

EXECUTIVE SUMMARY

Description of the Proposed Action

The Town of Cromwell (Middlesex County, Connecticut) in conjunction with the State of Connecticut Department of Economic and Community Development (DECD) seek to facilitate private investment and development of a business park within Cromwell, Connecticut. The Town of Cromwell has requested funding from DECD for the installation of infrastructure to facilitate private development within this industrial area. The study area, comprising approximately 121-acres, is generally bounded by State Route 91 to the west, by State Route 3 to the east (Shunpike Road), the Town of Rocky Hill to the north and by open space to the south (Figure ES-1. Location Map).

The project area was selected as a feasible location for a business park because of factors such as the favorable economic and business climate in the Town of Cromwell. Factors such as convenient highway access, industrial zoning, and suitable topography and soils would benefit a business park (Figure ES-2 Existing Site Plan). The site is also located in an area where other light industrial uses have been established over the past several years, both within Cromwell and in the adjacent Town of Rocky Hill. Various light industrial uses are currently scattered along Route 3 south of the study area. In addition, a large industrial park is located along Route 3 immediately north of the study area in Rocky Hill; this park contains several large light industrial uses, including a grocery warehouse.

Background Information

The Town of Cromwell obtained a Small Town Economic Assistance (STEAP) grant in 2003 to begin the pre-planning phase of the proposed industrial park. Following the receipt of this grant, the Town commissioned a Market and Feasibility Study, which was completed by AMS Advisory Services in 2004. This study specifically focused on existing and proposed industrial markets and the development of general development concepts to begin determining project costs. This study concluded that there was market support for an industrial park on the subject site west of Route 3 in Cromwell. In 2004, the State Office of Program Management (OPM) completed an Environmental Assessment pursuant for infrastructure improvements. Upon completion of the Environmental Assessment, it was recommended that an Environmental Impact Evaluation be prepared for the proposed project for the following reasons:

- State funds were being used for the project; and,
- The potential environmental impacts.

Development Needs

Facilities that are expected to occupy the business park include light manufacturing, office uses, warehouse/distribution and wholesale trade. To facilitate the development of the business park both on-site and off-site infrastructure and other improvements are proposed including utility extension, improvements to existing roads, and construction of new access roads.

CEPA Process

The proposed action is subject to the Connecticut Environmental Policy Act (CEPA), as revised effective October 1, 2002 per Public Act 02-121. As previously noted, upon completion of an EA, the OPM determined that an EIE was warranted based on the project size, the potential for environmental impacts and the use of state funds.

The EA focused on the consequences of potential industrial development in the study area. The study area encompasses approximately 121 acres of land west of Route 3 and includes specific infrastructure improvements including utility extension, improvements to existing roads, and construction of new access roads for which funding is currently available. Construction of the proposed action is expected to commence in 2008.

This EIE examines the existing environmental setting of the proposed action, alternatives (including the “No Action Alternative”) and potential Direct, Indirect, and Cumulative Impacts. Mitigation measures are provided where adverse impacts from the proposed action are anticipated.

Purpose and Need

In response to a demand for sites that are zoned industrial and can be devoted to a variety of business uses including light industrial, office/flex, distribution and warehousing, the Town of Cromwell seeks to facilitate private investment and development of such uses in appropriately zoned areas of the town. Such business park uses will improve the tax base and increase employment opportunities, thereby providing local, regional, and state-wide benefits.

Cromwell proposes to promote business park development on vacant or under-utilized lands located in the northern portion of the town, in the vicinity of Interstate 91 (I-91) and State Route 3 (Shunpike Road / Cromwell Avenue) and near the town’s border with the Town of Rocky Hill. The Town initially planned to develop the vacant industrial lands located west of Route 3 and adjacent to I-91 as a business park. However, due to the strong market for industrial development, the town decided to facilitate the development of these industrial lands by the private sector, rather than through public sector mechanisms.

