preferred alternative to the host community. We suggest:

- Continuing to engage intentionally with members of the community, and to summarize in the FEIS GSA's plans to engage stakeholders in the development and continued life of the project. We suggest the following measures to improve community access to outreach opportunities:
    - Scheduling community meetings at hours of the day accessible to community members (i.e. outside of the 9am-5pm working hours, scheduled on multiple dates at varying times, making sure they are accessible by public transportation, and are Americans with Disabilities Act (ADA) accessible).
    - Providing childcare at public meetings.
    - Providing synchronous and asynchronous options such as in person, hybrid, and meeting recordings in appropriate languages for participants.
- Coordinating with nearby sensitive receptors such as schools, hospitals, daycares, and nursing homes to inform and invite input regarding anticipated construction and operation related impacts associated with the proposed action. Measures taken could include:
    - Soliciting input regarding the timing and duration of construction (both dates and time of day), expected traffic volume/changes, and instances in which there may be significant noise or disruption;
    - Coordinating with first responders to ensure that access to roadways near and around project sites is not impeded during construction and operation;

- Coordinating with schools to ensure students are not outside during major construction activities that may impact air quality or lead to substantial noise;

- Scheduling major construction and operation related traffic so that it doesn't overlap with school-related traffic;

- Ensuring that the long-term operation of the project will not decrease overall safety of people living and working in the project vicinity by:

    - Implementing measures to maintain safety in the immediate vicinity of the project through intentional roadway and pedestrian signage, pedestrian crossings, and crossing guards.

    - Ensuring that the existing roadway infrastructure is sufficient to meet the long-term operation of the project at each site, which is expected to bring 321 and 2851 additional average daily trips at the Woodland and Allyn sites, respectively.

- Developing mitigation measures that are informed by community input and can be monitored and adjusted, if necessary, through adaptive management. We encourage the GSA to include EJ mitigation measures in Section 3.17 of the FEIS (Summary of Best Management Practices).

Tribal Coordination

EPA recognizes that the GSA made efforts during the development of the DEIS to coordinate the project with potentially affected tribes. Continued efforts during development of the FEIS are encouraged.

Recommendation:

Continue outreach and provide project updates to potentially affected tribes regarding the selection of a preferred alternative and proposed mitigation planning to address project impacts. The FEIS should document outreach with potentially affected tribes.

Hazardous Materials

The DEIS notes that both the Woodland and the Allyn sites are characterized by the presence and potential presence of hazardous materials. The Woodland site buildings contain asbestos and lead-based paint, a diesel above ground storage tank and an inactive underground storage

tank (UST). Historical use of the site suggests a 30,000-gallon UST that has had multiple releases and may still be present on the site. The Allyn site has been used as a filling station, for automotive service, and as a steam laundry with various documented and undocumented USTs on site described in the DEIS that may potentially exceed Connecticut's Remediation Standard Regulations (RSR).

Recommendation:

We recommend that the FEIS provide information about the state of contamination at the Woodland and Allyn sites to inform a comparison of the impacts and potential remedial needs of each site. We recommend continued coordination with the State of Connecticut to confirm that the project meets state standards for any required remediation and to ensure proper handling of any contaminated materials prior to/during construction.

Public Transportation:

The DEIS notes that the Allyn site is closer to transit infrastructure than the Woodland site. The Allyn site's proximity to Union Station and associated CT*rail* and Amtrak lines presents the possibility of connecting all three existing court locations through rail. This may benefit employees who will be moving between courts and visitors who may be traveling to the Hartford court from outside towns and cities, given that both the Bridgeport and New Haven courts are near stations serviced by CT*rail* and Amtrak.

Recommendation:

Discuss how transit opportunities associated with each site may or may not contribute to the sustainability and connectivity of the project and/or provide improved access to the court facilities for employees and visitors.

Climate Change/Resilience/Asset Protection

The Council on Environmental Quality (CEQ)'s National Environmental Policy Act Guidance on Consideration of Greenhouse Gas (GHG) Emissions and Climate Change[1], directs agencies to "(1) consider the potential effects of a proposed action; and (2) the effects of climate change on a proposed action and its environmental impacts." The DEIS includes a discussion of GHG emissions associated with the construction and operation of the project alternatives but does not address anticipated climate change effects that may potentially impact each alternative.

