

A. INTRODUCTION

State Environmental Quality Review Act (SEQRA) requires project sponsors to design projects to avoid, minimize, or mitigate environmental impacts to the maximum extent practicable. The technical analyses presented in this DGEIS/DEIS examined the potential for significant adverse impacts resulting from the Proposed Project. This chapter summarizes the mitigation measures proposed to avoid or minimize, to the maximum extent practicable, the potentially significant adverse impacts that have been identified in the preceding chapters of the DGEIS/DEIS.

The Proposed Project and the Phase 1 development have been designed and developed to minimize significant adverse environmental impacts.

B. COMPREHENSIVE DEVELOPMENT PLAN (DGEIS)

This section describes the measures included as part of the Proposed Actions and Proposed Project to mitigate potentially significant adverse environmental impacts, as identified in the Chapter 20, “Unavoidable Adverse Impacts.” In addition, future phases of the Proposed Project would be subject to environmental analysis, as required by SEQRA, at the time of their application for site plan approval. If any potentially significant adverse impacts are identified, measures to mitigate those impacts would, to the extent practical, be implemented.

SURFACE WATER RESOURCES AND WETLANDS

Due to the need for direct and indirect wetland disturbance, the Proposed Project requires permit approval from the USACE pursuant to the Clean Water Act Section 404. As part of permit review and approval, the USACE requires that wetland disturbance be mitigated with the creation or restoration of wetlands as part of a wetland mitigation plan. **Table 21-1** presents the total acreage of wetland impacts and the mitigation acreage that may be required to be constructed on-site. Typically, mitigation for wetland disturbance must create more acres of wetland than would be disturbed in order to ensure that wetland functions and benefits equal or exceed pre-development conditions. For vegetated wetlands, a ratio of 2 acres of mitigation (created) wetlands for every 1 acre of wetland disturbed is contemplated. For unvegetated wetlands (ponds) and those wetlands that would be hand-cleared only, a mitigation ratio of 1 acre of mitigation wetland for every 1 acre disturbed is contemplated. Final mitigation ratios will be determined during the USACE and NYSDEC permitting processes required for disturbance of all state and federally regulated wetlands.

**Table 21-1
Wetland Impacts and Mitigation**

Wetland Type	Wetland Impacts (acres)	Potential Mitigation Ratio*	Potential Acres of Mitigation*
Vegetated Wetlands	6.40	2:1	12.80
Unvegetated Wetlands (Ponds)	0.67	1:1	0.67
Hand-Clearing in Vegetated Wetlands	1.15	1:1	1.15
Total	8.23**		14.62
Notes: * Mitigation ratios will be set by the USACE and NYSDEC. ** CDP wetland impact acreage = 3.63 and Phase 1 wetland impact acreage = 4.60			

ON-SITE WETLAND MITIGATION AREAS

In order to mitigate for the proposed wetland impacts, a wetland creation plan is proposed to create wetland habitat in areas of the existing golf course that would be unused with the Proposed Project. By creating one golf course in place of the two courses now existing on-site, lowland in proximity to Kiamesha Creek and its contributing drainageways is made available by the proposed plan. These areas have been examined by project ecologists and the USACE and found to be viable mitigation sites for wetland creation. The location of proposed mitigation sites is shown in Figure 6-4. In total, they comprise 36.7 acres, far exceeding the necessary mitigation acreage.

A potential primary wetland mitigation site that will achieve a majority of the necessary 14.62 acres of created wetland has been identified in the southern portion of the Project Site. This area of mitigation would encompass the majority of Hole #3 of the existing Monster Golf Course. This location was chosen because it is within the floodplain of Kiamesha Creek and exhibits proper hydrology for wetland establishment, yet is currently mowed lawn, offering little botanical diversity and limited benefits to stormwater, water quality, and wildlife habitat. In addition, because it is in proximity to Kiamesha Creek and the seasonal groundwater table, the chosen location minimizes the need for excessive excavation to achieve appropriate grade.