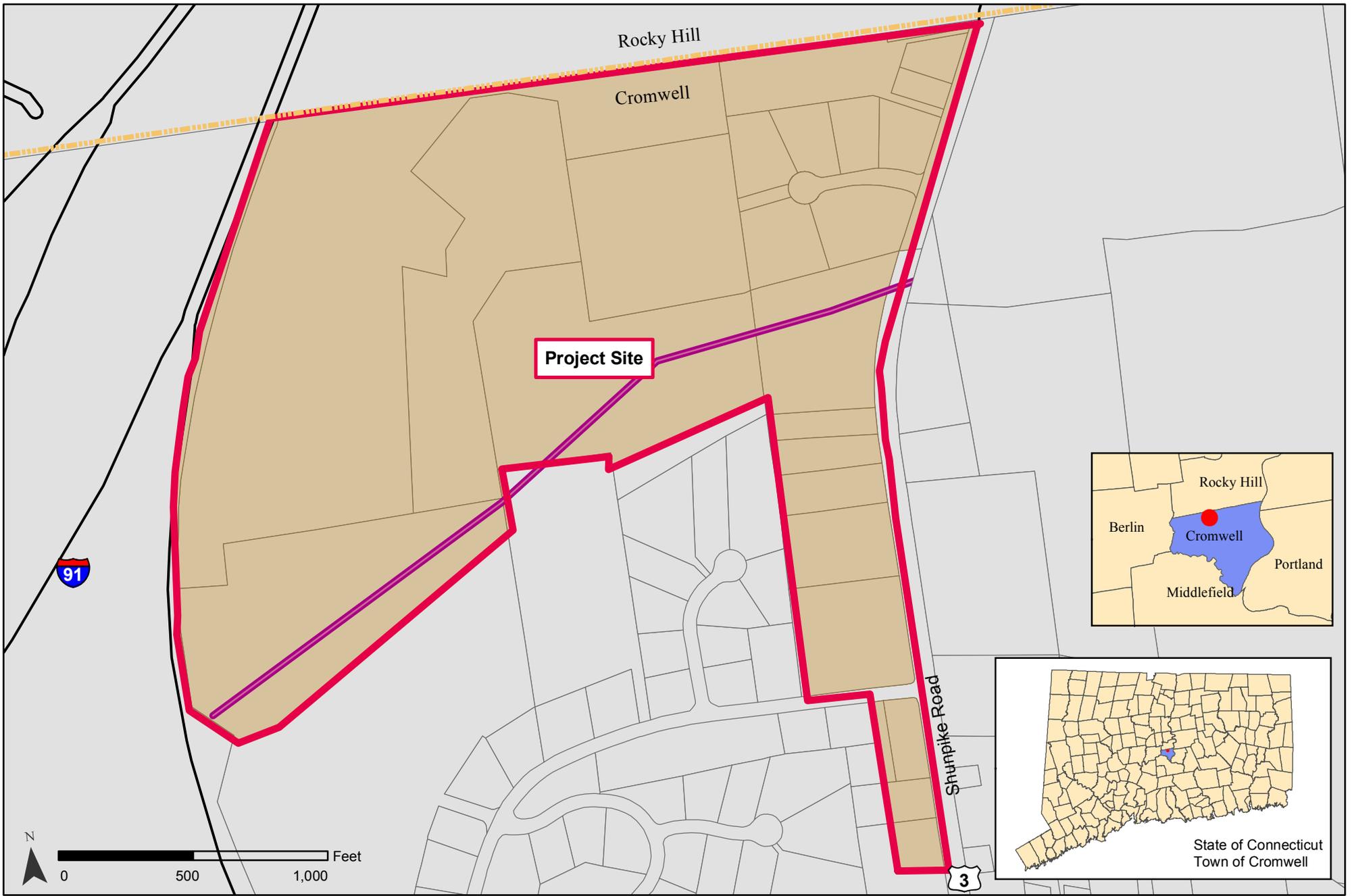
Cromwell has obtained two grants from Connecticut’s Small Town Economic Assistance Program (STEAP) for infrastructure improvements to facilitate the development of a business park by the private sector. These infrastructure improvements include extension of utilities, existing road improvements and new access roads.

The grant funding also was used to complete a Market Feasibility Study and analyses required pursuant to the Connecticut Environmental Policy Act (CEPA), including this Environmental Impact Evaluation (EIE). The original Market Feasibility Study of the Proposed Cromwell Business Park, completed in 2004, concluded that there was market support for a business park on the site west of Route 3 in Cromwell. This study specifically focused on existing and proposed industrial markets and on the identification of preliminary development concepts to begin determining project costs.

The Market Feasibility Study was updated in 2006 and determined that the economic climate was still favorable to support development of the new expanded study area. Favorable factors include a demand for space in Cromwell, the central geographic location of Cromwell, as well as an

accessible labor market and consumer market. The study concluded that demand trends support development of an environment for a mixture of uses with office, light industrial, office/flex space, warehousing and distribution.

