

The Proposed Project would result in several unavoidable adverse impacts. While mitigation measures would be implemented where practical and feasible, unavoidable adverse impacts nonetheless would occur with respect to certain resources and conditions.

As discussed in Chapter 3, “Socioeconomic Conditions,” the Proposed Project would require the acquisition of portions of [^] nine commercial parcels, and four complete acquisitions that would require the demolition of commercial structures[^] . No residential properties would be acquired. While acquisition of these commercial parcels would not result in any significant adverse impacts to land use or community character, the loss of the building itself is considered an unavoidable adverse impact.

As set forth in Chapter 5, “Visual and Aesthetic Resources,” the Proposed Project would result in a change in the visual and aesthetic qualities of the communities through which the Main Line passes. New transportation structures, such as pedestrian overpasses and tiered parking structures, would be constructed and would be visible. Retaining walls supporting the third track and sound attenuation walls would also be visible. It would not be possible to screen visibility of project elements from all locations within the Project Corridor. Thus, visibility of project elements would be considered an unavoidable adverse impact. Visibility of these project elements from designated sensitive receptors was evaluated pursuant to NYSDEC methodology on assessing visual impacts. While none of the impacts were considered significant and adverse, and final aesthetic determinations would be made in coordination with the affected municipality, these changes would constitute unavoidable adverse impacts.

As described in Chapter 6, “Historic and Archaeological Resources,” two historic resources listed or eligible for listing on the State and National Register of Historic Places (S/NR) would be removed by the Proposed Project. Mitigation measures, as identified in a [^] Letter of Resolution to be established with SHPO, would be implemented to minimize adverse effects, but impacts to or removal of these resources would be unavoidable.

As described in Chapter 7, “Natural Resources,” the Proposed Project would result in the unavoidable removal of vegetation within the LIRR ROW. Since the vegetation does not constitute significant habitat, its loss is not considered significant and adverse, but the loss of the vegetation itself is considered unavoidable.

Most of the adverse impacts associated with the Proposed Project would occur in the construction, rather than the operational, phase and are discussed in Chapter 13, “Construction Impacts.” Construction activities associated with the Proposed Project would result in short-term impacts that cannot be avoided. Construction of bridge repair and grade crossing elements would require temporary road closures and traffic diversion, resulting in temporary adverse impacts to vehicular and pedestrian traffic. The operation of construction machinery also would result in temporary noise/vibration and air quality impacts to nearby sensitive receptors. Air quality impacts would chiefly be attributable to fugitive dust and diesel engine exhaust. Mitigation measures would be undertaken to control fugitive dust[^] and emissions from idling vehicles (see

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Chapter 13, “Construction,” for additional details on specific mitigation. Noise/vibration impacts would be mitigated to the extent possible through a variety of techniques described in Chapter 13. *