Recommendation:

Discuss projected climatic changes expected in the project area for each alternative and how such changes may impact the project. According to the DEIS, a portion of the Woodland

alternative is characterized by a "… .2 percent annual chance flooding, within Zone AE, or within the floodway of the North Branch Park River" (Section 3.12.1.4 Floodplains) and the existing parking lot is often subject to flooding. We recommend that the FEIS describe proposed design measures to make each alternative resilient in the face of increased precipitation, flooding, storm events, and heat. This is particularly relevant for the Woodland site, which will need to withstand the impacts of flooding which may be exacerbated by more frequent and/or more intense precipitation events.

Purpose and Need

The DEIS indicates that all three existing federal court facilities in Connecticut are characterized by functional deficiencies. The existing Headquarters are in New Haven yet based upon a 2011 Long Range Facilities Plan (LRFP) and two feasibility studies, GSA has decided to propose a Hartford location for the new court headquarters. The project need describes why the current Hartford location is inadequate for the new headquarters, citing the building's size, configuration, and security, however it does not describe why the GSA decided to relocate the headquarters to Hartford from New Haven.

Recommendation:

We recommend that the FEIS describe the rationale for choosing to relocate to Hartford instead of making improvements in New Haven or choosing intracity relocation to one of the other court sites and encourage the GSA to expand upon the results of the LRFP used to inform this decision.

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

FRANCIS SACR <fsacr@lorneinfra.com> Mon, Dec 16, 2024 at 12:39 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

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

BY EMAIL: HartfordCourthouse@gsa.gov

Dear Mr Herman,

Hartford Courthouse EIS

I have a 25+ year background in development, funding, and financing of large infrastructure projects. Enclosed is a detailed set of comments on the Draft Environmental Impact Statement (EIS) for the Construction of a New Federal Courthouse, Hartford, Connecticut. Key points include:

- The needs of the Courthouse should include proximity to public transit and proximity to amenities, consistent with other GSA courthouse EIS, as well as certain Presidential Executive Orders;

- The Allyn site has substantially greater access to/from direct public transit, including from underserved communities, as well as abundant public parking, yet this is not readily apparent in the Executive Summary;

- The Draft EIS considers lost or forgone yearly tax revenue from each alternative, but does not contemplate the potential for increases in local real estate values or business tax revenues resulting from the development of the Courthouse.

- The Traffic Due Diligence Study, and consequently the Draft EIS, assumes that the same dominant transport mode – privately owned vehicles – applies exactly the same to both alternative new sites,

notwithstanding the Allyn site's close proximity to multiple bus lines and train line. This close proximity to transit, and hence reduction in POV transport mode, should improve the Allyn site's impact on congestion, air quality, and environmental justice.

I am available if there are any questions or clarifications required with respect to the enclosed comments.

Respectfully,

Francis Sacr

Lorne Infrastructure LLC

email: fsacr@lorneinfra.com

mobile: +1 201 281 4655

Courthouse cover letter and comment table vF2.pdf
150K

December 16, 2024

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
BY EMAIL: HartfordCourthouse@gsa.gov

Dear Mr Herman,

Hartford Courthouse EIS

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- The Allyn site has substantially greater access to/from direct public transit, including from underserved communities, as well as abundant public parking, yet this is not readily apparent in the Executive Summary;

- The Draft EIS considers lost or forgone yearly tax revenue from each alternative, but does not contemplate the potential for increases in local real estate values or business tax revenues resulting from the development of the Courthouse.

- The Traffic Due Diligence Study, and consequently the Draft EIS, assumes that the same dominant transport mode – privately owned vehicles – applies exactly the same to both alternative new sites, notwithstanding the Allyn site's close proximity to multiple bus lines and train line. This close proximity to transit, and hence reduction in POV transport mode, should improve the Allyn site's impact on congestion, air quality, and environmental justice.

I am available if there are any questions or clarifications required with respect to the enclosed comments.