In addition, the study found that supply of fully-serviced, subdivided business park lots is limited in the region. According to the Connecticut Economic Development Resource Center (CERC), there are only four land sites in Cromwell totaling 32.47 acres on the market. Two of these are zoned for business use and consist of 0.65 and 13 acres. The other two properties, which are zoned for industrial use, comprise 8.45 acres and 10.37 acres. The Market Feasibility Study showed that the strongest market demand for sites is in the 2- to 5-acre range. In the six surrounding communities, only the Town of Berlin has available sites in this range. In the surrounding area, which includes Cromwell and nearby communities of Berlin, Glastonbury, Middletown, Newington, Rocky Hill and Wethersfield, there are 29 parcels of land ranging from .65 to 108 acres, with a total of approximately 650 available acres.



**Figure ES1:
Project Location
Cromwell Business Park
Environmental Impact Evaluation**





**Figure ES-2: Existing Site Plan
Cromwell Business Park
Environmental Impact Evaluation**

Public Involvement

A notice of scoping, dated December 20, 2005, was released to inform state agency reviewers and other interested parties of the proposed action. The scoping process is intended to identify any issues and concerns related to the proposed project. A copy of the scoping notice is included in Appendix A.

A public scoping meeting was not held, as the required number of comments were not received in response to the notice of scoping. Pursuant to CEPA, a public scoping meeting is not required if a meeting is not requested by 25 or more interested individuals, or by an association that represents 25 or more members.

Benefits and Impacts

Air Quality

This project will not adversely affect air quality in the area nor will it worsen conditions in National Ambient Air Quality Standards (NAAQS) non-attainment areas. CO hot spots are unlikely in the vicinity of the Proposed Action because existing CO levels in the area are already well below the CO NAAQS and the project will not substantially change emission sources/quantities. During clearing and construction of the proposed facility and associated paved surfaces potential air quality impacts include: airborne dust particles from exposed soils and emissions from idling and mobile construction vehicles. In the context of cumulative impacts, no significant impacts to air quality are anticipated as a result of the proposed project.

Water Quality

The project will be required to implement measures to provide on-site detention of runoff to achieve zero net increase in rate of release, pursuant to the Town of Cromwell's zoning regulations. The Town of Cromwell also requires construction plans that include erosion and sediment control measures for construction and post-construction as part of the subdivision approval process and as part of any application for a building permit. The regulations require that these plans be based on "the best available technology" and "be in accordance with the principles and minimum standards of the Connecticut Guidelines for Erosion and Sediment Control." The proposed action, as well as subsequent private development activities, will be subject to these erosion control provisions. In addition, the performance requirements of the Connecticut Stormwater Quality Manual regarding reduction of runoff volume, groundwater recharge, peak flow control and stream channel protection, and pollutant reduction will be applicable whenever more than 5 acres of the site are disturbed.

Earth moving and general soil disturbance are necessary and unavoidable consequences of the proposed action of road construction. These activities increase the potential for erosion and sedimentation and are regulated at the state level via registration under a "General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities". This permit requires development of a Stormwater Pollution Control Plan (SPCP) which specifies the provisions and activities to address pollution caused by soil erosion and sedimentation during and after construction, and stormwater pollution caused by use of the site post construction.

Measures for the detention and controlled release of stormwater runoff shall meet the standards, specified in Section 25-68h-3 of the General Statutes.

Noise

Since much of the development will be internal to the business park property and more than 100 feet from the nearest residence or other noise sensitive receptor, it is unlikely that noise levels from stationary rooftop HVAC or other mechanical equipment will result in a noise impact. The Proposed Action will generate a total of approximately 615 trips during the morning peak hour and 629 trips during the afternoon peak hour. Since the Proposed Action will generate less than a 1,000 vehicles per hour during peak hours, it is concluded that the traffic increase attributed to the project will not result in a perceptible increase in noise levels at noise sensitive receptors in the surrounding environment. It is anticipated that noise levels in the project vicinity will continue to remain within the 55 dBA to 60 dBA range that is typical of suburban environments. During construction, numerous mitigation measures will be considered for implementation relative to noise.

Flora/Fauna Habitats

Approximately 36,700 square feet of clearing will be required through vegetated areas to accommodate the proposed roadway. A precast concrete bridge will be constructed to maintain the free-flow movement of Coles Brook, while allowing for the extension of the proposed roadway and associated infrastructure. The remaining proposed disturbance area will occur through existing cleared farmland. The proposed roadway and infrastructure will not encroach upon existing ponds.

Prior to construction of the proposed roadway and installation of infrastructure, a site inspection will be conducted to determine if the eastern box turtle, Climbing Fern, Yellow fringed orchid, three-leaved Solomon's seal, Collin's sedge and Twin flower are currently present within the proposed disturbance area. Construction will not commence on-site until CTDEP has authorized site disturbance and it is known that threatened and endangered species will not be directly or indirectly impacted by the proposed project. During construction, Best Management Practices (BMPs) will be utilized to ensure that sensitive flora and fauna habitats are protected.

