



National Disaster Resilience and Rebuild by Design Projects

Bridgeport, Connecticut

Final Environmental Impact Statement/ Environmental Impact Evaluation

August 2019

Prepared for



Prepared by



Final Environmental Impact Statement / Environmental Impact Evaluation

Resilient Bridgeport: National Disaster Resilience and Rebuild by Design Projects

LEAD AGENCY: Connecticut Department of Housing

COOPERATING AGENCIES: U.S. Department of Housing and Urban Development; Federal Emergency Management Agency; U.S. Environmental Protection Agency; Connecticut Department of Energy and Environmental Protection; and Connecticut State Historic Preservation Office

ABSTRACT: The Proposed Action consists of three projects located within the South End of Bridgeport, Connecticut—the Rebuild by Design (RBD) Pilot Project at the Marina Village/Windward Development public housing site, a Flood Risk Reduction Project on the east side of the South End neighborhood, and a Resilience Center—all of which would combine to provide stormwater management, dry evacuation routes (dry egress), a coastal flood defense system, and resiliency education to the community. This Final EIS includes a detailed project description and evaluates environmental impacts, including direct, indirect, and cumulative impacts, associated with the Proposed Action and several options, as well as a No Action Alternative.

The disaster recovery grants are under U.S. Department of Housing and Urban Development’s (HUD) Community Development Block Grant Disaster Recovery (CDBG-DR) National Disaster Resilience (NDR) and RBD programs as part of HUD’s response to the devastation following Superstorm Sandy. Per HUD regulations at 24 CFR Part 58, CDBG-DR funding requires compliance with the National Environmental Policy Act of 1969 (NEPA) (42 USC 4321 et seq.). CTDOH has prepared this Final EIS in accordance with the Council on Environmental Quality’s Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508), HUD’s Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities (24 CFR 58.4), and the State of Connecticut Environmental Policy Act (CEPA) (Regulations of Connecticut State Agencies Section 22a-1).

A 45-day public comment period on the Draft EIS began on February 1, 2019 with the publication of a Notice of Availability (NOA) in the Federal Register and in local media outlets. A public hearing on the Draft EIS was held on February 26, 2019. All comments received by March 18, 2019 have been addressed in this FEIS.

Electronic copies of the Final EIS are available for public review on the following websites: www.ResilientBridgeport.com and <https://portal.ct.gov/doh/doh/Sandy-Pages/Sandy-Programs/NDRRC>.

This FEIS is available for comment for 30 days, through October 7, 2019. For further information, write or email the following:

Rebecca French
Director of Resilience, CTDOH
505 Hudson Street
Hartford, CT 06106
ATTN: Resilient Bridgeport
info@resilientbridgeport.com

Executive Summary

INTRODUCTION AND BACKGROUND

The State of Connecticut’s Department of Housing (CTDOH) is the recipient of the U.S. Department of Housing and Urban Development (HUD) disaster recover grant funding and is the “Responsible Entity,” as that term is defined by HUD regulations at 24 Code of Federal Regulations (CFR) Part 58.2(a)(7)(i)—CTDOH has prepared this Final Environmental Impact Statement (FEIS) for the proposed Resilient Bridgeport: National Disaster Resilience and Rebuild by Design projects (Proposed Action). The disaster recovery grants are under HUD’s Community Development Block Grant Disaster Recovery (CDBG-DR) National Disaster Resilience (NDR) and Rebuild by Design (RBD) programs as part of HUD’s response to the devastation following Superstorm Sandy. The Proposed Action consists of three projects located within the South End of Bridgeport, Connecticut—the RBD Pilot Project at the Marina Village public housing site, a Flood Risk Reduction Project on the east side of the South End, and a Resilience Center—that would provide stormwater management, dry evacuation routes (dry egress), a coastal flood defense system, and resiliency education to the community.

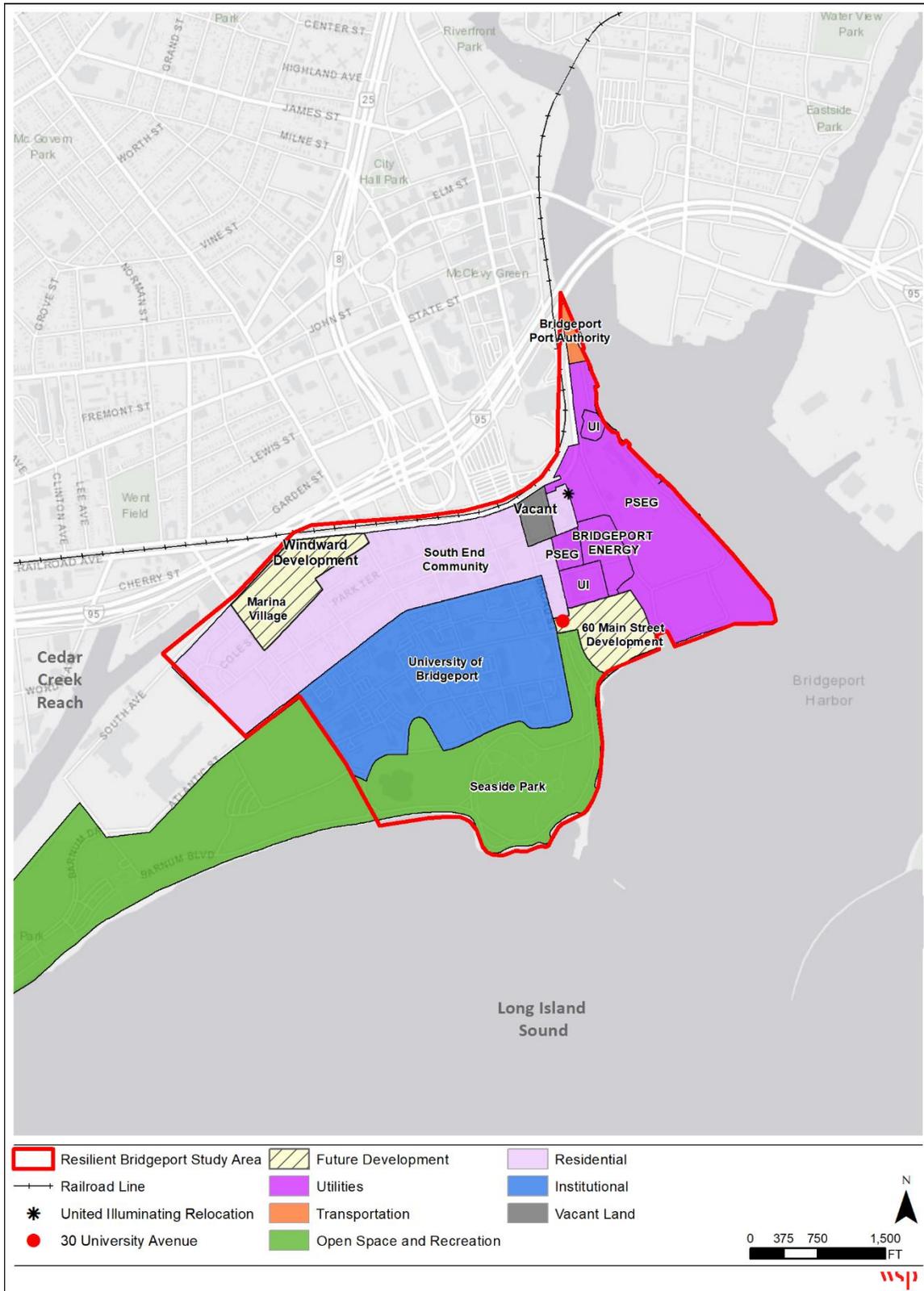
The Proposed Action is considered a “major federal action significantly affecting the quality of the human environment;” therefore, it must comply with the requirements of the National Environmental Policy Act of 1969 (NEPA). CTDOH has prepared this FEIS in accordance with the Council on Environmental Quality’s Regulations for Implementing the Procedural Provisions of NEPA (40 CFR Parts 1500-1508) and HUD’s Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities (24 CFR 58). In addition, the Connecticut Environmental Policy Act establishes environmental policy for the State of Connecticut and requires an Environmental Impact Evaluation (EIE) for any state action that could affect the natural environment. As such, this FEIS will jointly serve as an EIE and will meet Connecticut Environmental Policy Act requirements.