Respectfully,



Francis Sacr
Principal
Lorne Infrastructure LLC
Email: fsacr@lorneinfra.com
Phone: (201) 281 4655

#	SECTION	PARAGRAPH	PAGE	COMMENT
	Executive Summary			
		Introduction		
1.			ES-1	Purpose and Need - Why doesn't the Need include proximity to public transportation? While the public transportation attributes of each site are described, it is not mentioned in considering the effects of each alternative site, on Traffic and Transportation, Air Quality, and Socioeconomics. Maximizing access to the courthouse by employees and court visitors who may not have access to a privately operated vehicle, or who choose not to drive due to concerns regarding cost, traffic congestion, or air quality, is important. We note in the GSA's EIS for the Des Moines Courthouse in 2018, the Executive Summary notes - as an additional criterion - proximity to public transportation, and that sites serviced by public transportation are preferred.
2.			ES-1	Purpose and Need - Another criterion that appears to be absent in the description of Need, is proximity to amenities. An analysis of each Alternative Site's proximity to commercially available office space and access to local amenities, including restaurants and retail shops, has been considered in other GSA EIS documents, and would also prima facie seem relevant in Hartford as well.
3.			ES-2	In description of each Alternative Site, there is a description of availability of public parking, but not of public transportation. In discussing availability of public parking - note that public parking could be considered an amenity to be included in the Need - the report notes that GSA would pursue options for additional parking such as a parking lease. However, this summary does not make sufficient reference to Alternative 1's potential lack of sufficient parking, nor Alternative 2's availability of abundant parking spaces in downtown Hartford (see ES-5) - the parking availability between the two sites is not equivalent.
		Table ES-1		
4.			ES-4	Land Use: Regarding the beneficial effect to land use of Alternative 2 (Allyn), given it would change from a paved lot to a substantial "anchor" building in downtown Hartford, is the appropriate magnitude "minor" ("Change in a resource area occurs, but no substantial resource area effect results") or "moderate" ("Noticeable change in a resource area occurs, but the integrity of the resource area remains intact")
5.			ES-4	Land Use: Regarding loss of yearly tax revenue of $206,751 at Alternative 2 (Allyn), mentioned here and in section 3.2.2.2 on page 23, for completeness it could also be mentioned that, consistent with the reference to increases in local real estate value or business tax revenues resulting from development in section 4.2 on page 125, the location of the courthouse at Alternative 2 (Allyn) has potential to increase the real estate values and business tax revenue in the downtown area proximate to that site.

#	SECTION	PARAGRAPH	PAGE	COMMENT
6.			ES-5	Traffic & Transportation: A concern here is that, based on this summary, the analysis in section 3.4.2.2 on page 41, the reference to congestion in section 3.9.2.2 on page 83, all sourced from the Timmons Group Traffic Due Diligence Study included in Appendix B, does not include analysis of the different transport modal splits that apply to the two alternative sites. Instead, the study appears to show that thew two sites would have exactly the same number of average daily trips - 2,851 - without regard for the greater availability and accessibility of public transportation at Alternative 2 (Allyn) site. Also, traffic counts are from 2018 and 2021. It would be helpful to include some context/commentary on how state work at home policies have impacted traffic at the Alternative 1 (Woodland) site.
7.			ES-6	Air Quality: Consistent with the comment above re ES-5, the different travel modal splits between Site 1 and Site 2 could be acknowledged here.
8.			ES-7&8	Socioeconomics: The acknowledgement in the report that the Woodland site will allow for collaboration with UCONN Law School at some future point, neglects to mention that the Alternative 2 site (Allyn) is approx. 1.5 miles away from the law campus, with public transit between the two locations, so any potential collaboration between the two institutions would not be precluded at either site. Additionally there are potentially numerous ways in which the Allyn site would have lasting, positive impact on the downtown as noted by the Metro Hartford Alliance, the Hartford Chamber of Commerce and the Mayor (see quotes from mayor in Hartford Courant). Finally, it is important to note the important socioeconomic impact of improving ease of access to the courthouse for underserved communities, by selecting a location that has not just abundant parking, but also ample and direct public transit connections.
9.			ES-9	Health & Safety of Children: Regarding collaboration between the Federal Courthouse and neighboring Classical Magnet High School, it is mentioned in this executive summary page, but otherwise does not appear to be included in the body of the EIS. Also, the exec summary says Alternative 1 will have a **negligible** adverse effect on children due to slightly increased levels of traffic congestion during operation, whereas Alternative 2 would have a **minor** effect. So while both sites are concluded to have a low effect, Alternative 1 has a lesser effect than Alternative 2. However, this is based on 1. assumption that there is no modal split, and all people traveling to court are doing so by car, and 2. Based on historic traffic at Alternative 1, rather than a 2024 traffic count that includes state work from home policy.
10.			ES-10 & 11	Note that the neighboring Perkins-Clark House (which is on a different parcel and not part of the Woodland site) is on the National Historic Register.
	Section 1			