Groundwater

There are no public water supply wells or aquifer protection boundaries located within the study area. The project area is served by the public water supply and there are no plans to install new wells in conjunction with the proposed development. The proposed action will include installation of public water supply lines that will tie to an existing 12" main in Shunpike Road.

Sewage disposal will occur via tie-in with the existing sanitary sewer lines conveying wastewater to the Mattabesett District Water Pollution Control Facility off Route 9 in Cromwell, Rocky Hill and the Metropolitan District Commission system.

Site improvements during construction will not involve the release of hazardous substances or pollutants into the groundwater. Additionally, no impacts to groundwater flow patterns within the project site are expected to result from the site development.

Wetlands

The proposed action of extending the Commerce Drive roadway will involve construction of a precast concrete bridge to span a portion of the central wetland area.

Construction of a precast concrete bridge as part of the proposed infrastructure improvements will directly impact an area of the wetland system in order to accommodate structural foundations for the bridge headwalls, and indirectly impact the wetland buffer area to accommodate proper installation of wingwalls (Refer to Figure ES-3: Environmental Constraints). Approximately 250 – 300 square feet of wetland soils will be filled for construction of the mid-span pier to support the middle of the bridge. In addition some 7,000 – 9,000 square feet of buffer area comprised of non-wetland soils identified as PnB and PnE, Penwood and Hartford soils and UD well-drained man-made soils will be impacted for construction of abutments and wing walls at either end of the bridge.

The proposed action would require a field delineation by a certified soil scientist and a survey of the wetland flags to yield a wetland boundary map. Subsequently, an application would be required to the Town of Cromwell's Inland Wetland and Watercourse Agency in accordance with locally adopted regulations. The applicant may be required to file for a modification of the municipality's inland wetland boundary as well as for permission to conduct activities in the regulated area.

Depending on the extent of impact an ACOE permit may be required. The extent of the permit application is dependent on the type and level of impact, ranging from a non-reporting Category I under the Corps' Programmatic General Permit (PGP) to a full individual Section 404 permit. Wetlands regulated under the Corps must meet a three-pronged identification using soil, hydrology and vegetation. The delineation of Corps wetlands is not necessarily coincident with the local inland wetland boundary and must be field located in accordance with an acceptable Corps methodology.

Impacts to wetland areas will require coordination with CTDEP and the ACOE. Wetland mitigation is likely, such as wetland replacement, wetland enhancement, and other measures depending on the extent of impacts. To avoid wetland impacts, project limiting fencing and hay bales would be installed prior to and during construction to prevent construction crews and sediment from entering the wetland.

Floodplains

Due to the filling of natural storm drainage areas and potential increase of peak run-off, a Flood Management Certificate from CTDEP may be required. A stormwater management plan would be prepared to comply with CTDEP stormwater management standards as specified in Section 25-68h-3 of the General Statutes. The stormwater management plan would include appropriate measures to minimize any adverse impacts resulting from increased stormwater volume.

Geology

In preparation for construction, the project will require some excavation, ground level clearing and topsoil removal, which will be limited to the maximum extent possible. To accommodate the proposed roadway and precast concrete bridge, site grading and the placement of fill will be required, however a major alteration of existing topographic features would not result from the proposed action.

