

## 7.3 Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity

Implementing CETAP will result in trade offs between short-term and long-term transportation objectives at the expense of some short-term and long-term social, aesthetic, biological, noise, and land use impacts.

### 7.3.1 Build Alternatives

The Build alternatives will cause similar types of impacts, though the locations and magnitude will vary by alternative. The short-term and long-term costs listed below may be reduced in intensity, frequency, or duration by mitigation measures.

**Short-Term Costs** of the HCLE Corridor may include:

Temporary construction impacts to residents and visitors such as increased noise, impaired air quality from dust and debris, increased night-time light, blocked viewsheds, and traffic delays and detours;

Economic losses incurred by businesses from temporary displacement, relocation, or traffic detours;

Temporary loss of productivity on and near sites used as the construction staging areas;

Loss of recreational activities at parks and open space due to closures and barricades from construction activity; and

Reduced wildlife activity in natural areas and open space due to direct or indirect construction activity.

**Short-Term Benefits** of the HCLE Corridor may include:

Direct and secondary regional economic activity during construction; and

Increased employment on construction crews.

**Long-Term Costs** of the HCLE Corridor may include:

Irretrievable and irreversible commitment of resources, including permanent conversion of existing or future planned land uses of many types;

Permanent highway impacts to residents and visitors, such as increased noise, impaired air quality, increased night-time light, and altered viewsheds;

Economic losses incurred by businesses from their displacement or relocation, or from changes of vehicle traffic patterns;