

PUBLIC NOTICE: NORWALK REDEVELOPMENT AGENCY PUBLIC MEETING
regarding South Norwalk Train Station Eastbound
Monday, November 25, 2019
Norwalk City Hall 125 East Avenue Norwalk CT
Room 101 3:30pm.

Invitation to review and comment: Interested parties are invited to comment on the Agency's application for an EPA Brownfields Cleanup Grant at the South Norwalk Railroad Station at 30 Monroe Street. A draft application to the EPA seeking EPA Brownfields Cleanup Grant and the associated Analysis of Brownfields Cleanup Alternatives will be available for public review by hard copy at the meeting and is available through the link attached to this Notice. The Agency invites comment in person at the meeting, via e-mail to ssweitzer@norwalkct.org. Subject line should read EPA Application Comment or by hard copy to Norwalk Redevelopment Agency, 3 Belden Avenue, Norwalk, CT 06850. Comments may be made anytime but must be received by December 2, 2019 to be incorporated into the EPA Application.

[EPA Grant Application draft 2019 Cleanup Grant Application.msg](#)

**Analysis of Brownfields Cleanup Alternatives
South Norwalk Train Station
30 Monroe Street
Norwalk, Connecticut**

I. Introduction & Background

This Analysis of Brownfields Cleanup Alternatives (ABCA) has been prepared to evaluate cleanup alternatives for 30 Monroe Street in Norwalk, Connecticut (the Site). The ABCA is a condition of the City of Norwalk's application for a Brownfields Cleanup Grant provided by the United States Environmental Protection Agency (EPA). The cleanup will be performed by the City of Norwalk (the City) to make the property ready for sale and redevelopment as part of the City's Transit-Oriented Development program.

The Site is subject to the Connecticut Department of Energy and Environmental Protection (CT DEEP) Remediation Standard Regulation (RSRs) of the Regulations of Connecticut State Agencies (RCSA) Section 22a-133k-1 through -3, inclusive. Groundwater at the Site is classified as GB, and only the Surface Water Protection Criteria (SWPC) applies to groundwater analytical results at the Site. The GB pollutant mobility criteria (GB PMC) will apply to the leachability of chemicals from soil. The property is currently developed for Industrial/Commercial uses and the Industrial/Commercial Direct Exposure Criteria (I/C DEC) could be compared to soil analytical results. However, use of the I/C DEC would require that an Environmental Land Use Restriction (ELUR) be applied for following remediation. To avoid the requirement for an ELUR, remediation could be performed to achieve compliance with the Residential Direct Exposure Criteria (Res DEC).

1. Site Location

The Site, owned by the City of Norwalk (parcel 2-55-28-0), is currently used as a parking lot at the South Norwalk Train Station with a platform with access to eastbound trains. The Site consists of an irregularly-shaped parcel totaling 3.03 acres of land. The Site is improved with a single-story 5,565 square foot train station building and covered platform. The remaining portions of the Site exist as paved parking areas and driveways.

The Site is located east/southeast of the Metropolitan Transportation Authority (MTA) Metro-North rail line. Access to the Site is available from Monroe Street, which forms the northern boundary, and Henry Street, which forms the southern boundary. Industrial/Commercial properties are located to the east of the Site.

2. Forecasted Climate Conditions

EPA requires that the ABCA consider potential impacts due to climate concerns. Specifically this discussion addresses observed and forecasted climate change conditions for the area of the project and associated site specific risk factors. Norwalk, Connecticut is located on Long Island Sound and additional portions of the City are located along tidal estuaries, including the Norwalk River. The Site is located approximately 2,000 feet west from Norwalk Harbor and elevated relative to the harbor.

The northeastern United States, including Norwalk, experiences warm and often humid summers and cold winters. Rainfall can be severe with summer thunderstorms common and severe weather resulting from regional nor'easter anticyclone storms and/or hurricanes. Winter