A Notice of Intent to prepare a DEIS was published in the *Federal Register* on February 27, 2018—which formally began the NEPA review process by initiating the public scoping period for the DEIS. A public scoping meeting was held on March 14, 2018, where material was presented to the community. Comments were received at that meeting, and substantive comments were incorporated into a Final Public Scoping Document (published June 2018), which informed the development of the Draft EIS. The DEIS was made available to the public for comment in early 2019 and a formal public hearing was held on February 26, 2019, followed by a design workshop. All comments received on the DEIS by March 18, 2019, have been addressed in this FEIS (see Appendix H). This FEIS will be circulated in the same manner as the DEIS—including the publication of a notice of availability in the *Federal Register* and local media—and will have a review and comment period of 30 days. If no additional substantive comments are received during the FEIS comment period, CTDOH will prepare a Record of Decision (ROD) and Statement of Findings. The ROD will summarize the government’s decision, identify the environmentally preferred alternative, select the alternative that will be implemented, and disclose the potential environmental impacts of that alternative, as well as the mitigation measures that the government will implement. If additional substantive comments are received during the FEIS comment period, CTDOH will address these comments in the ROD. In addition, the State of Connecticut Office of Policy and Management will make a determination whether the environmental documentation is adequate to comply with the Connecticut Environmental Policy Act.

The study area is situated within the South End neighborhood of the city of Bridgeport (Figure S-1), a peninsula of the Connecticut coastal region located between Cedar Creek, the Long Island Sound, and Bridgeport Harbor. On the northern end, the study area is bound by the Connecticut Department of Transportation (CTDOT) New Haven Line railroad tracks. The South End neighborhood is susceptible to chronic flooding conditions due to a combination of inadequate stormwater infrastructure in the area and its coastal location. The population includes public housing residents and other vulnerable populations. The city of Bridgeport is considered a distressed municipality per Connecticut Department of Economic and Community Development criteria; therefore, the city of Bridgeport and the study area is considered an Environmental Justice Community.

The study area includes multifamily residential, utility, institutional, and open space. The Marina Village site (to be identified as the governmentally-assisted affordable housing redevelopment site for Windward Apartments), currently consists of medium-density public housing. The Bridgeport Harbor Generating Station, a Public Service Enterprise Group (PSEG) Power Connecticut LLC-owned energy generating facility occupies the eastern portion of the study area along the Pequonnock River (Bridgeport Harbor). Adjacent to the PSEG facility are light industrial facilities including the Bridgeport Energy natural gas power plant owned by Cogentrix LLC, the Singer substation owned by United Illuminating, and the current location and identified future location of the Pequonnock Substation owned by United Illuminating. The southern portion of the study area consists of the historic, 325-acres Seaside Park, which continues west following the Long Island Sound. To the north of Seaside Park, in the middle of the study area is the University of Bridgeport. The 86-acre campus has an enrollment of approximately 5,400 students and over 500 faculty members. A fuel-cell micro-grid, which can run independently and serves as a power source for critical services and shelters during emergencies, is located at the university.

Figure S-1. Resilient Bridgeport Study Area



Source(s): WSP (2018); CT DEEP GIS Data, Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

PURPOSE AND NEED

Purpose

The purpose of the Proposed Action is to create a more resilient South End community, support its long-term viability, and improve health and safety for the community’s vulnerable populations. The principal targeted outcomes follow:

- Lower the risk of acute and chronic flooding
- Provide dry egress during emergencies
- Educate the public about flood risks and sea level rise

The Proposed Action could deliver additional benefits to the community, potentially unlocking development or public realm opportunities, enhancing connectivity between the South End and Downtown Bridgeport, improving existing open space amenities, building up the resilience of local energy systems, and leveraging public investment in ongoing resiliency efforts through coordination with local stakeholders.

The Proposed Action serves as an example of the State of Connecticut’s long-term vision (as described in the State’s National Disaster Resilience Center Phase I application) of establishing more resilient coastal communities where structures and critical infrastructure in the flood zone are adapted to withstand occasional flooding and protected by healthy buffering ecosystems, where critical services, infrastructure and transport hubs are located on safer, higher ground, and where strong connections exist between the two. The South End of Bridgeport, with affordable housing within walking and biking distance of the Metro-North train station downtown, critical power infrastructure, historical and cultural resources like the Mary and Eliza Freeman Houses and William D. Bishop Development Cottage Historic District, a university, and historic Seaside Park, is one of the state’s identified resilience zones where adapting the area to flood risk and increasing investment provides an opportunity to increase economic resilience by strongly tying back to the regional transportation network and regional economic opportunities. These investments represent a “no regrets” approach to disaster mitigation and climate adaptation because in addition to providing long-term resilience, they would provide a myriad of co-benefits that would strengthen communities and economic opportunities in the short term and between storms. Additionally, the State of Connecticut will be taking lessons learned from the Proposed Action in the city of Bridgeport to further the development of the Connecticut Connections Coastal Resilience Plan, also funded under the NDR program, but exempted from the NEPA process as a planning only activity. Briefly, this resilience plan will include working with communities in Fairfield and New Haven Counties to integrate the State of Connecticut’s resilience vision into their local and regional planning with the support of local flood risk modeling (learn more at resilientconnecticut.uconn.edu).

