4.0 ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

The development of the proposed project would result in some adverse environmental impacts which cannot be avoided. Many of these impacts, however, can be mitigated to some extent as described in detail in the preceding chapters. Some of these impacts would be temporary or short term impacts associated with the construction phase of the project, while others would be long term impacts associated with occupancy of the project. The summary below includes brief descriptions of the mitigation measures proposed to minimize the unavoidable adverse impacts if this project is implemented.

Short Term Impacts

- Presence of construction and delivery vehicles on the site and on surrounding roads - Construction traffic would use a stabilized construction entrance on Heiden Road (CR 161) as well as one on Park House Road. It is anticipated that most construction trips would travel to and from the site via Heiden Road from Route 17 (Interstate 86) or from Kiamesha Lake Road (CR 109) via Route 42 from Route 17 (Interstate 86). The heaviest volume of construction traffic is expected to occur at the beginning of the construction period as site clearing and rough grading is conducted, and when paving and building materials are transported to the site. Site construction activities would comply with Town ordinances that relate to operations on a construction site.

- Potential loss of soil to erosion - The proposed project would result in grading disturbance to approximately 64.2 acres of land. The areas most susceptible to erosion include steep slopes that tend to promote the formation of channeled surface flow and increased runoff velocity. Erosion and sedimentation would be controlled during the construction period by temporary devices in accordance with a Soil Erosion and Sediment Control Plan developed specifically for the project. The plan addresses erosion control and slope stabilization.

- Localized increase in air emissions due to operation of construction vehicles and equipment - Construction-related air emissions would result primarily from the use of diesel fuel to operate construction vehicles and equipment. Pollution comes from the combustion process in the form of exhaust and can include hydrocarbons, carbon monoxide, and nitrogen oxides. Well maintained vehicles and equipment help to reduce emissions.

- Increase in ambient noise levels and particulates (dust) due to operation of construction vehicles and equipment - Ambient daytime noise levels would increase in the immediate vicinity of the site during periods of the project construction. Elevated noise occurrences are typically sporadic during the construction period with the noisiest period of construction occurring during site clearing and grading activities, when sections of the site are prepared for the buildings. Noise levels due to construction activities would vary widely, depending on the phase of construction activities. During daytime hours, occasional noise levels at the site property line are projected to range between 65 dBA and 99 dBA, depending on the actual number, type and location of construction equipment at any given time. Noise levels actually experienced on a nearby property would be lower with increased distance from the noise source as a function of distance from the noise source and other attenuating factors, such as existing vegetation and ambient noise levels, which reduce the perceived level of noise. The nearby residences and seasonal facilities may potentially be impacted by construction noise, primarily during the initial period of construction. Noise from construction activities is an intermittent, temporary impact

that would cease upon completion of the construction phase of the project. It can be anticipated that the temporary noise impacts would not be significant for these sensitive receptors.

- Blasting may be required for the construction of the project. Should blasting be required, a project blasting program would be designed prior to commencement of any blasting activities in order to identify the particular needs of this project and address compliance with applicable regulations. All blasting at the site would be conducted in such a way as to mitigate potential impacts to neighboring properties and residences to the greatest extent practicable. Dust and projectiles would be controlled through the use of blasting mats and other acceptable measures.

Long Term Impacts

- Loss of woodland vegetation and associated wildlife habitats - In total, approximately 132.7 acres or 67.4 percent of the project site would be left undisturbed to serve as natural habitat. Following construction, approximately 28.1acres or 14.3 percent, of the site would become impervious. These impervious areas would no longer serve as plant or wildlife habitat. Mitigation measures proposed that would offset this impact include stormwater management systems to preserve water quality, restoration of approximately 36.1 aces or 56.2 percent of the disturbed area with lawn and landscaped areas.

- Increase in local traffic – Trip generation projections for the 236 residences predict a total of 234 trips during the Friday PM peak hour and 226 trips during the Sunday peak hour period. With the mitigation measures proposed the project is not expected to adversely impact upon future levels of service.

- Increased demand for community services - the projected 918 seasonal persons, would increase the demand for police, fire protection and social services, water supply, road maintenance and waste disposal. Additional revenue provided via property taxes from the developed project to the Town, however, are projected to offset all of the costs of the potential increase in Town services resulting from this project.