This wetland creation area is expected to be established concurrently with the development of Phase 1. By creating a large wetland mitigation area at the outset of the Proposed Project, the progress of the mitigation area can be monitored, adjusted, and refined with supplemental plantings to ensure that it is functioning as a viable wetland and exhibiting all wetland parameters. As later phases of the Proposed Project come on-line, the mitigation area has already been established and can be used as a “mitigation bank,” compensating for the incremental wetland encroachments that would come with small wetland crossings in future project phases. This approach was encouraged by the USACE during a pre-application meeting held in April 2012 and is the approach preferred by the Applicant. Although it requires a higher initial investment by the Applicant because all wetland impacts for the Proposed Project would be mitigated up front, it is the most conservative way to mitigate for wetland impacts and provides the greatest assurance of success. This primary wetland creation area was examined by an ecologist for the Applicant and the USACE on May 3, 2012. The USACE agreed that it offers a promising location for the creation of a large wetland mitigation bank to be used for offsetting wetland impacts required by the Proposed Project.

Additional potential mitigation areas have been identified within the floodplain of Kiamesha Creek within existing Monster Golf Course fairways and water features that will not be used in

the proposed golf course. These are also shown in Figure 6-4. At present, the majority of golf course adjacent to the Creek contains manicured lawn up to the edge of shallow water features devoid of vegetation. This habitat offers no wetland functions and benefits other than minor stormwater storage during large storm events. With relatively minor adjustments to topography and grading, it is expected that the additional mitigation areas shown can be readily converted from maintained upland habitat or poorly functioning shallow ponded areas to fully vegetated, diverse wetland habitats.

All mitigation areas will be maintained as dedicated wetland mitigation areas, set aside with permanent restrictions to ensure they serve as wetland mitigation for the life of the Proposed Project.

WETLAND MITIGATION/CREATION IMPLEMENTATION

A conceptual sequence for wetland creation in the designated wetland mitigation areas is listed below. The following mitigation plan is expected to be revised/refined as the permitting process moves forward with input from the USACE and NYSDEC:

Installation of Erosion Control Devices

Erosion control devices comprised of silt fence will be installed between the wetland boundary and the proposed areas of wetland creation. This siltation barrier will remain in place until all proposed construction activities have been completed and all areas have been stabilized by vegetation.

Preparation of Replacement/Storage Area

The preparation of an area for wetland creation will involve removal of existing vegetation, excavation to appropriate sub-grades, and introduction of organic soils or loam topsoil as an appropriate planting medium.

Provision of Wetland Hydrology

Successful establishment of wetland hydrology will be achieved by reducing the existing surface elevation in the mitigation area to intercept groundwater. This will be carried out under the supervision of a qualified wetland ecologist. In addition, the mitigation area will be flanked by a surface water pond to the west and a perennial/intermittent drainageway to the east. These surface water features will be maintained by the existing golf course management and will be redirected to supplement the groundwater hydrology in the wetland mitigation area.

The on-site pond and drainageway adjacent to the mitigation area will be used to convey flows across the golf course to Kiamesha Creek in a manner that avoids inundation of the existing golf course. As such, they are ideal for use in providing hydrology to the mitigation area. In addition, these water features proximate to the mitigation area can be used for irrigation purposes, and may be supplemented with treated wastewater from the Town's sewage treatment plant. As highly "managed" water features lacking vegetation, they have been habitually modified for many years. As such, they offer fewer ecological resources and benefits than unmanaged surface waters. Their use as sources of hydrology for the mitigation area increases the likelihood of mitigation area success.

Introduction of Planting Medium (Hydric Soil or Loamy Topsoil)

Following the creation of the sub-grade, the area will be back-filled with approximately one foot of hydric soils (a commercially derived loam and peat mixture or soils from on-site). Alternatively, on-site loamy topsoil may be appropriate if there are non-desirable invasive seeds present in stockpiled hydric soils. Final grades are proposed to be similar to those within the wetlands.

Re-Vegetation of Replacement Area

The wetland mitigation area will consist of a level area, intercepting groundwater and inundated with supplemental surface water from the adjacent water features. As such, it presents a wide range of possibilities for creating a diverse, wetland habitat assemblage consisting of wet meadow areas, woody shrub swamp areas, and forested wetland areas.

Woody species to be planted within the proposed wetland replacement areas (obtained from local nursery stock, or salvaged from areas to be altered) will likely include such species as highbush blueberry (*Vaccinium corymbosum*), silky dogwood (*Cornus amomum*), speckled alder (*Alnus rugosa*), arrowwood (*Viburnum dentatum*), meadowsweet (*Spiraea latifolia*), and steplebush (*Spiraea tomentosa*). These species are common in existing wetland areas on-site. In addition, facultative wetland tree species, such as red maple (*Acer rubrum*), yellow birch (*Betula alleghaniensis*), American beech (*Fagus grandifolia*), and others, are expected to be included to create a wooded wetland area with multiple age cohorts and strata to increase plant diversity and improve wildlife habitat.