#	SECTION	PARAGRAPH	PAGE	COMMENT
11.		1.2.2	pg 3	Need - Please note comments above for ES-1. Additional criteria that can be included in Need section are proximity to public transportation, so that access to court, including by underserved communities that may not have easy access to a private vehicle, is maximized. As well as there being precedent in other GSA EIS studies, note that in table 1.3-1 on page 5, 22 of 118 comments relate to Traffic and Transportation. Proximity to amenities can also be included.
12.		1.4.5	pg 7	Other Relevant Laws and Regulations - In its consideration of alternative sites under this draft EIS, does the GSA need to contemplate Executive Order 12072, where, as relevantly summarized in EO 14091 - *"agencies shall ensure that planning for new Federal facilities or new leases includes consideration of neighborhoods and locations that are near existing employment centers and are accessible to a broad range of the region's workforce and population by public transit (where it exists), consistent with Executive Order 12072".*
	Section 2			
13.		2.1	Pg 9	Project Requirements: Courthouse will include 66 secure parking spaces, per the design requirements. Therefore most people that choose to drive to the courthouse will need to park in neighboring facilities - of the two alternative sites, Alternative 2 (Allyn) is reported to have abundant parking in downtown Hartford.
14.		2.1.1	Pg 10	Identification of Sites - a clearer timeline of potential sites considered being included, showing when the various alternatives were added and/or removed, as the case may be.
15.		2.2	pg 12	The report states that "the existing building at the Woodland Site may be demolished or reused. Did the RFP issued to architectural and design firms, which called for the design and construction of a new courthouse, also contemplate re-use?
16.		2.3	Pg 13	The EIS notes that although there is adequate public parking proximate to the Allyn site, the GSA may consider entering into a lease with a commercial parking operator. Yet the study notes - both on pages ES-5 and 41, that there is abundant parking available near the site. Why is the available parking only considered "adequate" for Alternative 2 in section 2.3.
17.		Table 2.6-1	Pg 15	Table 2.6-1 states that a NEW courthouse would be constructed at either site. However, elsewhere in the EIS, its contemplated that the Woodland site the existing building would be used OR the existing building would be demolished and a new courthouse built.
	Section 3			
18.		Table 3.2-1	Pg 22	Land Use Goals - It is important to note the Hartford City Plan's goals for the 2 sites. Allyn as a high-rise courthouse would meet the City's plan. Whereas the plan goal for the Woodland site low-medium density mixed use.
19.		3.2.2.2	Pg 23	Land Use - note comment on ES-4 above - is "minor" or "moderate" beneficial use more appropriate?

#	SECTION	PARAGRAPH	PAGE	COMMENT
20.		3.3.2.1	Pg 26	Regarding the employee count at the Woodland site being similar to that of the current state office building, this conclusion does not appear to contemplate that the state employees have more limited in-person work requirements, compared to a federal courthouse building.
21.		3.4.1.1	Pg 28	Bus transit - the EIS includes this sentence - "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." - which is literally correct, but omits to state that the Woodland site is located in the vicinity of 3 bus lines (page 33) , whereas the Allyn site is close to numerous bus lines (page 34), as well as the train station, and gives more of the Hartford community, and the broader CT population, a "one seat ride" to access the courthouse, rather than endure the time and inconvenience of having to make a connection.
22.		3.4.1.1	Pg 31	Asylum Ave Traffic Calming Project - the draft EIS notes that the project is in its final design stage and construction is expected to conclude by the end of 2024. This information should be refreshed, as it appears to be out of date.
23.		3.4.1.3	Pgs 32-37	Section describes the superior accessibility to public transit and public parking at Allyn site, which has not made its way into the EIS' executive summary. Consider addressing this by including "proximity to transit" and "proximity to amenities" in the Needs for the project.
24.		Figure 3.4-3 Figure 3.4-4	Pg 33 Pg 35	Map only shows bus stops, not the number of bus lines that service those stops. We believe this report should include a transit map and show the two sites on the map. The Final EIS for the Des Moines, IA Federal Courthouse took this approach.
25.		3.4.2.1	Pg 38	Note our comment on page 31 that the Asylum Avenue Traffic Calming project appears delayed. Also, it may be clearer if the report includes a map showing the two sites and proximate public parking.
26.		3.4.2.1	Pg 39	Re Woodland site, EIS includes this sentence - "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." This assumption in the draft EIS emphasizes the point that the transport modal split between the two sites may be quite different, yet the traffic study assumes exactly the same number of average daily traffic for both Woodland and Allyn.
27.		3.6.2.2	pg 52	In the analysis of GHG emissions, Woodland and Allyn are assumed to be the same. Hence, there is no recognition that more court employees/visitors would use transit for the Allyn site, and hence a smaller GHG emissions footprint.
28.		3.7.1.1	Pg 55	The EIS notes that the existing structure at Woodland includes lead-based paint and asbestos-containing materials, whereas significant environmental analysis (Phase I & II) has already been performed at Allyn site.
29.		3.8.2.1	Pg 66	Collaboration between a courthouse at Woodland and the Law School and Classical High School is addressed in our comment in ES-7&8 and ES-9.

