

MEETING NOTES

DATE: March 12, 2013 (4:00 – 5:30 PM)

SUBJECT: University of Connecticut
Main Accumulation Area EIE
Siting Advisory Committee Meeting #5

ATTENDEES: See attached sign-in sheet

Patricia Bresnahan	Erik Mas
Jason Coite	Rich Miller
Jean de Smet	Terence Monahan
Jay Johnston	Linda Painter
Bill Lennon	Ed Pelletier
Mike Makuch	Meg Reich

The University of Connecticut (UConn) Main Accumulation Area (MAA) Siting Advisory Committee Meeting #5 was held on March 12, 2013. The purpose of the meeting was to review the draft Main Accumulation Area Facility Comparative Site Study Report.

During the meeting, Fuss & O'Neill reviewed the MAA Facility Scoring Matrix results and the next steps of the CEPA EIE process. Copies of the meeting agenda and slides are attached. Information that was presented in the meeting slides is not repeated in these meeting notes.

Meeting Discussion

- The site with the highest average score was Parcel G within the proposed Tech Park along North Hillside Road. Specifically the site is located to the south of the access road to Lot C (former landfill), east of the electrical right-of-way, north of the Celeron trail and west of existing tennis courts. Ten of eleven committee members scored the Parcel G site the highest.
- The site with the second highest average score was the northwest corner of W-Lot. One of eleven committee members scored the W-Lot site highest.
- The remaining sites were scored from highest to lowest as follows: North of the Transfer Station, F-Lot, Existing Location (new facility), Existing Location (as is).
- The CEPA EIE is expected to start with a public scoping notice published and a public scoping meeting sometime this spring, and an EIE report available for public comment published in the fall.
- The public scoping meeting will be immediately preceded by an informal open-house where members of the public can review maps and other materials and ask questions. Committee members are welcomed and encouraged to attend the open house.
- Mike Makuch presented a memo on behalf of the UConn Public Safety Department. The memo is attached. The memo is supportive of the Siting Committee's process, acknowledges that the average scores for the two highest ranked sites are very close, and recommends that the W-lot site be the location of a new MAA for several detailed reasons. With respect to the draft report,

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the map keys depicting the ¼-mile and 1/3-mile radii should be double checked. Fuss & O'Neill will revise the map keys, as needed, to address this comment.

- A Committee member, though approving of the overall outcome of the Committee's work, was dissatisfied with the siting committee's process. This member felt that the sites scored by the Committee were selected without using input from the Committee.
 - A discussion followed in which several Committee members' described how they recalled other locations on campus having been considered:
 - off-campus sites such as the Depot campus and Spring Hill could not be used due to RCRA legal requirements,
 - "core campus" sites, including the Science Quad, the parking area uphill of McMahon and the Co-op, and the "Farmer Brown" area, were undesirable locations due to population density, other planned uses (a new engineering academic building at the Science Quad site, relocating Student Health Service to the Lot 9/Farmer Brown area), or concerns about congested road/pedestrian traffic, and
 - The I-lot parking area near the ice rink was too close to off-campus residences.
 - A committee member indicated that while a majority of the members have a detailed knowledge of campus which helps them understand the feasibility of relocating the MAA to certain areas, members without this detailed knowledge were at a disadvantage.
 - A committee member indicated that the number and the locations of the sites selected for scoring were appropriate.
 - There was a discussion regarding the report's narrative about other sites that were screened but not included in the scoring. F&O will revise the report to be more descriptive about the sites that were screened by the Committee.
- A Committee member indicated that the Committee should have met more times.
- Several Committee members indicated their support and approval of the Committee's process and outcome.
- Rich Miller acknowledged the time and effort required by the Committee members, thanked them for their dedication and insight.
- Rich Miller encouraged the Committee members to attend the public availability session that will immediately precede the EIE scoping meeting.



University of Connecticut
Division of Public Safety

Office of the Fire Marshal
and Building Inspector

March 12, 2013

To:
Richard Miller, Director
Office of Environmental Policy

Subject:
MAA Advisory Committee Report

Mr. Miller,

The UConn Department of Public Safety has reviewed the draft results of the scoring process undertaken by this group, including input from 2 representatives of UConn Public Safety. The results clearly identify the top 2 suggested sites as being the North Campus Parcel G and W Lot. These 2 options are closely ranked (14 points between them) and somewhat separated by average score from the next 2 lower ranked sites (North of Transfer station being 21 points below, and F Lot another 21 points below that).

Of those 2 sites, UConn Public Safety prefers and recommends the W Lot site primarily due to the greater distance from population centers and critical infrastructure. The following comments further reflect this opinion.

Transport of Chemical Waste:

As the draft report details, there are approximately 1200 locations that can be sources of materials to collect and transport to the MAA, meaning that ground transportation within the campus area is a given. Larger quantities will be moved off of campus by contract haulers from the MAA. Placing the MAA at W Lot means less travel will be required within the campus and population areas for the larger vehicles and the larger material quantities within those vehicles. This has a potential advantage to pedestrian safety by keeping the larger vehicle out of campus. Further, the areas adjacent to the roadways that could be affected by an incident have lower risk of impact by spill or business interruption.

Attractive Nuisance:

While the W Lot location has greater potential public visibility, it will be further from the student population, reducing the daily awareness and temptation to involve the facility in some type of event. Further, the W Lot location allows open viewing of the facility so that proper officials can view it easily from a distance.

Distance to Occupied Buildings:

As the draft report indicates in the Public Health and Safety maps, the safety buffers at both locations encompass occupied buildings including residential buildings. The W Lot site includes a lower population of residential and non-residential occupants. Some of the non-residential occupants within the less preferred Parcel G site are critical to the University's functions including Waste Water

Treatment, Reclaimed Water, Facilities, and Motorpool. Outside of the buffer, but closer to Parcel G than W Lot is the Public Safety Building which includes the Emergency Operations Center and 911 Center for the community.

Initial evacuation distances according to the US DOT Emergency Response Guidebook for spills involving some of the typical waste materials stored in the current MAA are typically 1000'. This is an industry standard method when emergency responders arrive at an event and is used until further information is developed to allow reducing the area or forcing an expansion of the area. This distance roughly matches the outer buffer indicated in the draft report.

Airborne release:

The safety concerns in the event of a release to the air caused by off-gassing or a fire advance the concern for potential community involvement as the contamination can move further and faster than in a spill situation. Research into the typical wind directions experienced on campus from the National Weather Service as well as the University's own weather station indicates that the predominant directions are West to Northwest closely followed by South to Southeast. This also indicates some public safety advantage to the W Lot site as these wind directions would move any releases towards less populated areas and less critical infrastructure as compared to the Parcel G site.

In conclusion, UConn Public Safety prefers and recommends the W Lot site primarily due to the greater distance from population centers and critical infrastructure. Thank you for the invitation to participate in this important process and for your willingness to receive our comments which reflect our careful consideration of all factors, especially those that we believe create the least impact on public safety.

Sincerely,



Michael J. Makuch, Deputy Chief
Communications and Fire Protection Systems
University of Connecticut Fire Department

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Kennedy Building, 47 Weaver Road, U-5052
Storrs, Connecticut 06269-5052

Telephone: (860) 486-4878
Facsimile: (860) 486-4677
e-mail: ofmbi@uconn.edu