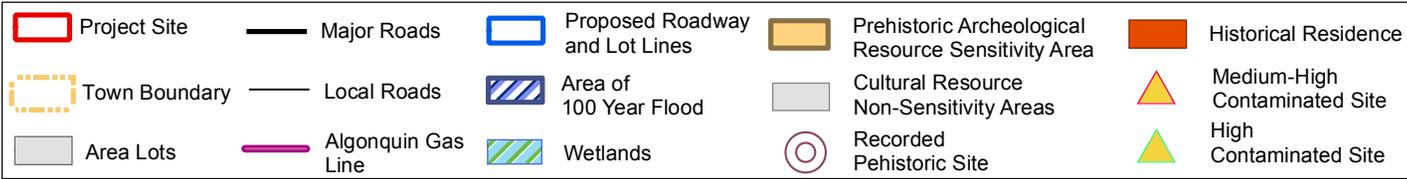
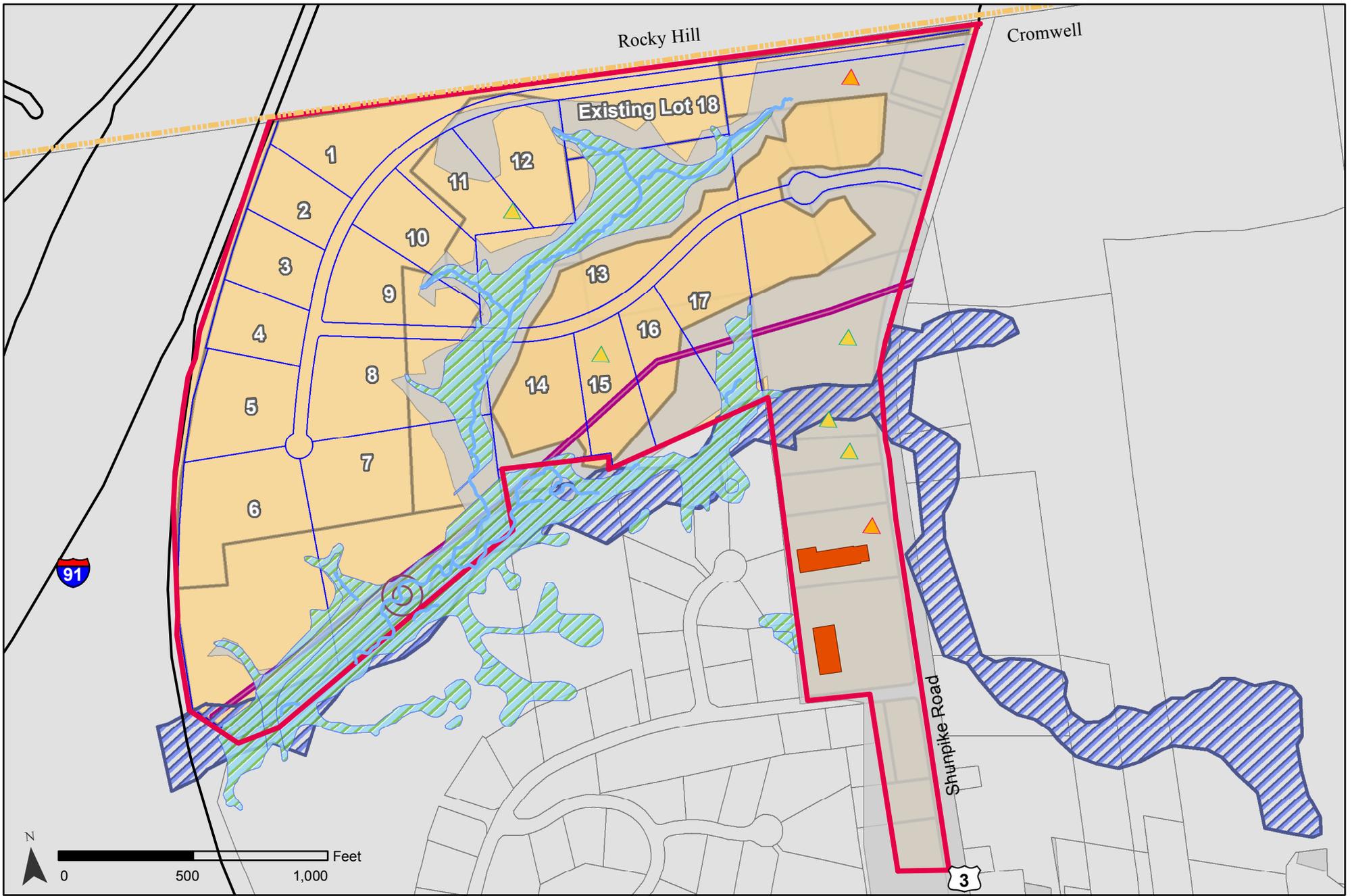


Figure ES-3:
Environmental Constraints
Cromwell Business Park
Environmental Impact Evaluation



The impact area associated with roadway construction has been estimated in the following table.

Table ES-1. Area of Project Impacts

| Impacted Site Feature | Approximate Area of Impact (square feet) |
|--|---|
| Vegetated Area | 36,700 |
| Wetland Area | 5,810 |
| Wetland Setback Area | 10,265 |
| Area of Bridge over Waterway | 2,555 |
| Length of proposed roadway | 240,650 |
| Note: Alternative 5 is a conceptual plan and therefore the calculations provided above are estimates that will be further refined in final design. | |

Construction of the proposed roadway and the installation of infrastructure would result in minor impacts to the actively used farmland soils located at the west end of the project site. The project will not require the disturbance of 25 acres or more of prime farmland, therefore, Department of Agriculture review, pursuant to Connecticut General Statutes Section 22-6, is not required.