#	SECTION	PARAGRAPH	PAGE	COMMENT
30.		3.9	Pg 69	Environmental Justice: Shouldn't public transit access be considered a key component of environmental justice?
31.		3.9.2.2	pg 82	Allyn site - Minority and Low Income Populations - This section considers noise disturbances, air quality effects, congestion (with no regard to modal split), and job opportunities, but does not comment on proximity to transit.
32.		3.12.1.4	Pgs 101-102	Floodplains: Woodland site is concluded to have beneficial effect to floodplain resources, but Allyn St has no effect. Unclear how a beneficial effect for Woodland site was arrived at.
	Section 4			
33.		Table 4.1-1	Pgs 120-124	This information should be refreshed, to confirm it is up to date in December 2024.
34.	**Appendix B: Traffic Due Diligence**			Asylum Ave Traffic Calming: note earlier comment that description and timing of this should be updated.
35.		Table 1	Pg 313 of pdf	It should be noted that data from 2021, when many companies were still working remotely or largely hybrid, as well as some schools, and so may understate current traffic counts. This decline in traffic is consistent across all the sites shown in the table.
36.			Pgs 316-317 of pdf	Trip Generation estimates: it should be noted that since 2020 in-person work for state employees has been limited. Thus the traffic generation data from the existing building may be higher for a user that has less flexible work from home policies.
37.	**General**			Several of the comments mention the Allyn site's close proximity to the Cotter Federal building, and the potential for operating efficiencies, but this is not considered in the study.

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Jane Davey <JDavey@lazinvestments.com> Mon, Dec 16, 2024 at 6:18 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

Please see attached letter regarding the Hartford Courthouse site selection.

Jane Davey

LAZ Investments

Director of Acquisitions & Asset Management

C (973) 769-0188 | F (860) 524-8249

One Financial Plaza, 14th Floor | Hartford, CT 06103

jdavey@lazinvestments.com

Laz Shelbourne Letter of Support 2024.12.16.pdf
232K

December 16, 2024

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
BY EMAIL: HartfordCourthouse@gsa.gov

Dear Mr. Herman,

On behalf of the Allyn site ownership group I am writing to express my strong believe that the new Courthouse should be located in Downtown Hartford. I believe that the Allyn site provides superior access to justice and will serve as an economic generator in Downtown Hartford.

The Allyn site has superior access to both public and private transportation with train service from neighboring Union Station (Amtrak and the Hartford Line), as well over 15 public bus routes (CTtransit and CTfastrak). Several private bus operators serve the Boston - Hartford - New York corridor via Union Station. For those arriving by private vehicle the site is well situated near I-84 / I-91 and has over 4,700 parking spaces within a 2 block radius of the site.

In addition to its superior accessibility the Allyn site is proximate to numerous other amenities, including office buildings, restaurants, bars, coffee bars, hotels, and a public park all within short walking distance of the site. These downtown establishments would greatly benefit from the additional daytime traffic related to courthouse activities, both during construction and once the courthouse is opened.

In the aftermath of COVID, with the shift to remote and hybrid work models, our Downtown office vacancy rate soared and retailers struggled to stay afloat. However, during these difficult times many stakeholders (property owners, builders, city officials, brokers, retailers, etc.) have been diligently working to bring vibrancy to our downtown. Hundreds of apartments have come online (all with occupancy in the mid 90%s) and new retailers have begun to fill long-vacant store fronts. Long-awaited renovations at the XL Center are now moving forward. And a vacant office building along Pratt Street is being converted into a dormitory for our state flagship university, UCONN. The momentum downtown is building and we believe that a stunning, new courthouse will further enliven our downtown core.