Portions of the mitigation area may be devoted exclusively to wet meadow areas, by increasing inundation depths and/or performing periodic maintenance (clearing). Herbaceous species will include native hydrophytic herbaceous and grass species. These will be initiated via seed, with a wetland seed mix (such as the New England Wet Mix) and will also be supplemented by the planting of live plugs of cespitose (bunch forming) perennial sedges, rushes, and grasses. This will result in a dense, herbaceous plant community dominated by wetland graminoids and forbs. Such species as fringe sedge (*Carex crinita*), bearded sedge (*Carex comosa*), manna grass (*Glyceria canadensis*), lurid sedge (*Carex lurida*), blue vervain, green bulrush (*Scirpus atrovirens*), woolgrass (*Scirpus cyperinus*), Joe-Pye weed (*Eupatorium maculatum*), chufa (*Cyperus esculentus*), hop sedge (*Carex lupulina*), boneset, and red top panic grass (*Panicum rigidulum*), cinnamon fern (*Osmunda cinnamomea*), sensitive fern (*Onoclea sensibilis*), Cardinal flower (*Lobelia cardinalis*), boneset (*Eupatorium perfoliatum*), blue vervain (*Verbena hastata*), and blue flag (*Iris versicolor*), and others will comprise the wet meadow habitat.

Monitoring and Stewardship

The success of the proposed wetland replacement activities will be monitored bi-annually for two years by a qualified field biologist. During the aforementioned monitoring visits, the biologist(s) will remove, by hand, any exotic species noted, including but not limited to purple loosestrife (*Lythrum salicaria*) and common reed (*Phragmites australis*). Furthermore, additional introduction of woody stock will be conducted should the biologist deem it necessary due to plant mortality. These activities are intended to encourage the establishment of native wetland plant species.

TRAFFIC AND TRANSPORTATION

To assess the impact of the full build out program on traffic, a qualitative assessment was performed that assumed full build out over a 10-year period (ending in 2022). Trip estimates for the full build out of the Proposed Project and turning movements at the study intersections were developed for the qualitative assessment; however, detailed intersection analyses were not conducted. It is assumed that, as the anticipated development schedule will be market driven and built out in phases, subsequent development components will require detailed supplemental traffic studies to determine the actual impacts and mitigation measures needed to accommodate traffic generated by each development phase of the Proposed Project.

Based on this qualitative analysis, potential significant adverse impacts and potential mitigation measures were identified, as described below.

- Liberty Street and Broadway – at full build out, the Proposed Project is estimated to generate approximately 200 more vehicles along Broadway, therefore, potential signal re-timings may be needed at this intersection.
- Pleasant Street and Broadway – based on the No Build volumes, this intersection may deteriorate to unacceptable LOS E or LOS F conditions with project traffic exacerbating conditions. Mitigation measures for this intersection could include signal timing adjustments and improvements to the eastbound and westbound approaches.
- NYS Route 42 and Anawana Lake Road– based on the No Build volumes, this intersection may deteriorate to unacceptable LOS E or LOS F conditions with project traffic exacerbating conditions. Providing additional lanes on the northbound and southbound approaches may not be feasible given right-of-way constraints and thus improvements to signal timings and signal equipment may be needed to improve traffic operations.
- NYS Route 42 and Depot Drive – based on the No Build volumes, this intersection may deteriorate to unacceptable LOS E or LOS F conditions with project traffic exacerbating conditions. Providing additional lanes on the northbound and southbound approaches may not be feasible given right-of-way constraints and thus improvements to signal timings and signal equipment may be needed to improve traffic operations.
- NYS Route 42 and Concord Road– based on the No Build volumes, this intersection may deteriorate to unacceptable LOS E or LOS F conditions with project traffic exacerbating conditions. Mitigation measures may be needed at this intersection that could include adjusted signal timings and addition turn lanes on all approaches.
- NYS Route 42 and Kiamesha Lake Road – based on the No Build volumes, this intersection may deteriorate to unacceptable LOS E or LOS F conditions with project traffic exacerbating conditions. Mitigation measures may be needed at this intersection and could include widening NYS Route 42 from two lanes to four lanes and providing turn lanes on all approaches.
- Rock Ridge Drive and Concord Road – at full build out, the Proposed Project would add approximately 700 vehicles to this intersection during both the Friday and Sunday peak hours. The increase in traffic at this intersection may result in the need to signalize the intersection and provide turn lanes along Concord Road.
- Concord Road and Kiamesha Lake Drive – at full build out, the Proposed Project would add 600 and 400 vehicles trips during the Friday and Sunday peak hours, respectively. This additional traffic may result in the need to signalize this intersection.

