

7.7 CUMULATIVE IMPACTS ON WATER QUALITY

Although the development and operation of the proposed replacement airport is not expected to degrade surface and ground water quality, indirect impacts from the development of other improvement projects and the general growth anticipated to occur within Washington County by 2020 could adversely affect water quality. The anticipated growth in Washington County would require development of additional high quality water resources for public use. Continued development would direct pressure at the ability of currently used groundwater supplies to meet future demands. New sources for drinking water, irrigation, and stock watering may need to be identified. The increase in impervious surface areas associated with the development of roads, neighborhoods, and commercial establishments will increase the amount of stormwater distributed to surface water channels and may increase the amount and number of high flow events. The increased impervious area will also contribute to the degradation of water quality through the increase in the quantity of pollutants contributed to runoff.

As with current developments, the City of St. George, Washington City, and Washington County will need to continue to work with developers to develop, implement, and maintain drainage and stormwater control plans as part of the development plan review process. Included in this process would be the proposed redevelopment of the existing airport site and development of the State Institutional Lands Administration (SITLA) "South Block" parcel near the proposed replacement airport. Both projects would require the City to extend existing water and wastewater lines to serve the new developments. Local and state permits (i.e., Utah Pollutant Discharge Elimination System (UPDES)) would be required for construction of the improvements including the development of a Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices and site-specific measures to minimize erosion and prevent eroded sediment from leaving project work zones.

Water quality can also be affected by hazardous material spills. As the number of roadway travel lanes and the density of development increase within the county, the incidence of spills may also increase. An accidental spill of a large quantity of a hazardous material could affect surface waters if it is not immediately contained and cleaned up. Immediate appropriate action by the persons responsible for the spill minimizes its impact on water quality. Contact and close coordination with the Utah State Highway Patrol and the UDEQ will need to be continued by all land owners, residents, and public officials to minimize the impacts of hazardous materials spills.

As discussed in **Section 6.7, Water Quality**, in the Draft EIS, construction of the replacement airport will be conducted in accordance with the procedures outlined in FAA AC 150/5370-10, *Standards for Specifying Construction of Airports*, to ensure that there are no long-term impacts to surface and groundwater systems. Although construction of the airport involves the clearing and recontouring of most of the

1,306 acres of undeveloped land within its proposed perimeter, the proposed impervious surface area created should occupy less than 12 percent of the total site. The FAA and the City recognize the importance of water quality to the area and the construction and operational practices of the airport would be designed to address stormwater management and runoff issues.