Need

The South End neighborhood experiences flooding resulting from both coastal and inland flooding and regular rainfall events. These chronic flooding issues are the result of both an aged and combined stormwater sewer system. The peninsula is exposed to storm surge from coastal storms, which pose an increasing risk due to sea level rise. The University of Connecticut’s Connecticut Institute for Resilience and Climate Adaptation’s 2018 report utilized projections from the Intergovernmental Panel on Climate Change and National Oceanic and

Atmospheric Administration, adjusting the projections based on local conditions. The report, published on the Connecticut Department of Energy and Environmental Protection website for sea level change scenarios, recommends: "...that planning anticipates that sea level will be 0.5 meters (1 foot 8 inches) higher than the national tidal datum in Long Island Sound by 2050. Further, we recommend that planners be made aware that it is likely that sea level will continue to increase to 1.0 meters (3 feet 3 inches) by 2100."¹

During Superstorm Sandy, sustained 70 mph gale force winds assailed the area, which experienced the highest storm surge in the state (nearly 7 feet above normal high tide), and resulted in damages to over 570 single-family homes citywide. Within the South End, 211 buildings were inundated. Flooded buildings are susceptible to mold and other public health concerns. These buildings and other infrastructure assets in the South End remain vulnerable to future events. The Connecticut Institute for Resilience and Climate Adaptation's modeling results predict that the frequency of areas experiencing coastal flooding, including the South End of Bridgeport, at the current 10-year and 100-year levels will increase with sea level rise. For a 0.5-meter increase in sea level, the frequency of flooding for the area of Long Island Sound encompassing Bridgeport's coast (the Western Sound) will be four times higher than it is today.²

Due to the low-lying geography, the area regularly experiences flooding from rainfall or tidal inundation. Flooding also occurs as stormwater flows south from a higher elevation at Downtown Bridgeport. Following rain events, extensive ponding often occurs in the railroad underpasses, including at Lafayette Street and Myrtle Street. Minimizing the flooding at roadways leading into and out of the South End is vital to resident egress and emergency evacuation. Repetitive flooding of local streets occurs in the valleys and low-lying areas caused by both rainfall runoff and storm surge, making the streets impassable. During a rain event as frequent as a 2-year storm, backflow of the system can cause street flooding for over 2 hours. During a severe flood event, the area near the intersection of Main Street and University Avenue can experience street flooding for over 13 hours. Improving the existing drainage system is important to minimize internal flooding and to manage stormwater in both high- and low-frequency storm events.

In the South End East, the sewer and stormwater system infrastructure is aging, including an existing outfall that runs along Singer Avenue in the study area and drains into Bridgeport Harbor during combined sewer overflow (CSO) events. Generally, when the area experiences a heavy rainfall event, the water volume exceeds the capacity of the system and discharges the stormwater and wastewater with pollutants directly into the harbor. In Bridgeport, a rain event as small as 0.4 inch of precipitation can trigger a CSO event.

In addition to flooded streets and damaged residential properties, after Superstorm Sandy residents experienced power outages, lasting from a few hours to more than a week. United Illuminating, which serves the larger region, reported that over 250,000 customers experienced power outages. Of the roughly 57,835 Bridgeport customers, over 41 percent (or 23,700) still experienced outages four days following the onset of Superstorm Sandy. Disruptions to regional supply chains and power interruptions caused serious complications for local industries. Ensuring the continuity of operations at the power-district scale is critical to maintaining industrial and commercial functions in the city.

¹ O'Donnell, J. 2018. *Sea Level Rise in Connecticut* (Draft). Connecticut Institute for Resilience and Climate Adaptation and Department of Marine Sciences.

https://www.ct.gov/deep/cwp/view.asp?a=2705&q=607286&deepNav_GID=2022

² <https://circa.uconn.edu/wp-content/uploads/sites/1618/2018/05/Legal-Policy-Analysis-to-Support-Resilience-Measures.pdf>

Over the next 50 years and beyond, sea levels are expected to rise significantly, which will further compound existing flooding risks in Bridgeport’s South End. Much of the critical infrastructure in the area, including electricity generation, transmission, and distribution facilities and low-lying stormwater and wastewater infrastructure, lies within the coastal floodplain and will face increasing risk of impact as sea levels rise.

Although the Connecticut Department of Housing did receive applications for assistance from homeowners in the South End, during the NDRC outreach process, some residents at outreach meetings seemed unaware of opportunities to apply for assistance. In addition, the recovery and repairs to homes and infrastructure often did not include resilient measures to protect from future storm events. As the likelihood of storm events increase and sea levels rise, long-term resiliency will require educating the community about the risks of rising sea level, ways to increase preparedness levels ahead of future flood events, and resources available to address short-term and long-term recovery needs.

A lack of economic redevelopment poses a significant obstacle to recovery and long-term resilience within the study area. Flooding from Superstorm Sandy closed or relocated the remaining businesses (which were already experiencing an economic downturn) in the South End and further exacerbated housing vacancies in the neighborhood. The 2012–2016 American Community Survey 5-Year Estimates reported the homeowner vacancy rate at 22.4 percent for the South End, which is roughly twice the rate than in the city of Bridgeport and the state of Connecticut (12.7 percent and 9.3 percent, respectively). The vulnerability of the area to regular flooding, future storm events and sea level rise has limited the opportunities for redevelopment in the area – both for businesses and housing. Addressing the risk of storm and coastal flooding in the area creates the first layer of protection, creating opportunities to address larger economic and community efforts that support resiliency in the long term.

In summary, the Proposed Action is needed to protect residents, property, and infrastructure assets from future storm surge events and chronic flooding during high-frequency rainfall events. In addition to lowering the risk of chronic and acute flooding in the study area, the Proposed Action is needed to directly protect life, public health, and property in the study area by allowing for dry egress in emergency situations.