Cultural Resources

A Phase IA Cultural Resource Assessment was undertaken for the proposed infrastructure improvements. Based on the assessment of potential archaeological sensitivity, Phase IB Field testing is recommended for areas where impacts are anticipated prior to construction. CTSHPO has reviewed the findings of the Phase IA Literature Review and Archeological Sensitivity Assessment and concurs that the proposed study area possesses moderate to high archaeological sensitivity and recommends further reconnaissance archaeological investigations. In addition, a Letter of Resolution has been requested by SHPO to outline how the Phase IB assessment will be carried out in the future. SHPO acknowledges the difficulties in field testing such a large tract at this preliminary stage of development and is agreeable to establishing a sampling strategy if appropriate protocols are defined in this Letter of Resolution. If the Phase IB field testing identifies any prehistoric or historic resources, appropriate measure will be taken to avoid, minimize, or mitigate any adverse effects.

Aesthetics/Visual Effects

The immediate surrounding land uses consist of industrial and commercial development. The proposed action is not expected to significantly impact the aesthetic and visual quality of these compatible adjoining land uses, as it is consistent with the existing development.

The proposed action has the potential to impact the aesthetic and visually quality of the surrounding residential areas. The Town of Cromwell Zoning regulations require a buffer zone of at least 25-35 feet in depth for Planned Office/Industrial Districts that abut a residential district. In addition a 15 feet deep indigenous plant screen is required by either preserving existing natural growth or supplementing with new planting. In order to minimize the visual impact to these residential areas during the design process consideration will be given for preserving existing vegetation. The required buffer and indigenous plant screen will screen business park development from residential areas and minimize significant aesthetic and visual impacts.

Hazardous Materials

A Limited Phase I Environmental Site Assessment indicates that there is a “high risk” that a potential release of COCs to the environment has occurred on four individual properties and in relation to an area-wide farmland category. Two of the individual “high risk” properties as well as properties in the area-wide farmland-related category will be affected by the proposed action. In addition, one “moderate risk” property will be affected. The affected properties are identified on Table ES-2.

Table ES-2. High and Moderate Risk Properties impacted by Infrastructure Improvements

| Figure 5 Reference #s | Map | Block | Lot |
|---------------------------------|------------|--------------|------------|
| High Risk Properties | | | |
| 1 | 25 | 10 | 9 |
| 6 | 26 | 10 | 12A |
| Moderate Risk Properties | | | |
| 7 | 26 | 10 | 4 |

A complete Phase I ESA investigation is recommended for the properties and area-wide farmland classified as high or moderate risk for potential contamination. Prior to excavation and or demolition a survey and sampling by a licensed inspector would be necessary to evaluate the risk associated with any on-site construction debris associated with building demolition or existing waste debris.

Public Utilities and Services

Water supply

The proposed action will include installation of public water supply lines that will tie to an existing 12” main in Shunpike Road. Based on the anticipated level of industrial and commercial development (450,250 SF of industrial development and 281,406 SF of office uses) the estimated water demand would be roughly 46,000 gallons per day. It is anticipated that a 12-inch main will be extended into the site to serve the development parcels. The Cromwell Fire District confirms that they have the capacity to meet this potential water demand.

Sewers

Sewer connection for the proposed action will be via tie-in with the existing 8-inch sanitary sewer that runs past the site in Shunpike Road, and the 8-inch PVC sanitary sewer that was built in the cul-de-sac known as Commerce Drive that extends into the study area. Since a significant portion of the project site is lower than Shunpike Road, it will be necessary to pump the sanitary flow from the lower portions of the site into the gravity main in Shunpike Road. This could be accomplished by constructing a sanitary pump station at the lowest point of the development, or by utilizing grinder pumps at individual buildings within the project. Some portions of the site will be served by gravity sewers flowing into the Shunpike Road sewer main. All gravity sanitary sewers to be built within the project area will be 8-inch PVC.

The anticipated sanitary flow will be approximately 46,000 gallons per day. At this time, the Town of Cromwell has a treatment allotment of 2 million gallons per day (MGD) at the Mattabesett District Water Pollution Control Facility. The town currently experiences average flows of 1.4 MGD and is well within its current allotment of 20 MGD, according to the Mattabesett District Water Pollution Control Facility.

Storm Water Handling Facilities

The proposed action will require measures for stormwater conveyance and detention such as the installation of catch basins and a system of routing pipes and grassed swales to convey runoff from the impervious pavement and maintain runoff levels. The basins and conveyance system will be installed in accord with the Town’s specifications.