EPT Concord Resort

- Joyland Road and Thompsonville Road – at full build out, the proposed EPT Concord Resort project would add a significant amount of traffic to this intersection. Therefore, it is likely this intersection would need to be signalized with turn lanes on all approaches.

The inclusion the Kelli Wood, Gan-Eden, and Senior / Workforce Housing developments would exacerbate the unacceptable conditions along NYS Route 42; however, these developments would have little impact on traffic operations along Joyland Road, Heiden Road, Kiamesha Lake Road, Concord Road, and Thompsonville Road.

As previously presented, Phase 1 of the Proposed Project (i.e., Casino Resort) would require mitigation measures at the Cimarron Road/NYS Route 17 Exit 106 Ramp intersections and at the Joyland Road/Cimarron Road intersection to provide acceptable LOS conditions. A majority of the traffic from the full build out of the Proposed Project would continue to traverse these intersections and may degrade operations at these intersections to unacceptable (LOS E or F) conditions. Given the right of way constraints in this area and the limited available width on the overpass, full build out of the Proposed Project may require additional mitigation measures that could include a re-design and re-construction of this interchange to accommodate the increased vehicle turning movements.

For future studies, the viability of using Heiden Road for vehicles to access parcels to the north of Thompsonville Road should be studied to reduce the high traffic volumes on Interchange 106. If subsequent supplemental studies assign the Proposed Project's trips to Heiden Road, then intersections at Interchange 107 (Heiden Road) and between Interchange 107 and Thompsonville Road should added to the study area to be analyzed.

NOISE

Future phases of the Proposed Project would be subject to environmental analysis, as required by SEQRA, at the time of their application for site plan approval. If any significant adverse noise impacts are anticipated, measures to mitigate those impacts would, to the extent practical, be implemented. Mitigation proposed will include those required to offset significant impacts resulting from both stationary and mobile sources.

As specific uses are identified and development programs set for each future phase of the Proposed Project, noise from mobile sources (traffic) will be assessed. If noise levels from project-generated vehicle trips results in a significant impact, a variety of mitigation measures will be considered. Depending on the location, type, and configuration of the noise receptor(s) affected, the most appropriate mitigation techniques will be proposed. These measures could include noise barriers, noise-attenuating windows and other building materials, and traffic management measures such as speed limitations and traffic calming measures. Mitigation measures for residential structures included in the Proposed Project within an area of increased noise levels could include double-glazed windows and an alternate means of ventilation (i.e., air conditioning), which would provide sufficient attenuation to ensure interior noise levels less than 45 dBA, which is a generally accepted interior noise level threshold for residential uses. Implementation of proposed mitigation measures deemed necessary would depend on many things including physical constraints and property owner consent.

CULTURAL RESOURCES

There is one known historic resource on the EPT Concord Resort Project Site: the Breezy Corners Bungalow Colony at 253 Joyland Road. The CDP depicts the demolition of the Breezy

Corners Bungalow Colony property to accommodate the development of the Resort Core. Demolition of this property would constitute an adverse effect on an historic resource and would require, in consultation with SHPO, that alternatives to demolition be explored and measures to mitigate such adverse effects be implemented.

C. SITE-SPECIFIC DEVELOPMENT OF PHASE 1 (DEIS)

This section describes the measures included as part of the site specific development of Phase 1 to mitigate potentially significant adverse environmental impacts.

SURFACE WATER RESOURCES AND WETLANDS

Wetland mitigation for the development of Phase 1 to offset 4.60 acres of wetland impact would be undertaken concurrently with the overall Comprehensive Development Plan wetland mitigation as described above.

TRAFFIC AND TRANSPORTATION

The following presents a summary of the proposed mitigation measures at each of the impacted intersection locations. **Tables 21-2 and 21-3** present the detailed recommended mitigation measures and LOS results at the impacted intersections with the mitigation measures in place during the Friday and Sunday peak hours, respectively. Phase 1 with mitigation measures Synchro 7 outputs are provided in Appendix J-7.