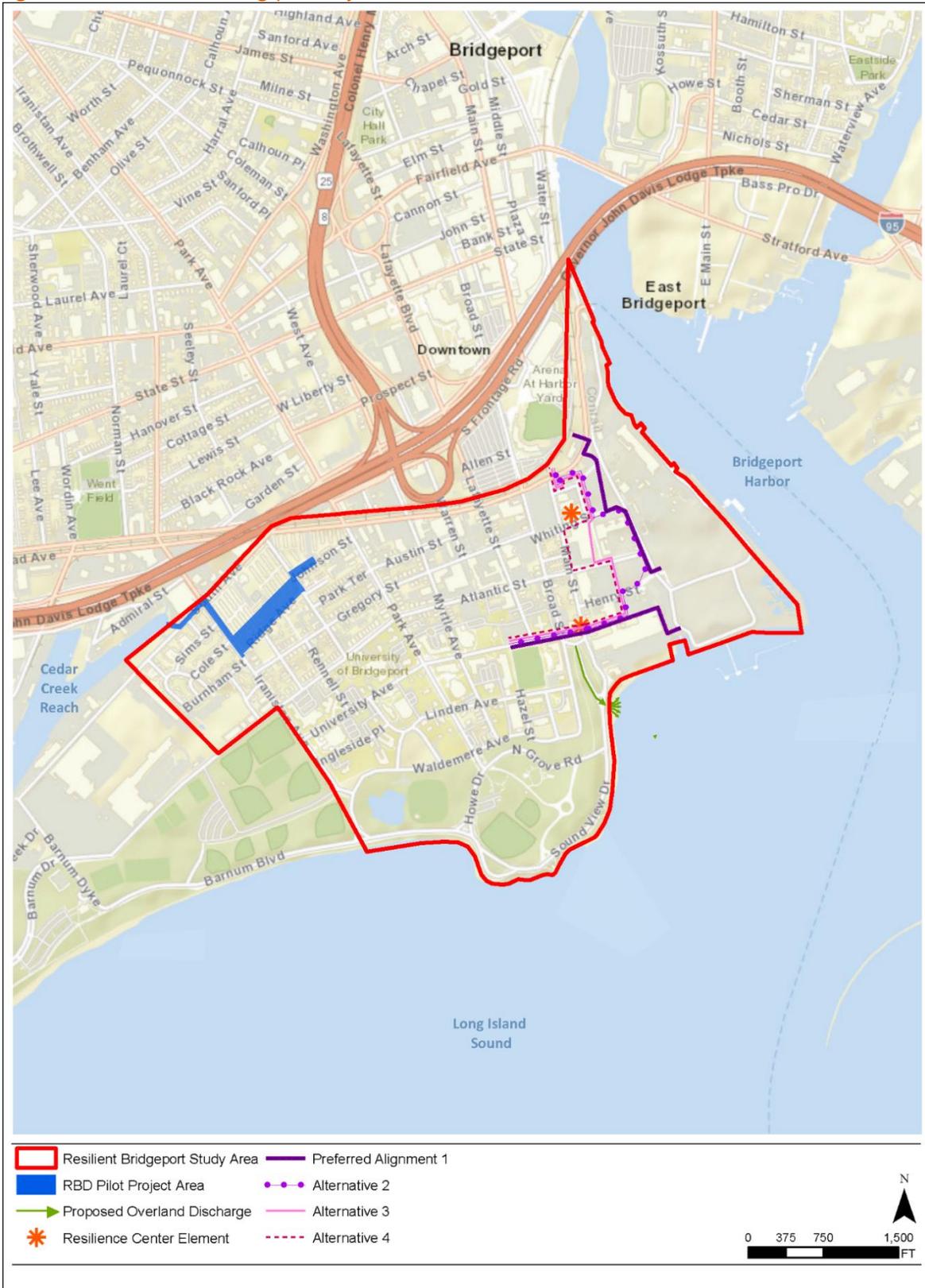
PROPOSED ACTION

The Resilient Bridgeport Proposed Action consists of three project components (see Figure S-2):

- RBD Pilot Project at the Marina Village public housing site (to provide stormwater management and dry egress)
- Flood Risk Reduction on the east side consisting of a coastal flood defense system to reduce risk from acute storm events and a combination of natural/green and fortified/gray infrastructure solutions; and
- A Resilience Center to educate and facilitate increased resiliency within the community.

The intended combined effect of these three projects is to create flood resiliency within the study area for its various stakeholders, including residents and businesses, during typical rain events as well as more intense storm events, improving overall health and safety for the area. Property owners in the area protected by the coastal flood defense system could realize a direct financial savings as well due to no requirement for flood insurance or highly discounted flood insurance premium rates if coverage were continued, as is recommended by the federal government.

Figure S-2. Resilient Bridgeport Study Area



RBD Pilot Project

In response to regular flooding issues in the area, the RBD Pilot Project would construct green and gray infrastructure improvements that reduce the flood risk to the Marina Village/Windward Apartments parcels during both acute and chronic flooding events (designed for the current 500-year base flood elevation plus 2.5 feet of sea level rise). The project would be designed to be both an infrastructure upgrade and urban amenity, composed of natural and fortified solutions to facilitate a more resilient neighborhood. The RBD Pilot Project proposes the following elements:

- A new road, Johnson Street extension, raised to provide a dry evacuation route (dry egress) for the surrounding residents and facilitate emergency access during an acute flooding event
- Regrading of a portion of the existing Johnson Street
- Regrading of a portion of Columbia Street, north and south of the new Johnson Street Extension
- A new 2.5-acre stormwater park, to be located just south of Johnson Street Extension with a wet well pump and force main connection into Cedar Creek outfall to accept water from upland streets and adjacent parcels and to retain, delay and improve the quality of the stormwater runoff
- Additional street beautification and stormwater improvements along Ridge Avenue

Flood Risk Reduction Project

The Flood Risk Reduction Project of the Proposed Action would include a combination of measures within the eastern South End that would reduce the flood risk within the study area from future coastal storm surge and chronic rainfall events. The measures would include a coastal flood defense system comprised of raising a portion of University Avenue and installing sheet piling and floodwalls, and implementing both green and gray stormwater and internal drainage management strategies (e.g., detention/retention features, drainage structures, and pump systems). The coastal flood defense system will be designed to meet the Federal Emergency Management Agency (FEMA) accreditation standard potentially allowing for a revision of the map of the 100-year floodplain to a Zone X or area protected by a levee. The revision would effectively take the area protected by the coastal flood defense system out of the floodplain. FEMA does not require flood insurance for properties in these areas, but recommends that they continue to carry it. Property owners in the protected area selecting to continue coverage would be eligible for highly discounted flood insurance resulting in a direct financial savings for the community.

A Preferred Alternative 1 and three additional Alternatives 2, 3 and 4 are evaluated for the routing of the north-south section of the coastal flood defense system alignment. All four alternative alignments include elevating a section of University Avenue. The coastal flood defense system would consist of the following segments:

- University Avenue – The road would be improved and raised from a high point on University Avenue through to the east side of Main Street to provide dry egress, and multimodal transportation options (i.e., walking and cycling) for residents and students, while reducing future flooding risk from tidal waters during storms. Public access to the entrance of Seaside Park between Broad Street and Main Street at the intersection with University Avenue would be maintained at all times to all vehicles and pedestrians via

Broad Street that would be ramped up and over University Avenue, and to bicycles and pedestrians through ADA-accessible ramps at the intersection of Main Street and University Avenue.

- 60 Main Street – This lot along the waterfront is vacant but development is expected in the near future. A floodwall would be constructed in the east-west direction through this lot.
- 60 Main Street to the CTDOT New Haven Line railroad viaduct – This north-south segment of the system would tie into the existing high ground of the rail abutment near the I-95 bridge. The height of the structure would be designed to reduce flood risk with considerations for wave overtopping. Where the coastal flood defense system would cross a street, a floodgate would be constructed that would remain open except during flood emergencies. A Preferred Alternative 1 and three additional Alternatives 2, 3, and 4 are evaluated for the routing of the north-south segment in the FEIS. The Preferred Alternative 1 would protect the largest area of the Bridgeport South End Community from flooding and would avoid impacts to the William Bishop Historic Cottage District along Main Street, but would also require the agreement of the greatest number of private property owners for construction across their property. Alternatives 2 and 3 would avoid the William Bishop Historic Cottage District impact along Main Street and would require fewer private property owner agreements for construction, but would protect a smaller area than Alternative 1. Alternative 4 would maintain flood protection for the South End community, but for a smaller area than Alternatives 1, 2, and 3 and is predominantly in the public right-of-way with the least number of private property agreements required, but would impact the William Bishop Historic Cottage District along a block of Main Street.

