

Table 3-18
Coastal Zone Significant Fish and Wildlife Habitats in Project Vicinity

Habitat	Distance From Project	Activities That Impair Habitat Viability	Will Project Destroy Habitat?	Will Project Impair Habitat Viability?
St. Lawrence River Shoreline Bays	0.5-2 miles	Activities that substantially degrade water quality, increase turbidity or sedimentation, reduce water levels, or increase water level fluctuations	No	No
French Creek Marsh	1-2 miles	Activities that substantially degrade water quality, increase turbidity or sedimentation, reduce water levels, alter flows, or alter water level fluctuations, or eliminate wetland habitats, or result in significant human disturbance of the area	No	No
Carlton Island – Featherbed Shoals	1.5 miles ¹	Activities that substantially degrade water quality, or result in substantial alteration or fluctuation of water levels	No	No
Fox Island – Grenadier Island Shoals	6-8 miles ²	Activities that degrade water quality	No	No
Point Peninsula Marsh	8-10 miles ³	Activities that degrade water quality, reduce water levels, or increase water level fluctuations	No	No
Point Peninsula	8-10 miles ³	Waste disposal, and discharges of sewage or stormwater runoff containing sediments or chemical pollutants and decrease of available habitat	No	No
Wilson Bay and Marsh	2-3 miles	Activity that degrade water quality, increase turbidity or sedimentation, reduce water levels, or increase water level fluctuations, or eliminate wetland habitats, or result in significant human disturbance of the area.	No	No

¹ In St. Lawrence River

² In Lake Ontario

³ Across Chaumont Bay

3.4 Transportation/Traffic

The proposed St. Lawrence Windpower Project Area would be located in the Towns of Cape Vincent and Lyme, and would be surrounded by an extensive network of local, county and state managed roads (see Figure 2-1). This section describes the network of roads that may be used during construction of the proposed wind energy project, the potential impact of construction traffic on the existing transportation system, and measures to mitigate potential impact. This section has been prepared based on consultations with the New York State Department of Transportation, Region 7.