Other Utilities

Electric power, natural gas and telecommunications/cable service are already available to the area. No impact on these utilities is anticipated as a result of the proposed action.

Construction of the proposed east/west roadway will come in close proximity to the Algonquin Gas Line located below grade. As such, the company would be given notice prior to the commencement of construction to ensure that the pipeline will not be impacted by the project.

Traffic and Parking

A number of off-site locations would experience degradations in traffic operations attributable to the proposed development. Measures to eliminate the project-induced impacts were investigated at each location where a significant impact was identified. Additional measures were investigated for locations proximate to the proposed development that would improve upon the existing infrastructure so that existing areas of congestion could be reduced or eliminated. Table ES-3 identifies the proposed mitigation measures.

Table ES-3. Measures to Reduce Traffic Induced Impacts

| INTERSECTION | AM PEAK HOUR | PM PEAK HOUR |
|---------------------------------------|---|--|
| Route 372 and Coles Road | The intersection is projected to operate at LOS D with all movements operating at LOS D or better with the reallocation of 3 seconds green time to the concurrent eastbound left and westbound left turn phase from the eastbound and westbound through phase. The traffic signal will continue to cycle at 90 seconds. | No mitigation required. |
| I-91 Southbound Ramps and West Street | The intersection is projected to operate at LOS D with all movements operating at LOS D or better with a cycle length of 90 seconds and retiming the green times of all three phases. | The intersection is projected to operate at LOS D with all movements at LOS E or better with a 90 second cycle length and retiming the green times of all three phases. |
| I-91 Northbound Ramps and Route 372 | No mitigation required. | With a longer cycle length of 120 seconds and retiming all the phases, the intersection is projected to operate at LOS E. The southbound left-through will be at capacity and the other movements are projected to operate at LOS E or better. |
| I-91 Southbound Ramps and Route 372 | No mitigation required. | It is recommended the traffic signal operate with a 90 second cycle length and |

| INTERSECTION | AM PEAK HOUR | PM PEAK HOUR |
|--|--|--|
| | | optimized green times. The intersection is projected to operate at LOS C with all movements at LOS D or better with a 90 second cycle length and retiming the green times of all signal phases. |
| Route 3 (Shunpike Road) and Coles Road | The intersection is projected to operate at LOS B with all movements at LOS C or better with a traffic signal within the existing alignment.* | The intersection is projected to operate at LOS C with all movements at LOS C or better with a traffic signal within the existing alignment.* |
| Route 3 (Shunpike Road) and Court Street | No mitigation required. | It is recommended that the cycle length be extended to 120 seconds and the green times optimized to mitigate the site generated impact at the intersection. The intersection is projected to operate at LOS D with all movements at LOS E or better with a 120 second cycle length. |
| Route 3 (Shunpike Road) and Route 372 | No mitigation required. | It is recommended that the cycle be extended to 120 seconds and the green times optimized within the cycle length. |
| Route 3 and West Street (Rocky Hill) | A leading westbound green with a northbound right turn overlap is recommended. The cycle length will remain at 120 seconds and the green times to the leading southbound phase and the concurrent southbound and northbound phase are adjusted to 32 seconds and 30 seconds, respectively. | A leading westbound green with a northbound right turn overlap is recommended. The cycle length will remain at 120 seconds and the green times to the leading southbound phase and the concurrent southbound and northbound phase are adjusted to 20 seconds and 40 seconds, respectively. |
| Route 9 Northbound Ramps and Route 372 | It is recommended that the cycle length be extended to 90 seconds and the leading eastbound green is provided with 20 seconds, the eastbound-westbound phase with 36 seconds and the northbound phase with 21.6 seconds. | It is recommended that the cycle length be extended to 120 seconds and the leading eastbound green is provided with 14.7 seconds, the eastbound-westbound phase with 56.4 seconds and the northbound phase with 36.5 seconds. |

| INTERSECTION | AM PEAK HOUR | PM PEAK HOUR |
|--|--|---|
| Route 9 Southbound Ramps and Route 372 | It is recommended that the cycle be extended to 70 seconds and the green times optimized within the cycle length to mitigate the site generated impact. | It is recommended that the cycle be extended to 120 seconds and the green times optimized within the cycle length to mitigate the site generated impact. |
| Route 99 and Court Street | The intersection is projected to operate at LOS D with all approaches operating at LOS E or better with a 100 second cycle. The eastbound-westbound phase should be provided with 24.8 seconds of green time, the leading northbound phase with 9 seconds green time and the northbound-southbound with 36 seconds green time. | The intersection is projected to operate at LOS E with all movements operating at LOS E or better with a 120. The eastbound-westbound phase should be provided with 26.8 seconds of green time, the leading northbound phase with 26 seconds green time and the northbound-southbound with 37 seconds green time. |
| *It is recommended that a signal warrant analysis be performed at the intersection to verify that the future conditions meet the warrants for a traffic signal and a traffic signal will operate safely at the intersection. | | |