Resilience Center

The Resilience Center would serve as a center for resilience activities, disseminating information to the community and assisting the community in future recovery efforts. The Mary and Eliza Freeman Center for History and Community, located on Main Street in the South End, is a significant historic resource to the local community. The project would provide funding to The Mary and Eliza Freeman Center to support renovations of a community space within the Freeman Houses complex that would provide a location in the South End that would operate as a community center, a central location for resilience information dissemination, and a location that could store supplies to assist the community with recovery efforts during or after storm events. The project would include another open-air site with green infrastructure improvements near the entrance to Seaside Park at University Avenue that would add to the South End East Resilience Network.

CONCEPT AND ALTERNATIVES DEVELOPMENT

To identify the alternatives evaluated in this FEIS, each project under the Proposed Action underwent an alternatives evaluation process through which alternatives selection criteria were developed and then used to comparatively screen potential alternatives (described in detail in Chapter 3). This evaluation process eliminated some of the alternatives from further study and refined the alternatives that were analyzed in the DEIS. The DEIS included a Western and an Eastern option for the north-south section of the alignment of the coastal flood defense system of the Flood Risk Reduction project. In the FEIS, in place of the Western and Eastern options, four alternatives for the alignment of the north-south section of coastal flood defense system are brought forward for further evaluation. A preferred alternative, which largely follows the Eastern alignment, was selected among the four alternatives based on response to public comment and input from private property

owners. Based on the results of the alternatives analysis in the DEIS and further consultation with stakeholders, a Preferred Alternative was also selected for the other projects within the Proposed Action.

RBD Pilot Project

The Federal Register notice awarding the funds to State of Connecticut under the Rebuild by Design competition (79 FR 62182) specified that the “pilot project must reduce risk to public housing in the South End.” The RBD Pilot Project was selected from a list of potential projects that would form a complementary system for decreasing chronic and acute flooding within the South End of Bridgeport and be a visible example of resilient planning in a coastal environment. An iterative process of team workshops, public events, and stakeholder meetings guided the selection of a pilot project. The RBD Pilot Project specifically aims to facilitate the redevelopment of public housing in the Marina Village/Windward Apartments site by reducing the flood risk to those parcels in both acute and chronic flooding events. The project includes installing diverse types of stormwater detention methods and flooding prevention methods. Following the project identification, additional feasibility analysis and stakeholder engagement clarified the scope and depth of the RBD Pilot Project.

South End East Resilience Network

This element of the Proposed Action would include a combination of measures within the eastern South End that would reduce the flood risk within the project area from future coastal surge and chronic rainfall events. The measures could include creating raised streets, coastal flood defense, landscaped berms, both green and gray stormwater internal drainage management strategies (e.g., detention/retention features, drainage structures, and pump systems), and a Resilience Center.

Alternatives were developed for establishing the South End East Resilience Network satisfying the purpose and need. Raising streets were considered to provide dry egress during emergencies, a Flood Risk Reduction Project consisting of a coastal flood defense system with associated internal drainage management strategies was considered for lowering the risk of acute and chronic flooding and options for a Resilience Center were considered for educating the public about flood risk and sea level rise.

For the Proposed Action, raised streets were considered to provide dry egress and flood risk reduction when incorporated into a full coastal flood defense system. During the alternatives analysis, individual streets were examined for effectiveness for providing dry egress. Later, raised streets were evaluated as segments of a full coastal flood defense system.

The alternatives screening process for the coastal flood defense system first determined a general approach to the system, then identified potential flood reduction elements, and finally screened potential alignment options against selected criteria. The two general approaches for creating a coastal flood defense system that were evaluated were 1) Edge Alignment Approach (a coastal flood defense system in the water or on-land along the water’s edge) and 2) Integrated Alignment Approach (combination of both the edge alignment and raised street approaches). The integrated alignment approach was identified as likely to meet more of the goals and objectives and was selected as the preferred approach.

Options for the various components of the coastal flood defense system (flood control structures, floodwalls, raised streets and dry egress, green stormwater infrastructure) were evaluated. Finally, alignment segment

combinations were identified and screened. The first stage of screening alternatives included stakeholder outreach and a high-level review of potential alignments. An alignment alternatives screening matrix was developed to qualitatively assess the effectiveness of each possible combination of segments against the project goals and selection criteria.

The DEIS included a Western and an Eastern option for the north-south section of the alignment of the coastal flood defense system of the Flood Risk Reduction project. These two options also bounded the area between them where the alignment could also have been placed based on negotiations with private property owners and feedback from the public on the DEIS. Based on feedback from these stakeholders and public comment on the DEIS, four alternative alignments within the area bounded by the Eastern and Western options in the DEIS were brought forward for further evaluation in this FEIS. Alternative 1 was selected as the Preferred Alternative and largely follows the Eastern alignment from the DEIS with small changes to where it crosses between the Bridgeport Energy/PSEG and 60 Main Street/PSEG property lines. There is no alternative alignment in the FEIS that follows the Western alignment option from the DEIS due to public comment on the DEIS from the community regarding its impacts to Main Street and a finding of adverse effect to the William D. Bishop Cottage Development Historic District by the State Historic Preservation Office. Alternative 4 is now the western-most option being evaluated in this FEIS. It remains largely in the public right-of-way, but differs from the Western option alignment in the DEIS by reducing the impact to the Cottage District and Main Street by moving the alignment east one block to Russell Street between Henry Street and Atlantic Street. There is no public street east of Main Street between Whiting Street and Atlantic Street and therefore the Alternative 4 alignment remained along the eastern sidewalk of Main Street for this one block. Alternative 4 was not selected as the preferred alternative. Alternatives 2 and 3 show options that move the alignment off of Main Street by crossing private property to the east. They avoid impacts to Main Street and the historic district, but they do not provide as many benefits as Alternative 1 and were therefore not selected as the Preferred Alternative for the north-south section of the coastal flood defense system for the Flood Risk Reduction project.

An alternatives screening process that incorporated community input was used to refine the Resilience Center specifications. To assess the community's needs in regard to a Resilience Center, data were collected on programs currently accessible to the community and residents' resilience programming preferences. Considering the objectives, original NDR Action Plan definitions, conceptual considerations, funds allocated, and community response, the project details were refined.

ENVIRONMENTAL CONSEQUENCES

Table S-1 presents a summary of the direct and indirect impacts of the No Action Alternative and Proposed Action with the Preferred Alternative, Alternative 1, for the alignment of the coastal flood defense system on the resources that were analyzed. Details of the analysis of direct and indirect effects are presented in Chapter 4 of the FEIS, while cumulative impacts are addressed in Chapter 5 of the FEIS.