- NYS Route 42 and Kiamesha Lake Road – Adjust signal timings to reallocate green time to westbound approach during the Sunday peak hour. With this mitigation measure, the westbound approach will return to No Build LOS conditions;
- Joyland Road and Cimarron Road (County Road 173) intersection – Install traffic signal. Provide separate eastbound left-turn lane. Widen Cimarron Road to provide two westbound lanes between the NYS Route 17 Westbound Ramps and Joyland Road. With these mitigation measures, all approaches will operate at LOS D or better;
- NYS Route 17 Westbound Ramps/Towner Road and Cimarron Road – Install traffic signal and restripe northbound approach to provide a left-turn lane and a shared left-turn/through/right-turn lane. In addition, install back of queue detectors to prevent vehicle spillback onto NYS Route 17 westbound. With these mitigation measures, all approaches will operate at LOS D or better; and
- NYS Route 17 Eastbound Ramps and Cimarron Road intersection – Install traffic signal. Restripe overpass over NYS Route 17 to provide a separate southbound left-turn lane. In addition, install back of queue detectors to prevent vehicle spillback onto NYS Route 17 eastbound. With these mitigation measures, all approaches will operate at LOS D or better.

In addition to improving intersection operations to LOS D or better, the proposed mitigation measures provide sufficient storage to prevent queuing spilling back to upstream intersections. The improvements to Exit 106 (Joyland Road) described above are also presented in Figure 11-11. In addition, the ITS described in Chapter 11 will be included in the analyses for future mitigation measures.

Table 21-2
Phase 1 Build and Build with Mitigation Measures Conditions Level of Service Analysis
Friday Peak Hour

Intersection	Friday Peak Hour							Mitigation Measures
	Lane Group	Phase 1 Build			Phase 1 Build with Mitigation Measures			
		v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	
Cimarron Road and Joyland Road								
Eastbound	LT	0.39	11.4	B	0.68	34.7	C	- Install traffic signal
	-	-	-	-	0.04	5.0	A	- Implement following signal timing plan:
Westbound	TR	0.51	0.0	A	0.78	25.8	C	
	-	-	-	-	0.57	5.8	A	Cycle Length 90 sec.
Southbound	L	1.33	>100	F	0.59	38.5	D	Phasing: Timing in sec (G/Y/R)
	R	1.22	>100	F	0.61	3.6	A	SB 20/4/2
	Intersection	69.6	F			16.2	B	EB Protected 24/4/2
								EB/WB 30/4/2
								-Provide 200 foot EB left-turn lane
Cimarron Road and Towner Road/NYS Route 17 Westbound Ramps								
Eastbound	LTR	0.00	0.0	A	0.43	7.2	A	No impacts at this location during the Friday peak hour, but intersection improved to accommodate Sunday peak hour volumes
Westbound	LTR	0.01	1.7	A	0.11	16.8	B	
Northbound	LTR	0.86	31.1	D	0.50	12.7	B	
	-	-	-	-	0.43	11.3	B	
Southbound	LTR	0.00	10.8	B	0.00	20.0	B	
	Intersection	22.1	C			11.1	B	
Cimarron Road and NYS Route 17 Eastbound Ramps								
Eastbound	LTR	3.14	>100	F	0.57	0.57	33.7	- Install traffic signal
Northbound	TR	0.13	0.0	A	0.60	0.60	30.4	- Implement following signal timing plan:
Southbound	LT	0.45	9.0	A	0.82	0.82	17.7	Cycle Length 90 sec.
	-	-	-	-	0.11	0.11	5.1	Phasing: Timing in sec (G/Y/R)
	Intersection	>100	F			21.5	C	SB Protected 38/4/2
								SB-L/NB 19/4/2
								EB 15/4/2
								-Provide 200 foot SB left-turn lane

Table 21-3
Phase 1 Build and Build with Mitigation Measures Conditions Level of Service Analysis
Sunday Peak Hour