Thank you for your consideration.

Sincerely,

Jane Davey
Director of Asset Management & Acquisitions
LAZ Investments

POSITIVE IMPACT OF ALLYN SITE: For the reasons noted below we believe the Allyn site provides superior *access to justice* over the Woodland Street site for the following reasons:

- Proximity to Public Transportation:
  - Train service: CTrail, Amtrak from neighboring Union Station
  - Public bus service: CTtransit Bus Center, local & regional service
  - Private bus service: Greyhound, PeterPan & others

- Easy Accessibility:
  - I-84 & I-91 intersection (main north, south, east west interstate highways)
  - Additional secondary state roads nearby: Rt. 2, Rt. 44, Rt. 9, Rts 5/15

- Abundant parking in neighborhood (over 4,700 spaces within 2 block radius):
  - City/State owned garages: 1,300 spaces (Church Street Garage)
  - Privately owned garages: 2,000 spaces (Metro Center, Goodwin Square, Hartford 21)
  - Parking lots: 1,500 spaces

- Proximity to other amenities:
  - Recreation / entertainment: Bushnell Park, XL Center, TheaterWorks, Hartford Stage, Dunkin Park, Infinity Music Hall, Wadsworth Atheneum, Science Center
  - Restaurants, bars, coffee: take-out and sit-down, formal and informal
  - Multiple hotels within walking distance of site

- Compatibility with Neighborhood
  - Historic District includes several significant public buildings: William Cotter Federal Building (housed Federal Court House from 1933 - 1966); Footguard Hall, home of the Governor's Foot Guard; Union Station
  - Proximity to other Federal Government Buildings (William Cotter Federal Building) would allow for operational synergies for General Services Administration (GSA)
  - Located within the Central Business District
  - Availability of office space (Class A, B and C) in neighboring buildings for ancillary services
  - Modern courthouse building would blend in well with the mix of architectural styles

- Other Considerations:
  - No negative impact on any master plans / major development initiatives of the city
  - No existing structures need to be demolished – current use is a parking lot
  - Minimal impact on traffic / commuting patterns during development
  - Economic generator for an area of the city in need of revitalization
  - Potential to spur development on area surface parking lots
  - Increased lighting and security in area between train station and XL Center
  - Site design likely to include public space / outdoor area
  - Loss of RE tax revenue to city is less than loss of PILOT revenue attributed to Woodland site (per GSA report and before any adjustment to RE taxes related to tax appeal on Allyn St site)
  - Woodland site is very well suited for conversion to residential
    - Existing structure would be preserved
    - RE tax revenue would exceed current PILOT payment

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

AOL Mail® <tgr39@aol.com> Mon, Dec 16, 2024 at 11:25 PM
To: "HartfordCourthouse@gsa.gov" <HartfordCourthouse@gsa.gov>

Mr. Herman,

Please see the attached letter with my comments concerning the courthouse project.

Thank you.
Thomas Ronalter

Hartford Courthouse EIS Letter - Ronalter.docx
23K

Thomas G. Ronalter 95 Dover Road, New Britain, CT 06052 860-209-6379

Mr. Robert Herman
Project Manager
Abraham A. Ribicoff Federal Building and U.S. Courthouse
450 Main Street, Suite 435
Hartford, CT 06103

Dear Mr. Herman,
I have been following the issue of Hartford's new Federal Courthouse for years. While I don't live or work in Hartford, a thriving capital city is important to all of Connecticut. I am in Hartford several times a week and have seen the progress and its increasing vibrancy. Building key assets like courthouses in appropriate locations can harm a city's chances for future success. I realize in a built-up, historic city like Hartford, there are not always plentiful, adequate options to choose from. I have been disappointed by the options presented and especially the final offered locations. I do applaud your efforts to create a sustainable building complex.

Both the Woodland Street and Asylum Street proposals are poor choices.
While building on Allyn may stimulate some economic activity, it is not the same quality of positive activity as a mixed used neighborhood. It will thwart the development of such a neighborhood if it is built there. Thee Allyn Street area can become similar to the planned Bushnell South neighborhood but it will take time for that to come to fruition. But such a neighborhood can never evolve if a Federal courthouse is built there. The very advantages some have offered for locating the courthouse on Allyn Street are the very reasons it should not be built there, especially the Transportation Center. A diverse, mixed use neighborhood benefits much more from proximity to a transportation center than would a Federal courthouse. Additionally, Union Station will probably not remain a transportation center in the decades to come due to highway realignment.

