



**Department of
Environmental
Conservation**

Division of Operations

Bureau of Recreation

**Amendment to the Generic Unit Management Plan
for Campgrounds and Day-Use Areas
(Electric Vehicle Charging Stations)**

PUBLIC DRAFT

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New York State Department of Environmental Conservation
Division of Operations, 3rd Floor
625 Broadway, Albany, NY12233

Governor ANDREW M. CUOMO

Commissioner BASIL SEGGOS

SUMMARY
Generic Unit Management Plan (UMP) for
Campgrounds and Day-Use Areas Amendment

This is an amendment to the Final Generic UMP for Campgrounds and Day-Use Areas adopted August 1990. The generic UMP provides information on the environmental setting, inventory of facilities, organizational structure, issues, constraints, management objectives, and effects for Campgrounds and Day-Use Areas in both the Adirondack and Catskill Parks.

The proposed amendment will allow for the construction of Electric Vehicle (EV) charging stations at Intensive Use Area facilities which include campgrounds and Day-Use Areas managed by the New York State Department of Environmental Conservation (DEC), Division of Operations. The EV charging stations will provide the public an opportunity to charge electric vehicles when using DEC campgrounds and day-use areas.

DEC manages 51 campgrounds in the Adirondack and Catskill Parks with over 1,000,000 visitor camper nights each season. The campgrounds and five special use areas at Lake George Beach, Prospect Mountain Highway, Hinckley Reservoir Picnic Area, Fourth Lake Picnic Area, and Lake George Battlefield Picnic Area also receive nearly 400,000 day-use visitors annually.

The environmental assessment of this proposal shows that no significant adverse environmental impacts will result from implementation of this plan.

Background

DEC manages 51 campgrounds in the Adirondack and Catskill Parks with over 1,000,000 visitor camper nights each season. The campgrounds and five special use areas at Lake George Beach, Prospect Mountain Highway, Hinckley Reservoir Picnic Area, Fourth Lake Picnic Area, and Lake George Battlefield Picnic Area also receive nearly 400,000 day-use visitors annually.

Campers and day-use visitors arrive at these DEC facilities from every county in New York and from most states and Canadian provinces. These facilities are in some of the most isolated places in the state, often far from the services visitors would find in more urbanized areas. Due to the remote locations and lack of alternative modes of transportation, nearly all visitors arrive by automobile.

Clean Transportation Concerns

The transportation sector is the largest source to greenhouse gas emissions in New York State. Compared to gasoline-powered cars, electric cars are more energy efficient and cost about 50 to 70 percent less to operate per mile. As part of Governor Cuomo's goal to reduce greenhouse gas emissions and ramp up renewable energy sources, New York State is making significant public and private investments in clean vehicles and infrastructure that are putting more electric vehicles on the road and electric charging stations in locations across the state. New York State through the multi-agency Charge NY 2.0 program plans to install 10,000 charging ports within New York State by 2021. This effort is further supported by additional State administered plug-in electric vehicle programs such as DEC's Municipal Clean Vehicle and Infrastructure rebate program¹, NYSERDA's Drive Clean² consumer rebate program, NYPA's Evolve NY³ program, with additional programs in planning stages.

In 2013, the Governors of eight states, including New York, entered into a Memorandum of Understanding to coordinate their collective actions to ensure the successful implementation of zero-emission vehicle (ZEV) programs. Collectively, these states committed to having at least 3.3 million plug-in electric vehicles operating on their roadways by 2025. New York State's share of this

¹ https://www.dec.ny.gov/docs/administration_pdf/zevfacts2017.pdf

² <https://www.nyserda.ny.gov/All-Programs/Programs/Drive-Clean-Rebate>

³ <https://www.nypa.gov/innovation/programs/evolveny>

commitment has been estimated at 800,000 vehicles. These states recently renewed their ZEV action plan in an effort to accelerate the adoption of zero emission vehicles within the 2018-2021 time frame.⁴

Proposal to Construct Electric Refueling Stations at DEC Facilities

Currently, there are approximately 30,000 electric vehicles registered in New York, and with more than 10 million standard vehicles currently registered, the potential for future growth is great. As of August 1, 2018, there are 981 charging locations with 2,191 charging ports in New York State where the public can refuel an electric vehicle⁵. Numerous rural locations in the state are beyond the mileage range of many electric vehicles. The benefits of adding EV charging stations include expanding areas in the state where electric vehicles can be driven; reducing greenhouse gas emissions in more areas of the state; and reducing overall gas consumption with the use of more fuel efficient vehicles. In conjunction with the State's efforts to install electric vehicle recharging stations at other state-owned facilities, DEC is proposing to amend the Final Generic UMP and Environmental Impact Statement for Campgrounds and Day-Use Areas to permit the construction of EV charging stations at selected facilities.

Charging stations will not be associated with individual campsites. Furthermore, not all facilities are appropriate for EV charging stations. Facilities will be evaluated using the following criteria to determine suitability for EV charging stations;

- The facility must not be located near an existing public charging station.
- The facility's visitor demographics, such as facility occupancy rate, must support the installation of charging stations.
- The facility must have adequate electrical service or require minimal service upgrades to accommodate a charging station.
- Construction would not require significant topographic alterations, wetland impacts or vegetative clearing.
- Siting of charging stations would minimize user group conflicts by placing stations near existing maintenance and support structures, highly visible to and monitored by facility staff.