Land Use

The proposed infrastructure improvements and development of the business park within the study area is consistent with the uses permitted in the zoning districts. No zoning changes are required. Conformance with the Town of Cromwell’s subdivision regulations is required as the project progresses into the design phase. In order to minimize impacts to adjacent residential development a buffer zone of at least 25 feet will be maintained as required by the Town of Cromwell’s zoning regulations.

Consistency (Long Range State and Local Plans)

The majority of the study area is designated as a Growth Area by the Connecticut C&D Plan and a Business Park by the Cromwell C&D Plan. The proposed action is consistent with these designations as it permits urban expansion. The Commerce Drive road extension will cut through a section of the study area designated as a Preservation and Conservation Area by both the Connecticut C&D and the Cromwell C&D. This Preservation and Conservation designation is intended to protect the wetland located in the northern portion of the Town of Cromwell. A bridge crossing will be constructed over the wetlands as part of the Commerce Drive extension. This construction will directly impact an area of the wetland system in order to accommodate structural foundations for the bridge and indirectly impact the wetland buffer area to accommodate proper installation of the bridge. Mitigation will depend on the extent of wetland impacts and will be determined through coordination with the CTDEP and if required by the ACOE.

Socioeconomic Resources

The proposed action is not expected to adversely impact the socioeconomic character of the study area. The proposed infrastructure improvements will not displace any residences or businesses. Future development of the business park will increase economic activity and employment opportunities in the Town and the central Connecticut region.

The proposed action will generate both temporary and long-term economic benefits. Construction of the new roadway and future construction of the business park will result in temporary direct impact on the local economy through the purchase of construction material and services.

Long term economic benefits will result from the creation of jobs. Based on development scenarios identified in the Market Feasibility Study, proposed development of the business park would provide approximately 1,731 jobs. The new labor force will stimulate local economic activity through increased consumer spending.

Public Health and Safety

Significant impacts to public health and safety are not expected from the proposed action. Consultation with the fire and police officials ensures that safety requirements of infrastructure design are addressed. As the proposed action will lead to development on currently undeveloped land, emergency response providers may be called upon more frequently. Depending on the level of future development and the type of uses, additional police officers and fire fighters may be required. The Cromwell Fire and Police Department continuously monitor their personnel needs, and will continue to do so as development of the business park proceeds.

Energy Use and Conservation

Energy resources (e.g. fuels, lubricants and electricity) will be expended to operate the construction equipment and vehicles that will be used to construct the proposed roadway and install the necessary infrastructure. Although this energy use represents both a short-term impact and an irretrievable commitment of energy resources, the net benefit of the proposed project is considered to be appreciably greater than expected energy costs. Energy usage would also be considered an induced impact given the subsequent development expected as a result of roadway and infrastructure improvements. New development resulting from these improvements is expected to incorporate energy-saving designs and equipment.

Unavoidable Adverse Impacts

Certain adverse impacts are anticipated regardless of the mitigation measures employed. Short-term unavoidable air quality and noise impacts are anticipated at the various construction staging locations due to emissions from excavation, grading and construction equipment operation. Construction, maintenance, and operation of the proposed project will result in the use of energy resources.

Irreversible and Irretrievable Commitment of Resources

A number of natural and man-made resources would be expended in the construction and operation of the project, including the funds, building material, and energy that would be required to construct and operate the new facility. These resources would be irretrievably committed to the project since their reuse for other purposes is unlikely. Energy would be similarly committed to preparing the site for construction, fabricating construction materials, transporting the materials to the construction site, and placing the materials on site.

Review Period

There will be a 45-day comment period as identified in the attached cover letter and there will be a notice published in the Environmental Monitor. Written comments on this document may be submitted to the agency contact listed below. The DECD shall review all such materials submitted by the time identified in the cover letter and will prepare responses to the substantive issues raised. The submitted materials and responses will be attached to a Record of Decision that will be forwarded to the State Office of Policy and Management (OPM), which will review the documentation and make a written determination of its adequacy.

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Attention: Mayor, Town Clerk, Town Planner, Town Engineer

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