I realize the purpose of the Federal project comments process. However, I will use this opportunity to propose a new alternative site and project concept. I understand the limits of proposing a new proposed concept in the middle of the existing process but I will also be forwarding this letter's content to Connecticut's Federal elected officials.

I propose the Federal GSA evaluate /re-evaluate the block directly behind the current Ribicoff Courthouse. It is currently a parking lot for the Hartford Parking Authority. I will refer to this as the Sheldon Street site. I believe this location is even more appropriate considering limited funding issues and the possible need to scale back the project. This proposal maximizes location.

I understand part of the Courthouse project's current scope includes relocating the Court's District Headquarters, now located in New Haven along with related agencies such as U.S. Marshals to the new Courthouse.

Integral to my proposal includes a total renovation of the current Ribicoff complex. A new main courthouse with underground parking would be built on the current Sheldon Street parking lot. The current building is obsolete but if gutted it can be renovated into new spaces for appropriate court needs and all affiliated agencies. An elevated walkway would connect the new main elevated walkway with the new renovated Ribicoff building. The connection of the new and renovated buildings will create a Federal Campus in downtown Hartford. Close to the city center but not wasting prime land better suited for other uses especially on Allyn Street. Since the most "green' building is the area already built, reuse of the Ribicoff Building will add to the project's sustainability.

Perhaps, firstly, the Sheldon site had been considered earlier in the process but the sensitivity of the possible dislocation of some low-income housing. While such dislocation does not seem necessary from the land needed, if this was the reason, this low-density housing can be replaced and should not derail the higher density need of the courthouse. At most, five buildings north of Pulaski Mall would be needed. Appropriate land use is important for cities and the courthouse is the best use of this parcel of land.

Perhaps, secondly, the Sheldon site was dismissed due to possible future UCONN expansion. If that were to happen, UCONN is the organization and appropriate land use is on Allyn Street! UCONN will soon have dormitory space n on Pratt Street and future expansion can, and should, be apart from the Front Street Campus, as in many urban college campuses.

Perhaps, thirdly, the total acreage considered available on Sheldon was considered inadequate if that was the reason, the concept of a Federal campus utilizing a completely renovated Ribicoff building would allow a reduced footprint new building in the existing parking lot.

As has been spoken about publicly, building construction inflation may necessitate the downsizing of the project's scope. Renovation of existing buildings is more cost-effective, and sustainably "green", than new construction. Therefore, it seems reasonable to calculate that by utilizing the solid, core structure of the Ribicoff edifice while building a new, smaller courthouse at Sheldon and Prospect would allow the project to avoid a scope reduction. In fact, considering the Ribicofff's massive square footage, it could be a case of too much space available in the Ribicoff. This should not be a deterrent to this proposal. Rather, it may allow for additional Federal consolidation and space for similar missioned State agencies. There may be enough synergy with the State's needs for the State to support the project.

The new main courthouse could be built first and occupied. Freed-up space in Ribicoff can then be used as flex space while renovations are completed.

I urge all officials involve in this planning process, including Connecticut's Senators and Congressional Representatives, to reconsider this process with its final two inadequate locations. The location of this complex will Impact Hartford d for decades, for better or worse. I ask all those with the authority to create a Federal Campus in Hartford on Sheldon St to consider my proposal for the long-term benefit of Hartford, our beloved Capital City.

Thank you for your consideration.

Thomas G. Ronalte

Hartford Courthouse <hartfordcourthouse@gsa.gov>

Hartford Courthouse EIS

1 message

Josye Utick <josye.utick@gmail.com> Wed, Dec 18, 2024 at 7:45 AM
To: hartfordcourthouse@gsa.gov
Cc: Hartford Planning Division <oneplan@hartford.gov>

From: Hartford Planning and Zoning Commission
City of Hartford
City Hall, 550 Main Street
Hartford, Connecticut 06103
December 16, 2024

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

RE: Proposed Locations for the New Federal Courthouse in Hartford, CT

Dear Mr. Herman and the U.S. General Services Administration (GSA),

On behalf of the Hartford Planning and Zoning Commission, we are pleased to express our full support for the proposed relocation and construction of a new federal courthouse in Hartford, as outlined in the Draft Environmental Impact Statement (EIS), dated November 2024. This project aligns with the city's long-term development vision and will play an essential role in the continued revitalization of Hartford's downtown while enhancing access to judicial services for residents and businesses across the region.

