

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

The development of the proposed project will result in some adverse environmental impacts which cannot be avoided. Such unavoidable impacts would apply for both a Conventional 19 lot subdivision and a 23 lot Conservation subdivision. Many of these impacts, however, can be mitigated to some extent as described in detail in the preceding chapters. Some of these impacts will be temporary or short term impacts associated with the construction phase of the project, while others will 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 will use a stabilized construction entrance on Harris Road. It is anticipated that most construction trips will travel to and from the site via Interstate 684. 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 will 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 13.39 to 17.15 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 will 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 will 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 and blasting - Ambient daytime noise levels will increase in the immediate vicinity of the site during project construction. Noise levels will vary considerably depending on the actual location of operating equipment at any particular time. Blasting is not anticipated for the construction of the project. However, should blasting be required, a project blasting program will 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 will 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 8.58 acres or 34 percent of the project site will be left undisturbed under a Conventional plan to serve as natural habitat. Following construction, approximately 3.44 acres, of the site would become impervious (includes existing rock). These impervious areas would no longer serve as plant or wildlife habitat. Mitigation measures proposed that will offset this impact include planted stormwater management facilities systems to preserve water quality and provide some limited habitat, and the restoration of approximately 13.57 acres of the disturbed area with lawn and landscaped areas.
- Increase in local traffic - Trip generation projections for the 19 Conventional residences predict a total of 24 trips during the AM peak hour and 23 trips during the PM peak hour. The Conservation subdivision would generate slightly higher traffic numbers with 25 trips in the AM peak hour and 27 trips in the PM peak hour. The trip generation associated with the subdivision represents a minor increment in traffic volumes on local roads, and thus will not adversely impact upon future levels of service.
- Increased demand for community services - The projected 70 to 75 persons, including 18 to 20 school age children, would increase the demand for police, school, 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 most of the costs of the potential increase in Town services resulting from this project.

6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

The proposed plan will commit the project site to residential use. Once committed to this use, the site will be unavailable for other uses for the foreseeable future.

Development of the project will result in the loss of portions of the forested upland wildlife habitat occurring around the existing residential home-sites on the site. The forested portions of the site that are not disturbed by the proposed project will continue to function as wildlife habitat areas. Landscaped portions of the developed area will provide additional habitat for species adaptable to areas of residential land use.

The finite resources that will be irretrievably committed by implementation of the proposed action are the materials and energy required for construction and for maintenance of the development afterward. The operation of construction equipment will result in consumption of fossil fuels and other finite energy sources. Construction will involve the commitment of a variety of natural resources. These include, but are not necessarily limited to, concrete, asphalt, steel, lumber, paint products, and other building materials, many of which may at some time be recycled or reused. There will also be longer term solid waste disposal requirements associated with the occupied households however a significant portion of the total household solid waste stream can be expected to be recycled. The New York State Department of Environmental Conservation (NYSDEC) Bureau of Waste Reduction and Recycling has established since 1997 a statewide goal of reusing/recycling 40-42 percent of the solid waste collected in the state by local governments and private sector entities.

When the Tripi Subdivision project is completed, the new residences will require the consumption of fossil fuels either directly as heating fuel or indirectly as electricity. The regional electrical grid is supplied in part by the Charles Point Resource Recovery Facility (Westchester RESCO) and nuclear generating stations as well as generating stations utilizing renewable energy such as hydroelectric and wind power resources.