STATE OF CONNECTICUT
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
INFRASTRUCTURE AND REAL ESTATE PROJECTS

ENVIRONMENTAL ASSESSMENT CHECKLIST
Project ID No: **(issued by OPM)**

Date: 1/21/2014 **Staff Contact:** Nelson Tereso
Municipality: Southington **Project Name:** Lake Compounce Campground Expansion
Funding Source: TBD **State Funds:** TBD
Type of State Agency Review **Stage 1 X** **Stage 2 ____**

This assessment is being conducted in conformance to the department's Environmental Classification Document to determine CEPA obligations

Project Description: Festival Fun Parks LLC (d/b/a Lake Compounce Amusement Park) is seeking state financial assistance for the expansion of the existing amusement park to include a campground facility. The proposed expansion project will consist of a 30 acre campground area that will allow the park to draw overnight visitors from neighboring states. The proposed activities include construction of cabins and RV sites, a welcome center, a power transformer station, extension of sewer & water service to the camping area, recreational fields and other associated project elements.

Note: environmental remediation is a positive environmental impact, but not a CEPA activity.

RCSA sec. 22a-1a-3 Determination of environmental significance (direct/indirect)

1) *Impact on air and water quality or on ambient noise levels*

a) *Air*— For construction projects, the Department of Energy and Environmental Protection (DEEP) typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (CARB) standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.

b) *Water Quality*— The Department of Energy and Environmental Protection (DEEP) strongly supports the use of low impact development (LID) practices such as water quality swales and rain gardens for infiltration of stormwater on site. Key strategies for effective LID include: managing stormwater close to where precipitation falls; infiltrating, filtering, and storing as much stormwater as feasible; managing stormwater at multiple locations throughout the landscape; conserving and restoring natural vegetation and soils; preserving open space and minimizing land disturbance; designing the site to minimize impervious surfaces; and providing for maintenance and education. Water quality and quantity benefits are maximized when multiple techniques are grouped together. Consequently, we typically recommend the utilization of one, or a combination of, the following measures:

- the use of pervious pavement or grid pavers (which are very compatible for parking lot and fire lane applications), or impervious pavement without curbs or with notched curbs to direct runoff to properly designed and installed infiltration areas,
- the use of vegetated swales, tree box filters, and/or infiltration islands to infiltrate and treat stormwater runoff (from building roofs and parking lots),
- the minimization of access road widths and parking lot areas to the maximum extent possible to reduce the area of impervious surface,
- if soil conditions permit, the use of dry wells to manage runoff from the building roofs,
- the use of vegetated roofs (green roofs) to reduce the runoff from buildings,
- proper treatment of special activity areas (e.g. loading docks, covered maintenance and service areas),
- the installation of rainwater harvesting systems to capture stormwater from building roofs for the purpose of reuse for irrigation, and
- providing for pollution prevention measures to reduce the introduction of pollutants to the environment.

The effectiveness of various LID techniques that rely on infiltration depends on the soil types present at the site. According to the Natural Resources Conservation Service's Soil Web Survey, there are a variety of soils at the site with ratings for their capacity for stormwater management practices involving infiltration ranging from

most to least suitable. However, infiltration practices may be suitable at this site. Soil mapping consists of a minimum 3 acres map unit and soils may vary substantially within each mapping unit. Test pits should be dug in areas planned for infiltration practices to verify soil suitability and/or limitations. Planning should insure that areas to be used for infiltration are not compacted during the construction process by vehicles or machinery. The siting of areas for infiltration must also consider any existing soil or groundwater contamination.

The Department has compiled a listing of web resources with information about watershed management, green infrastructure and LID best management practices. It may be found on-line at: LID Resources. The *Low Impact Development Appendix* to the *Connecticut Stormwater Quality Manual* also includes a section on urban retrofits and redevelopment. It is available on-line at: LID Appendix.