Table S-1. Environmental Consequences

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Land Use, Zoning and Public Policy	<ul style="list-style-type: none"> ■ Direct: No impact. ■ Indirect: Regular flooding will continue and increased risk due to sea level rise and higher frequency of storm events will result in indirect adverse impact on land use. ■ Inconsistent with public policies related to improving coastal resiliency and reducing community vulnerability. 	<ul style="list-style-type: none"> ■ Direct: No adverse impacts. No changes to land use or zoning. ■ Indirect: Long-term indirect benefits to existing land uses from added dry egress and green space, and reduced flood risk. ■ Consistent with public policies related to improving coastal resiliency and reducing community vulnerability. 	<ul style="list-style-type: none"> ■ Direct: No significant adverse impacts. No changes to land use; easements on private property required. No changes to zoning. ■ Indirect: Long-term indirect benefits to existing land uses from added dry egress and reduced flood risk. ■ Consistent with public policies related to improving coastal resiliency and reducing community vulnerability. 	<ul style="list-style-type: none"> ■ Direct: No adverse impacts. No changes to land use or zoning. ■ Indirect: No impacts. ■ Consistent with coastal resiliency goal of the City of Bridgeport.
Socioeconomics	<ul style="list-style-type: none"> ■ Direct: No Impact. ■ Indirect: Regular flooding will continue and increased risk due to sea level rise and higher frequency of storm events will continue adverse trends of low vacancy rates and residential and commercial disinvestment in the study area. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. ■ Indirect: Long-term indirect benefits to residents and businesses by facilitating construction of Phase II of Windward Development public housing and promoting investment in the area. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. ■ Indirect: Long-term indirect benefits to residents and businesses by facilitating development of 60 Main Street and promoting investment in the area by decreasing area of flood risk by 64 acres. 	<ul style="list-style-type: none"> ■ Direct: Minor, temporary impacts may occur during construction. ■ Indirect: No indirect impacts to residents and businesses.

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Environmental Justice	<ul style="list-style-type: none"> ■ Direct: No Impact. ■ Indirect: Continued and increased risk of acute and chronic flooding would have an adverse indirect impact on EJ populations. Future development, including low-income housing, would be limited and/or delayed. Businesses with EJ employees may experience adverse impacts due to flooding. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts to air quality, noise and transportation during construction. Following construction, direct beneficial impacts to traffic and open space. No disproportionate adverse impacts to EJ communities. ■ Indirect: Long-term indirect benefits to the EJ community with dry egress and stormwater improvements that would facilitate construction of low-income housing. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts to air quality, noise and transportation during construction. Following construction, adverse impacts to visual resources. No disproportionate adverse impacts to EJ communities. ■ Indirect: Long-term indirect benefits to the EJ community with dry egress and reduced flood risk that would provide additional housing and commercial options for EJ populations. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. Direct benefits following construction by providing a community facility and improving public safety and visual resource. No disproportionate impacts to EJ communities. ■ Indirect: Long-term indirect benefits to the EJ community through resiliency education and restoring African-American resource.
Cultural Resources	<ul style="list-style-type: none"> ■ Direct: No direct Impact. ■ Indirect: Adverse indirect impact to historic and archaeological resources through increased risk from flooding and sea level rise. 	<ul style="list-style-type: none"> ■ Direct: No direct adverse impacts to historical architecture. Potential adverse impacts to archaeological resources to be mitigated through additional investigation and monitoring. ■ Indirect: Long-term indirect benefits by protecting resources from future flooding events. 	<ul style="list-style-type: none"> ■ Direct: Direct adverse impact to National Register listed Seaside Park to be mitigated with Programmatic Agreement. Potential adverse impacts to archaeological resources to be mitigated through additional investigation and monitoring. ■ Indirect: Long-term indirect benefits by protecting resources from future flooding events. 	<ul style="list-style-type: none"> ■ Direct: Direct beneficial impact to the NR-listed Freeman Houses. Potential adverse impacts to archaeological resources to be mitigated through additional investigation and monitoring. ■ Indirect: No indirect impacts.

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Urban Design and Visual Resources	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: Minor indirect impact as Freeman Houses would continue to deteriorate. 	<ul style="list-style-type: none"> ■ Direct: Temporary impacts may occur during construction. Beneficial impacts to the overall viewshed and Seaside Village with construction of stormwater facility. ■ Indirect: Beneficial indirect impacts due to construction of new development in place of dilapidated buildings. 	<ul style="list-style-type: none"> ■ Direct: Temporary impacts may occur during construction. No significant adverse impacts. Some obstructed views of Seaside Park; improved aesthetics along University Avenue and from elevated view of waterfront, as well as new landscaping features. Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: Temporary impacts may occur during construction. Beneficial impacts to the viewsheds near the Freeman Houses and Seaside Park entrance. ■ Indirect: No indirect impact.
Hazardous Materials	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: Potential indirect impact from flooding that may release hazardous materials from disturbed soils. 	<ul style="list-style-type: none"> ■ Direct: Direct adverse impacts during construction due to disturbance of contaminated soil or groundwater would be mitigated through BMPs. No adverse impacts in the long-term. ■ Indirect: Indirect benefits to public health from removal and disposal of contaminated materials. 	<ul style="list-style-type: none"> ■ Direct: Direct adverse impacts during construction due to disturbance of contaminated soil or groundwater would be mitigated through BMPs. No adverse impacts in the long-term. ■ Indirect: Indirect benefits to public health from removal and disposal of contaminated materials. 	<ul style="list-style-type: none"> ■ Direct: Limited adverse impacts may occur during construction. ■ Indirect: No indirect impact.

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Noise and Vibration	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: Mitigation measures would be implemented to minimize the temporary impacts that may occur during construction. No long-term direct impacts. ■ Indirect: Minor adverse indirect impact from traffic generated by Windward Development on new Johnson Road extension. 	<ul style="list-style-type: none"> ■ Direct: Mitigation measures would be implemented to minimize the temporary impacts that may occur during construction. No long-term direct impacts. ■ Indirect: Minor adverse indirect impact from traffic generated by 60 Main Street development with reconfigured street network. 	<ul style="list-style-type: none"> ■ Direct: Temporary, less than significant impacts may occur during construction. Potential adverse effects on the Freeman Houses due to damage from vibration would be managed through a Historic Resource Construction Protection Plan. No long-term direct impacts. ■ Indirect: No indirect impact.
Natural Resources	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: Minor adverse impacts to ecological communities resulting from repair and recommissioning work at Outfall E. No effect to T&E species. Limited, temporary displacement of urban wildlife. Long-term beneficial impact from trees and vegetation planted for stormwater facility. ■ Indirect: Long-term indirect benefits from expansion of the urban forest canopy and reduction of the pollutant load entering aquatic environments. 	<ul style="list-style-type: none"> ■ Direct: Temporary impacts may occur during construction. Minor adverse impacts due to removal of street trees and repair of existing outfall(s). No effect to T&E species. Limited, temporary displacement of urban wildlife. ■ Indirect: Long-term indirect benefits from reduction of the pollutant load entering aquatic environments. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. ■ Indirect: No indirect impacts.
Geology and Soils	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: Indirect adverse impact as a result of turbidity and sedimentation caused by soil erosion from continued and increased flooding. 	<ul style="list-style-type: none"> ■ Direct: Temporary adverse impact during construction from excavation and filling. ■ Indirect: Long-term indirect benefits due to decrease in impervious surface and increase in vegetated area. 	<ul style="list-style-type: none"> ■ Direct: Temporary adverse impact during construction from excavation and filling. ■ Indirect: Long-term benefits from reduced flood risk that would stabilize geologic conditions and soils. 	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact.

