



STATE OF CONNECTICUT  
CONNECTICUT SITING COUNCIL

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July 26, 2013

Andrew W. Lord, Esq.  
Murtha Cullina LLP  
CityPlace I, 29<sup>th</sup> Floor  
185 Asylum Street  
Hartford, CT 06103

RE: **DOCKET NO. 431** – South Norwalk Electric and Water Certificate of Environmental Compatibility and Public Need for the construction, maintenance, and operation of an electrical substation and its connection to an existing 115 kV transmission line, located at 180 Dr. Martin Luther King, Jr. Drive, Norwalk, Connecticut.

Dear Attorney Lord:

At a public meeting of the Connecticut Siting Council (Council) held on July 25, 2013, the Council considered and approved the partial Development and Management (D&M) Plan Part II submitted for this project on June 25, 2013.

This approval applies only to the D&M Plan submitted on June 25, 2013. Any changes to the D&M Plan require advance Council notification and approval.

Please be advised that deviations from this plan are enforceable under the provisions of the Connecticut General Statutes § 16-50u. Enclosed is a copy of the staff report on this D&M Plan, dated July 25, 2013.

Thank you for your attention and cooperation.

Very truly yours,

Robert Stein  
Chairman

RS/MP/cm

Enclosure: Staff Report, dated July 25, 2013

c: Parties and Intervenors  
The Honorable Richard Moccia, Mayor, City of Norwalk  
Michael Greene, Director of Planning and Zoning, City of Norwalk

**Docket No. 431  
SNEW**

**Staff report for partial D&M Plan Part II**

**July 25, 2013**

*Introduction*

On March 21, 2013, South Norwalk Electric and Water's (SNEW) SoNo Substation project was approved by the Connecticut Siting Council (Council). The substation site is located on two adjoining parcels totaling 1.07 acres. To the east of the site is Dr. Martin Luther King Jr. Drive. Abutting the site to the west is the Metro-North Railroad (MNRR) tracks. (Residential properties are located on the opposite side of the tracks.) To the south is a United Parcel Service building and parking lot. To the north is Dr. Martin Luther King Jr. Drive passing over the MNRR tracks.

On May 16, 2013, the Council approved a partial Development and Management Plan (D&M Plan Part I) limited to tree clearing and soil remediation. On June 25, 2013, the Council received another partial Development and Management Plan (D&M Plan Part II) limited to grading, foundations, and soil and erosion control plans. D&M Plan Part III will include but not be limited to fencing, access, poles, terminal structures, buildings, landscaping, and all other final construction details. D&M Plan III is expected to be the final plan and will be filed with the Council in the near future.

*Soil and Erosion Controls*

Prior to grading, soil erosion and sedimentation control measures (E&S Controls) would be installed. Hay bales would be used on the eastern portion of the site in front of catch basins. Silt fence with hay bales would be utilized on the western portion of the substation site. Anti-tracking pads would be utilized to minimize sediment being tracked on the street. Dust would be mitigated during the construction process through the use of water sprays over the work areas.

E&S Controls would be maintained in good working order in accordance with the current "Guidelines for Erosion and Sedimentation Control" handbook until all disturbed areas are stabilized. All slopes as well as re-graded areas which are not finished with crushed stone would be seeded, fertilized, and mulched.

*Grading*

The existing subject property elevation ranges from roughly 50 feet above mean sea level (amsl) on the southern end to approximately 65 feet amsl on the northern end. The southern portion of the substation site would have the least amount of grading. The final grade for the southern portion would be close to the existing elevation. The northern portion of the substation site

would be excavated to meet the same elevation as the southern portion. A retaining wall would be constructed along the northern fence line and a portion of the northeastern fence line.

#### Foundations

The majority of the foundation construction would commence after the completion of rough grading, except for the steel poles along MNRR right-of-way. (The three caisson foundations for the steel poles would be installed before grading.) Generally, the foundation installation process involves excavation, form work, use of steel reinforcement, construction of transformer sumps, and concrete pouring. Excess material or material deemed not suitable for compaction, if any, would be used either on-site or disposed off-site in accordance with applicable requirements.

As approved, the substation has a Connecticut Light and Power Company (CL&P) section for transmission-related equipment and a SNEW section for transformers and distribution-related equipment. Foundation structures to be installed for CL&P include but are not limited to foundations for the CL&P control house, terminal structures, circuit breaker, circuit switchers, etc. Foundations to be installed for SNEW include but are not limited to foundations for the following equipment: switchgear house, control house, transformers and oil containment, disconnect switches, and circuit switchers.

#### Conclusion

SNEW has complied with the Council's decision and order and with Regulations of Connecticut State Agencies Section 16-50j-61 Elements of a D&M Plan; thus staff recommends approval of the limited grading, foundations, and soil and erosion control plans.