Stormwater discharges from construction sites where one or more acres are to be disturbed, regardless of project phasing**,** require a permit from the DEEP Permitting & Enforcement Division. The *General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities* (DEEP-WPED-GP-015) will cover these discharges. For projects disturbing five or more acres, registration describing the site and the construction activity must be submitted to the Department prior to the initiation of construction. A stormwater pollution control plan, including measures such as erosion and sediment controls and post construction stormwater management, must be prepared. A goal of 80 percent removal of total suspended solids from the stormwater discharge shall be used in designing and installing post-construction stormwater management measures. The general permit also requires that post-construction control measures incorporate runoff reduction practices, such as LID techniques, to meet performance standards specified in the permit.

The construction stormwater general permit dictates separate compliance procedures for Locally Approvable projects and Locally Exempt projects (as defined in the permit). Locally Exempt construction projects disturbing over 1 acre must submit a registration form and Stormwater Pollution Control Plan (SWPCP) to the Department. Locally Approvable construction projects with a total disturbed area of one to five acres are not required to register with the Department provided the development plan has been approved by a municipal land use agency and adheres to local erosion and sediment control land use regulations and the *CT Guidelines for Soil Erosion and Sediment Control*. Locally Approvable construction projects with a total disturbed area of five or more acres must submit a registration form to the Department. This registration shall include a certification by a Qualified Professional who designed the project and a certification by a Qualified Professional or regional Conservation District who reviewed the SWPCP and deemed it consistent with the requirements of the general permit. The SWPCP for locally approvable projects is not required to be submitted to the Department unless requested.

c) *Noise* — No negatives impacts are anticipated.

2) *Impact on a public water supply system or serious effects on groundwater, flooding, erosion, or sedimentation*

a) *Water Supply*— According to notes on the site plan, water and sewer service for this site in Southington will be provided by the City of Bristol. Projected water demand and sanitary sewage flows for the proposed campground should be calculated.

According to the Water Supply Plan for the City of Bristol Water Department, the utility has an adequate margin of safety to meet average and peak day demands through 2020 but does not have an adequate margin of safety for the 2050 planning year. Additional supply is proposed to be obtained by interconnecting with one of the several neighboring utilities. Although the campground will likely not be a major water user, it is unlikely that demand from the project area was included in the utility's projected future demand. The utility should be consulted to determine whether they will be able to meet the demands of the proposed development.

The ability of the Bristol water pollution control facility to treat the proposed sanitary discharges should also be confirmed. Any existing agreement between the park and city may have to be modified to include service to land in Southington. The Town of Southington should also be informed of the intent to discharge to the Bristol system. The final plans and specifications for proposed sewer line extensions must be approved by the Bureau of Water Protection & Land Reuse pursuant to section 22a-416 of the Connecticut General Statutes before construction is initiated.

The project does not appear to be in a public water supply source water area.

b) *Groundwater*— No negatives impacts are anticipated.

c) *Flooding*— The community's Flood Insurance Rate Map depicts a 100-year flood zone for the Eightmile River that may extend slightly into the project area. It does not appear that any construction is proposed within the flood zone. This should be confirmed. Any work must be certified by the DECD as being in compliance with flood and stormwater management standards specified in section 25-68d of the Connecticut General Statutes (CGS) and section 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA) and receive approval from the Department of Energy and Environmental Protection.

3) *Disruption or alteration of an historic, archeological, cultural or recreational building, object, district, site or surroundings*— No negatives impacts are anticipated.

4) *Effect on natural land resources and formations, including coastal and inland wetlands, and the maintenance of in-stream flows*—

The Natural Resources Conservation Service's soil survey depicts an area of alluvial and floodplain soils associated with the Eightmile River along the southeastern boundary of

the project site. The site plan provided depicts wetlands delineated by a soil scientist and notes that no work is proposed within wetlands or the 50-foot upland review area. The local inland wetlands agency should be contacted to confirm the lack of any permit requirements.