Intersection	Sunday Peak Hour								Mitigation Measures		
	Lane Group	Phase 1 Build			Phase 1 Build with Mitigation Measures						
		v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS				
NYS Route 42 and Kiamesha Lake Road											
Eastbound	LTR	0.11	17.4	B	0.10	16.2	B				
Westbound	LTR	1.09	93.0	F	1.04	75.9	E	- Implement new signal timing plan:			
Northbound	LTR	0.8 3	26.5	C	0.86	30.6	C		<u>Existing</u>	<u>New</u>	
Southbound	LTR	0.4 9	16.3	B	0.51	18.1	B	Cycle Length	82.5 sec.	82.5 sec.	
	Intersection		46.0	D		42.3	D	<u>Phasing</u>	<u>Timing in sec (G/Y/R)</u>		
								EB/WB	30/3.2/1.8	32.5/3.2/1.8	
								NB/SB	40/6/1.5	37.5/6/1.5	
Cimarron Road and Joyland Road											
Eastbound	LT	0.37	9.9	A	0.65	35.0	C	- Install traffic signal			
	-	-	-	-	0.13	5.2	A	- Implement following signal timing plan:			
Westbound	TR	0.5 3	0.0	A	0.80	28.7	C	Cycle Length	90 sec.		
	-	-	-	-	0.56	5.4	A	<u>Phasing</u>	<u>Timing in sec (G/Y/R)</u>		
Southbound	L	1.4 1	>100	F	0.59	39.7	D	SB	17/4/2		
	R	1.2 7	>100	F	0.63	4.8	A	EB Protected	24/4/2		
	Intersection		75.5	F		16.5	B	EB/WB	31/4/2		
								-Provide 200 foot EB left-turn lane			
Cimarron Road and Towner Road/NYS Route 17 Westbound Ramps											
Eastbound	LTR	0.00	0.1	A	0.57	13.0	B	- Install traffic signal			
Westbound	LTR	0.01	1.5	A	0.10	15.7	B	- Implement new signal timing plan:			
Northbound	LTR	1.0 1	61.8	F	0.54	15.8	B				
	-	-	-	-	0.48	14.3	B	Cycle Length	90 sec.		
Southbound	LTR	0.0 1	9.7	A	0.01	22.3	C	<u>Phasing:</u>	<u>Timing in sec (G/Y/R)</u>		
	Intersection		39.7	E		14.5	B	NB Protected	33/4/2		
								SB Protected	16/4/2		
								EB/WB	23/4/2		
								- Provide additional 200 foot NB left-turn lane			
Cimarron Road and NYS Route 17 Eastbound Ramps											
Eastbound	LTR	3.95	>100	F	0.63	35.9	D	- Install traffic signal			
Northbound	TR	0.13	0.0	A	0.63	34.9	C	- Implement new signal timing plan:			
Southbound	LT	0.46	8.9	A	0.83	19.3	B	Cycle Length	90 sec.		
	-	-	-	-	0.14	5.5	A	<u>Phasing:</u>	<u>Timing in sec (G/Y/R)</u>		
	Intersection		>100	F		23.7	C	SBL Protected	37/4/2		
								SB-L/NB	19/4/2		
								EB	16/4/2		
								-Provide 200 foot SB left-turn lane			

NOISE

The residence located at the southeast corner of Joyland Road and Lorraine Drive (Towner Road) will be expected to experience noise levels that exceed the level considered acceptable by NYSDEC criteria. It will not be feasible to construct berms along Joyland Road at receptor site 1 because there is not sufficient space along the roadway and the Applicant does not own these

parcels. While the installation of a noise-attenuating wall/fence could be considered, this would likely result in traffic safety issues as these walls/fences would obstruct motorists' views at the two nearby intersections and on the three roads in the area. This impact to traffic safety could also be considered significant and, as such, the use of walls/fences as mitigation for noise impacts would likely not be feasible. Further, because of the increase in traffic volumes along Joyland Road resulting from Phase 1, traffic management measures such as speed limitations would not be effective in mitigating the noise impact to the residence on the east side of Joyland Road associated with receptor site 1. As a mitigation measure for this residence, receptor controls, such as noise-attenuating windows and air conditioners, could be installed to bring interior noise levels within the acceptable range according to NYSDEC.

CULTURAL RESOURCES

Access to Phase 1 along Joyland Road will require the road to be expanded from approximately 20 feet to 120 feet. This improvement may require the removal of at least four structures located on the Breezy Corners Bungalow Colony property. Of these four structures, three are houses that do not contribute to the significance of the property. The fourth the main bungalow/office building, contributes to the NR significance of the bungalow colony. Since one contributing building of the Breezy Corners Bungalow Colony will be demolished as a result of the proposed Joyland Road widening, Phase 1 will have an adverse effect on historic resources. Appropriate mitigation measures will be developed in consultation with SHPO and will be set forth in either a Letter of Resolution or a Memorandum of Agreement, describing the measures by which adverse effects on the Breezy Corners Bungalow Colony will be mitigated, and will indicate the responsible parties for the implementation of such measures. *