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Hydrology and Flooding	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: Compared to the Build Alternative, more intense rainfall over time from climate change could have direct potentially significant adverse impacts on hydrology and flooding in the study area. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Long-term beneficial impacts from dry egress and stormwater improvements. ■ Indirect: No indirect impacts. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Long-term beneficial impact with reduced flooding risk to 64 acres. ■ Indirect: No indirect impacts. 	<ul style="list-style-type: none"> ■ Direct: No direct impacts. ■ Indirect: No indirect impact.
Water Resources	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: Temporary adverse impact during construction. No significant direct adverse impacts. Long-term beneficial impacts to Cedar Creek due to stormwater improvements. ■ Indirect: Long-term indirect benefits to surrounding water bodies. 	<ul style="list-style-type: none"> ■ Direct: Temporary adverse impact during construction. No significant direct adverse impacts. Long-term beneficial impacts to Bridgeport Harbor due to stormwater improvements. ■ Indirect: Long-term indirect benefits to surrounding water bodies. 	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact.

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Coastal Zone	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. ■ Consistent with the Connecticut Coastal Management Act 	<ul style="list-style-type: none"> ■ Direct: No long-term direct adverse impacts. Reduced impervious surface and improved infiltration rates and enhanced visual quality. Temporary impacts during construction because of work within the Coastal Zone would be minimized by best management practices included in project design and construction plans. ■ Indirect Long-term indirect benefits due to reduced occurrence of CSO events. ■ Consistent with the Connecticut Coastal Management Act 	<ul style="list-style-type: none"> ■ Direct: No long-term significant direct adverse impacts. Impacts to vegetation. Reduced area of coastal flooding hazard (64 acres) and reduced discharge to surface waters. Temporary impacts during construction because of work within the Coastal Zone would be minimized by best management practices included in project design and construction plans. ■ Indirect: Long-term indirect benefits due to improved drainage, reduced occurrence of CSO events, and improvements to water quality. ■ Consistent with the Connecticut Coastal Management Act 	<ul style="list-style-type: none"> ■ Direct: No direct adverse Impacts. ■ Indirect: No indirect impacts. ■ Consistent with the Connecticut Coastal Management Act

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Infrastructure	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: Increased coastal storm events and local flooding could have potentially significant adverse indirect impacts to sanitary sewer, utilities and transportation. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts to utilities and infrastructure. Temporary impacts may occur during construction including temporary disruption of utility services and road closures. Long-term benefits to stormwater infrastructure. ■ Indirect: Minor indirect impacts associated with increased usage from future development. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts to utilities and infrastructure. Temporary impacts may occur during construction including temporary disruption of utility services and road closures. Long-term benefits to stormwater infrastructure, and under the Preferred Alternative, long-term benefits to utility providers. ■ Indirect: Minor indirect impacts associated with increased usage from future development. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. ■ Indirect: No indirect impacts.
Community Facilities and Services	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. ■ Indirect: Long-term, beneficial impacts to public health and safety with dry egress. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction. ■ Indirect: Long-term beneficial impacts to public health and safety with dry egress and coastal flood defense system. 	<ul style="list-style-type: none"> ■ Direct: Direct beneficial impacts with new community facility within rehabilitated Freeman Houses. ■ Indirect: Long-term beneficial impacts to public health and safety from added emergency relief infrastructure.

Table S-1. Environmental Consequences (continuation)

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION		
		RBD PILOT PROJECT	FLOOD RISK REDUCTION	RESILIENCE CENTER
Open Space and Recreation	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Long-term benefits from increased open space (stormwater facility). ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Temporary impacts may occur during construction including disruption to access to Seaside Park. In the long-term, changes to Seaside Park entrance would not adversely impact access. ■ Indirect: Long-term benefits to open space as elevating University Avenue would allow installation of future amenities. 	<ul style="list-style-type: none"> ■ Direct: No significant direct adverse impacts. Direct beneficial impact with construction of design element near entrance to Seaside park. ■ Indirect: No indirect impact.
Air Quality and Greenhouse Gas Emissions	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact. 	<ul style="list-style-type: none"> ■ Direct: No long-term direct impacts. Temporary adverse impacts may occur during construction due to usage of construction equipment and construction related traffic. ■ Indirect: Impact from indirect increase in traffic from future development is not expected to have a potential to significantly affect the air quality in the vicinity. 	<ul style="list-style-type: none"> ■ Direct: No long-term direct impacts. Temporary adverse impacts may occur during construction due to usage of construction equipment and construction related traffic. ■ Indirect: Impact from indirect increase in traffic from future development is not expected to have a potential to significantly affect the air quality in the vicinity. 	<ul style="list-style-type: none"> ■ Direct: No direct impact. ■ Indirect: No indirect impact.

Source: WSP 2019

Cumulative Impacts

In accordance with 40 CFR § 1508.7, and as detailed in the Council on Environmental Quality guidance entitled *Considering Cumulative Effects Under the National Environmental Policy Act (1997)* and Section 22a-1a-3 of the Regulations of Connecticut State Agencies, the CTDOH must analyze the potential cumulative effects that may occur when considering the Proposed Action “when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.”

The geographic scope of the cumulative impact analysis was identified as the same study area as each technical resource defined in Chapter 4. The timeframe for the analysis is from 2015 to 2025. This factors in recently completed projects, continues through the construction of the Proposed Action (to be completed by September 2022) and accounts for projects to be initiated immediately following the Proposed Action construction.

After identifying a comprehensive list of past, present and reasonably foreseeable future actions within the study area, the potential impacts from those actions were identified and then the magnitude of the cumulative impacts to each resource with potential adverse impacts was determined (see Chapter 5 of this FEIS).

Mitigation Measures and Best Management Practices

The Proposed Action would have potentially adverse impacts on multiple technical resources areas. Numerous mitigation measures and Best Management Practices (BMP) have been identified to reduce potential adverse impacts that could result from the Proposed Action (see Section 4.17.5). The mitigation measures and BMPs address impacts to the following resources: historic Seaside Park, archaeological resources, hazardous materials, natural resources, water quality in Cedar Creek Reach and Long Island Sound, the Connecticut Coastal Zone, infrastructure (sanitary sewer, utilities and transportation), noise and air quality.

CONSULTATION AND COORDINATION

Chapter 6 of this FEIS describes the agency and public coordination efforts undertaken by CTDOH during the planning and design process for the Proposed Action to ensure the process remained open and inclusive to the extent possible.

Agency Coordination

In compliance with the NEPA requirements, CTDOH prepared an Agency Coordination Plan to facilitate and document the review of the Draft Environmental Impact Statement (DEIS) and the FEIS with cooperating and participating agencies listed in Table S-2. The plan describes the processes and communication methods for soliciting and considering information from these agencies, and will be in effect throughout the environmental review process, beginning with scoping and ending with the Record of Decision.

Agencies were invited to a webinar on October 12, 2018, during which a PowerPoint presentation provided a summary of the Proposed Action and the analysis of environmental consequences. Agencies were provided the opportunity to ask questions and give initial comments. Agencies were also given the opportunity to provide pre-public review of the DEIS and were given the opportunity to review the FEIS prior to publication.