After careful review of the Draft EIS and its potential impacts, we are confident that the proposed relocation at the Allyn Site supports and strengthens the goals outlined in Hartford's **Plan of Conservation and Development (POCD)**, which serves as the city's guiding framework for growth and sustainability. The POCD, adopted in May 2020, emphasizes principles of smart growth, community engagement, and the responsible use of resources—all of which are reflected in this courthouse project.

Alignment with Hartford's Plan of Conservation and Development

- **Enhancing Downtown Revitalization and Economic Development:** Hartford's POCD calls for the continued revitalization of the downtown area and for promoting investment in underutilized or vacant properties. The relocation of the federal courthouse will serve as a major catalyst for redevelopment in the city's core, particularly in areas surrounding the proposed Allyn Site in downtown Hartford. This project aligns with the city's goal to increase economic activity, create jobs, and attract new businesses by providing a modern, civic anchor in the heart of Hartford. By positioning the courthouse in a central location, we are fostering a vibrant, mixed-use district that supports the city's vision of a sustainable, economically resilient downtown.
- **Sustainable Urban Development:** The POCD prioritizes sustainable development that balances economic growth with environmental responsibility. The planned courthouse project supports this vision through its proposed sustainable design elements, such as energy-efficient building systems and green building practices. The Draft EIS outlines plans to mitigate environmental impacts, including water and air quality considerations, and the project's overall alignment with the city's goals to address climate change and build a more sustainable urban environment. Additionally, the project will improve stormwater management and urban green spaces.
- **Improving Transportation and Accessibility:**The POCD emphasizes the importance of multi-modal transportation options and improving accessibility for all residents. The Allyn Site is well-served by Hartford's existing transit infrastructure, which is a key consideration in the courthouse's relocation. The EIS outlines transportation and traffic improvements that will enhance access to the courthouse by foot, bike, and public transit, while reducing congestion in the surrounding neighborhoods. This aligns with Hartford's goal to create a more

walkable, transit-oriented city where key civic and business institutions are accessible to residents without a reliance on single-occupancy vehicles.

- **Promoting Social Equity and Environmental Justice:**The POCD also highlights the importance of fostering inclusive growth and addressing the needs of all community members. We are encouraged by the thoughtful consideration of environmental justice in the Draft EIS, particularly as it relates to the social and health impacts of the project on underserved communities. The relocation of the courthouse to an accessible location within Hartford will help ensure that all residents have equitable access to essential government services, and that the project's benefits, such as job creation and public space improvements, are distributed fairly throughout the city.
- **Strengthening Hartford as a Regional Hub:** The POCD envisions Hartford as a regional hub for government, cultural, and economic activity. The relocation of the federal courthouse will help solidify Hartford's role as the central seat of government and legal operations for the state. It will also provide a modern, safe, and functional space for federal judicial operations, ensuring the long-term effectiveness and efficiency of the Court. The project will enhance the city's reputation as a civic center, and the new courthouse will serve as a high-profile public building that contributes to Hartford's identity as a center of law and governance.

Conclusion:
The Hartford Planning and Zoning Commission fully supports the proposed relocation of the federal courthouse at the Allyn Site as outlined in the Draft EIS. We believe that this project aligns closely with the goals set forth in Hartford's **Plan of Conservation and Developme**nt and will serve as a transformative project that benefits our entire community. By providing a modern, accessible, and sustainable courthouse, the project will further Hartford's goals of downtown revitalization, economic growth, transportation improvements, and environmental stewardship.

We encourage the U.S. General Services Administration to move forward with the project at the Allyn Site and look forward to continuing to collaborate with the GSA, local stakeholders, and the broader community to ensure the success of this important initiative. We also strongly urge U.S. General Services Administration to concurrently create a development plan for the retired Abraham A. Ribicoff federal building and courthouse at 450 Main St. Hartford currently suffers from the highest office vacancy rate in its history at over 33%.
Thank you for your consideration of our support and input. Please do not hesitate to contact us for further discussion or clarification.

Sincerely,
Josye Utick
Chair
Hartford Planning and Zoning Commission,
On behalf of the whole commission