In order to protect wetlands and watercourses adjacent to the site, strict erosion and sediment controls should be employed during construction. The Connecticut Guidelines for Soil Erosion and Sediment Control prepared by the Connecticut Council on Soil and Water Conservation in cooperation with DEEP is a recommended source of technical assistance in the selection and design of appropriate control measures.

5) *Effect on natural communities and upon critical species of animal or plant and their habitats: interference with the movement of any resident or migratory fish or wildlife species—*

The Natural Diversity Data Base, maintained by DEEP, contains no records of extant populations of Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the Connecticut General Statutes, as endangered, threatened or special concern in the project area. This information is not the result of comprehensive or site-specific field investigations. Also, be advised that this is a preliminary review. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEEP for the proposed site. Consultation with the Natural Diversity Data Base should not be substituted for on-site surveys required for environmental assessments. The extent of investigation by competent biologist(s) of the flora and fauna found at the site would depend on the nature of the existing habitat(s). If field investigations reveal any Federal or State listed species, please contact the DEEP Geologic & Natural History Survey at 860-424-3540.

6) *Use of pesticides, toxic or hazardous materials or any other substance in such quantities as to create extensive detrimental environmental impact—* No negatives impacts are anticipated.

7) *Substantial aesthetic or visual effects—* No negatives impacts are anticipated.

8) *Inconsistency with the written and/or mapped policies of the statewide Plan of Conservation and Development and such other plans and policies developed or coordinated by the Office of Policy and Management or other agency—*

The Locational Guide Map of the State of Connecticut Conservation and Development Policies Plan 2013-2018 (the Plan) indicates that the proposed project is within a Priority Funding Area and a Balanced Priority Funding Area. The portion of the project area classified as Balanced Priority Funding Area is within areas of wetland soils and floodplain associated with the Eightmile River. No development shall occur within the floodplain. Development within areas of wetland soils shall be in accordance with the regulation of the Town of Southington Inland Wetland/Conservation Commission.

9) *Disruption or division of an established community or inconsistency with adopted*

municipal or regional plans— No negatives impacts are anticipated.

10) Displacement or addition of substantial numbers of people— No negatives impacts are anticipated.

11) *Substantial increase in congestion (traffic, recreational, other)*— No negatives impacts are anticipated.

12) *A substantial increase in the type or rate of energy use as a direct or indirect result of the action*— In keeping with the DEEP's interest in furthering the use of alternate fuels for transportation purposes, DEEP recommends that several Level 1 electric vehicle charging stations (for length of stays of 8 hours or greater) be included in the project design. Increasing the availability of public charging stations will facilitate the introduction of the electric vehicle technology into the state and serve to alleviate the present energy dependence on petroleum.

13) *The creation of a hazard to human health or safety*— No negatives impacts are anticipated.

14) *Any other substantial impact on natural, cultural, recreational or scenic resources*— No negatives impacts are anticipated.

Conclusion: The applicant shall address the following concerns as a requirement for utilization of state funding for the proposed project:

- Compliance with the regulations of the Department of Energy and Environmental Protection for erosion & sediment control and stormwater management. In order to protect wetlands and watercourses adjacent to the site, strict erosion and sediment controls should be employed during construction.
- The City of Bristol Water Department should be consulted to determine whether they will be able to meet the demands of the proposed development.
- The ability of the Bristol water pollution control facility to treat the proposed sanitary discharges should be confirmed. The Town of Southington should be informed of the intent to discharge to the Bristol system. The final plans and specifications for proposed sewer line extensions must be approved by the DEEP Bureau of Water Protection & Land Reuse pursuant to section 22a-416 of the Connecticut General Statutes before construction is initiated.
- The site plan provided depicts wetlands delineated by a soil scientist and notes that no work is proposed within wetlands or the 50-foot upland review area. The local inland wetlands agency should be contacted to confirm the lack of any permit requirements.

Recommendations:
The Environmental Assessment for this project does not appear to trigger an obligation under CEPA for an EIE.