Table S-2. Invited Cooperating and Participating Agencies

COOPERATING AGENCIES	PARTICIPATING AGENCIES
U.S. Department of Housing and Urban Development	U.S. Army Corps of Engineers
Federal Emergency Management Agency	U.S. Fish and Wildlife Services
U.S. Environmental Protection Agency	Connecticut Department of Transportation
Connecticut Department of Energy and Environmental Protection	Mashantucket Pequot Tribal Nation
Connecticut State Historic Preservation Office	Mohegan Tribe
–	Delaware Nation, Oklahoma
–	Delaware Tribe of Indians
–	Narragansett Indian Tribe

All agencies were notified of the availability of the DEIS and will be notified of the availability of this FEIS and were given appropriate comment opportunities. Following the Record of Decision by CTDOH, the appropriate agencies will be consulted to obtain any necessary permits.

Community Engagement

The primary goal of the Community Engagement Plan is to maximize opportunities to engage the public and neighboring communities through regular and proactive communication. The plan outlines how open communication with the public will be fostered and maintained. A Citizen Advisory Committee, comprising community leaders who represent the interests of the local community throughout the design effort, and a Technical Advisory Committee, comprising technical experts from state and city agencies, and other key technical stakeholders were formed to aid community engagement. In addition, consultation as part of Section 106 of the National Historic Preservation Act included local organizations with an interest in the historic resources within Bridgeport. Most of the consulting parties to the Section 106 process, as well as the State Historic Preservation Office, were members of the Citizen Advisory Committee or Technical Advisory Committees. In this way, the community engagement process informed and was informed by the Section 106 process. The Section 106 consultation resulted in a draft Programmatic Agreement to be signed by CTDOH and SHPO following public review (see Appendix C of the FEIS). Invited concurring parties include the Freeman Center, the City of Bridgeport Parks & Recreation Department, the Mohegan Tribe of Indians of Connecticut, Delaware Tribe of Indians, and the Delaware Nation, Oklahoma.

Stakeholders

CTDOH has regularly engaged the following project stakeholders throughout the NEPA and CEPA process and has continued to solicit input throughout the environmental review process. Those groups that also serve as consulting parties to the Section 106 process are indicated with an asterisk.

- Citizen Advisory Committee Members’ Affiliation: CT Trust for Historic Preservation*; Freeman Center*, Downtown Special Services District, Bridgeport Regional Business Council, Bridgeport Neighborhood Trust, Green Village Initiative, South End NRZ, Barnum Museum*, Seaside Village Association, Marina Village Association, local religion institutions, local schools, Housatonic Community College, Bridgeport & Port Jefferson Steamboat Company, Arena of Harbor Yard, Bridgeport Economic Development Corporation.

- Technical Advisory Committee Members’ Affiliation: City of Bridgeport, Connecticut Institute for Resilience and Climate Adaptation (CIRCA), Connecticut Department of Energy and Environmental Protection, Connecticut State Historic Preservation Office (SHPO)*, Connecticut Department of Economic Community Development, MetroCOG, University of Bridgeport*, Historic District Commission, Bridgeport Port Authority, Yale University, Water Pollution Control Authority, and elected officials (State Senator Moore, State Senator Gomes, Councilwoman Denese Taylor-Moye, City Council members, Office of the Mayor of Bridgeport, Representative Antonio Felipe, Congressman Himes, Senator Murphy and Senator Blumenthal)
- Property Owners Directly Impacted (portions of the project would cross their property): PSEG Power Connecticut LLC, Bridgeport Energy, United Illuminating, owner of 60 Main Street, University of Bridgeport, City of Bridgeport, Bridgeport Housing Authority, and the Connecticut Department of Transportation
- Section 106 Consulting Parties not listed above: Bridgeport History Center, Greater Bridgeport Community Enterprises, and Fairfield Garden Club.
- Members of the Public: Regular public meetings have engaged individual members of the public, particularly residents of the South End, who did not serve on a committee or represent a larger group, but who none-the-less participated in workshops, design charrettes, and information sessions that informed the projects’ design throughout the NEPA and CEPA process. Collectively the CTDOH would like to acknowledge their participation.

Public Involvement

As part of the NEPA/CEPA process, extensive consultation and coordination with the public, local, state, and federal officials took place throughout the project development. Public involvement occurred at the following meetings:

- Project Kick Off Meeting (#1) October 18, 2017
- Concept Screening Meeting (#2)December 12, 2017
- Scoping Meeting and Design Workshop (#3)March 14, 2018
- Alternatives Analysis Meeting (#4) June 6, 2018
- DEIS Public Hearing and Design Workshop (#5)..... February 26, 2019
- Main Street Workshop (#6)..... June 26, 2019

For the Proposed Action, the public scoping process began on February 27, 2018, with the publication of the Notice of Intent (NOI) in the *Federal Register*. The NOI notified the public of CTDOH’s intent to prepare an EIS for the Resilient Bridgeport: National Disaster Resilience and Rebuild by Design Projects, in accordance with NEPA and CEPA. The public scoping process also included publication of a draft Scope of Work, followed by a 30-day comment period and public Scoping Meeting.

The Scoping Meeting was held at 6:00 p.m. on March 14, 2018, at Schelfhault Gallery, Bridgeport, CT. At least two weeks in advance of the meeting, legal notices were published in local English and Spanish newspapers notifying the public of the time and location of the meeting, including contact information should anyone

require translation services at the meeting. The public meeting included a presentation and discussion on the Draft Scoping Document for the Resilient Bridgeport's EIS, including a discussion on the purpose and need, preliminary design alternatives, and analysis methodologies. The meeting was followed by a design workshop. All comments received at the DEIS Scoping Meeting were recorded at the meeting (see Appendix H) and were addressed in the Final Scoping Document (https://resilientbridgeport.com/wp-content/uploads/2018/06/Resilient-Bridgeport-Final-Scoping-Doc_June2018.pdf).

Following the notice of availability of the DEIS, a public hearing provided an opportunity for the public to submit comments on the DEIS orally and/or in writing. The public hearing was held on Tuesday, February 26, 2019, from 6:00 p.m. to 8:00 p.m. at the University of Bridgeport Arts & Humanities Building, 84 Iranistan Avenue, Bridgeport, CT. The public hearing was followed by a design workshop. Comments on the DEIS were recorded at the hearing (see Appendix H). Those who did not wish to voice their comments publicly were offered an opportunity to provide a private written or verbal comment at the meeting, or to submit comments at any point during the public comment period through the Resilient Bridgeport website (www.ResilientBridgeport.com) or by mail or email

All comments received by March 18, 2019 have been addressed in this FEIS.

Electronic copies of the Final EIS are available for public review on the following websites: www.ResilientBridgeport.com and <https://portal.ct.gov/doh/doh/Sandy-Pages/Sandy-Programs/NDRC>.

This FEIS is available for comment for 30 days, through October 7, 2019. For further information, write or email the following:

Rebecca French
Director of Resilience, CTDOH
505 Hudson Street
Hartford, CT 06106
ATTN: Resilient Bridgeport
info@resilientbridgeport.com