

VII. UNAVOIDABLE ADVERSE IMPACTS

The Project would result in certain impacts to the environment such as increased traffic on area roadways, construction activities, demolition of sites identified as potentially eligible for listing on the National Register of Historic Places and removal of on-site vegetation.

The potential impacts of the proposed development are detailed in Section III of the DEIS. The categories analyzed in Section III are: land use and community character, zoning and public policy; visual resources; geology; natural resources; water resources and wetlands; community services; economic conditions; cultural resources; stormwater management; traffic and transportation; air quality; noise; hazardous materials; construction; and, infrastructure and energy. All significant adverse impacts has been mitigated to the maximum extent practicable.

The following are short term and long term unavoidable adverse impacts:

1. Short Term

Construction-related activity would be expected to result in limited adverse impacts that cannot be avoided. Unavoidable adverse impacts include noise, air quality, traffic and erosion. Best management practices would be employed on site and would assist in partially mitigating the impacts of the construction phase of the Project.

Construction would be limited to daytime hours which would limit noise produced by the equipment on-site. Fugitive dust as well as exhaust and emissions from construction equipment and increased local traffic would impact air quality. While traffic volumes on local roadways would increase from construction traffic, construction workers generally arrive on-site before the AM Peak hour and depart before the PM Peak hour. Erosion and sediment control measures will be taken on site to manage the potential impacts of erosion as a result of on-site construction.

2. Long Term

Long term adverse impacts, which have been mitigated to the maximum extent practicable, would include the following:

a. Topography

The proposed development would increase the impervious surfaces on site. Approximately 17 percent of the steep slopes in excess of 15 percent would be disturbed by the proposed development. Required earthwork on site would consist of approximately 1,050,000 cubic yards of cut and 1,150,000 cubic yards of fill. Best management practices and compliance of local, state and federal regulations would assist in mitigating these impacts.

b. Natural Features

The proposed development would result in the disturbance of approximately 4 acres of wetlands. Portions of the affected wetlands are presently significantly degraded due to the existing on-site development and previous use of the site. Further

disturbance would be mitigated by limiting wetland crossings and focusing the majority of development outside of wetland areas and buffers. A comprehensive wetland mitigation program has been developed and would be implemented on-site.

Much of the Project is proposed in previously disturbed areas. The proposed development has been designed to avoid significant habitat areas and regulated wetlands. Some wooded areas would feature disturbance from the proposed development.

c. Cultural Resources

The proposed development includes the removal of several buildings that are potentially eligible for the State and National Historic Registers, resulting in an impact on historic resources. However, the proposed development would restore and rehabilitate several historically significant structures, including those prominently located along Route 22. The Applicant is committed to working with the NYSOPRHP to mitigate potential adverse effects due to the unavoidable demolition of the buildings.

d. Stormwater

The proposed development would increase impervious surfaces on site, which in turn would increase stormwater flows off-site. The stormwater flows and stormwater pollutant loads could adversely impact wetlands and surface waters on and off site. To minimize the potential for these impacts, the stormwater management plan would use both water quality measures, innovative techniques such as rain gardens, and standard stormwater features as appropriate, in accordance with local, state and federal requirements.

e. Traffic

The commercial and residential components of the Project in full buildout are estimated to generate approximately 795 weekday Peak AM highway hour trips, 1,293 Peak PM highway hour trips and 1,291 Saturday Peak hour trips. Improvements proposed to the roadway consist primarily of adding turning lanes to the Route 22/Wheeler Road intersection. It is not anticipated that Route 22 would require widening beyond the identified intersections.

f. Utilities

The proposed development would increase the local population by approximately 3,700 persons. This increase in population would create greater demand and consumption of potable water, electricity and fossil fuels. The installation of infrastructure and delivery systems for water, sanitary sewer, electricity and fossil fuels will lead to ground disturbances.

g. Community Facilities and Services

Approximately 3,700 new persons would be generated by the proposed development. Of the 3,700 persons, approximately 534 would be school-aged children. This

increase in population would impact the fire district, police protection, emergency services, schools and other local facilities and services. The property tax generated by the Project and the availability of new housing opportunities and jobs would mitigate many of the significant adverse impacts to community facilities and services.