⁴ www.nescaum.org/documents/2018-zev-action-plan.pdf/view

⁵ https://www.afdc.energy.gov/fuels/electricity_locations.html#/analyze?region=US-NY&fuel=ELEC filtered for New York State, public access, Level 1, Level 2 and DC fast charging

EV charging stations, parking and associated infrastructure will be scaled to minimize the footprint of said development while also providing adequate opportunity for patron use. Each EV charging station will consist of a one-or two-port, commercially available charger, pedestal support, signage, protective bollards, and associated wiring. Level 1 chargers (standard plug) require 20-amp 120-volt electrical circuit per port. Level 2 chargers require a 2-pole 40-amp circuit per port. Single chargers will be placed to service up to two parking spaces. Dual chargers will be placed to service two or three parking spaces. All feasible measures will be taken to minimize visual impact of the charging stations while also meeting siting criteria.

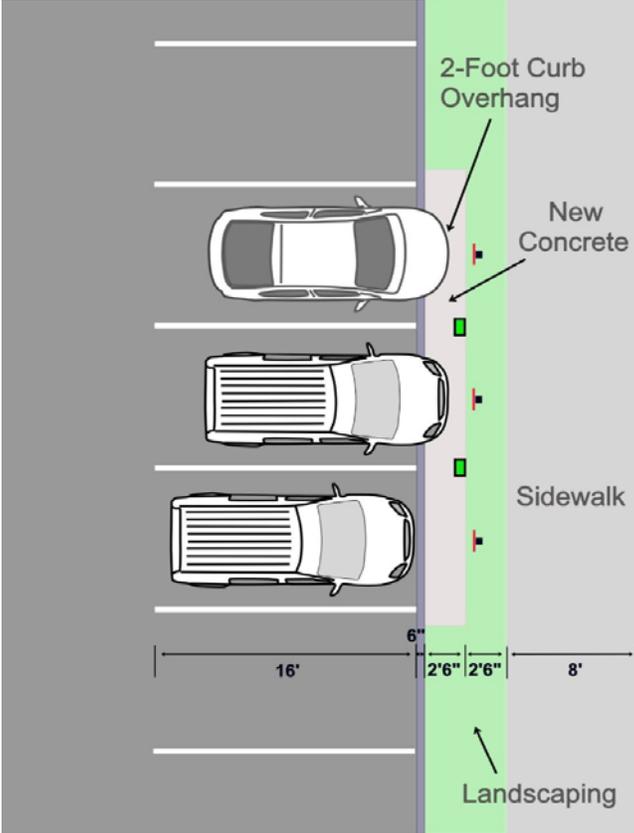


Figure 1. Sample charging station layout

Electric Vehicle Charging Stations

Stations Open To The Public

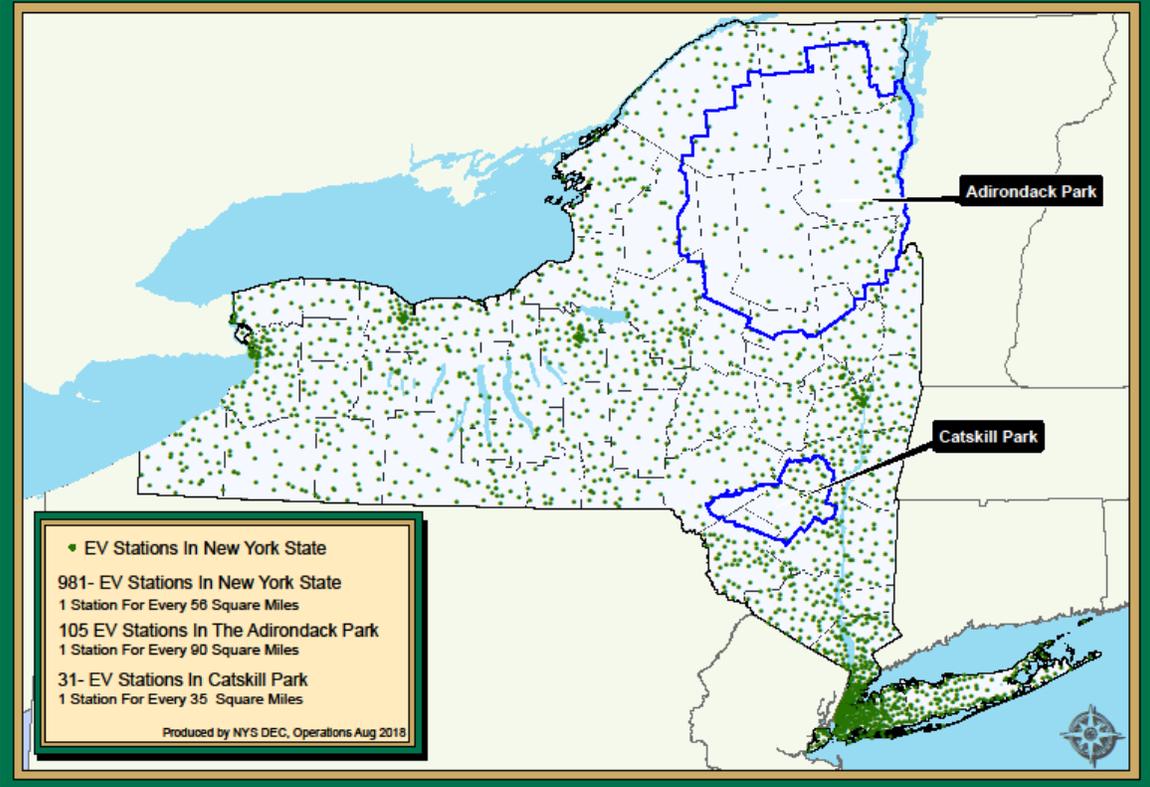


Figure 2. Vehicle charging station locations 8/1/2018