

MITIGATION TABLE

Subject	Steps Taken to Avoid, Minimize and/or Mitigate Potential Impacts	Reference
Site Selection	<ul style="list-style-type: none"> • A number of siting criteria were considered in planning a project to meet regional renewable wind energy needs: 1) location on a high-elevation mountain ridge; 2) oriented in a general north-south direction to provide maximum perpendicular exposure to prevailing wind in VT; 3) exposure to strong and persistent winds from all directions throughout the year; 4) location in close proximity to existing transmission facilities and access roads; 5) presence of a ridgeline that could sustain an economically viable project. • A number of criteria were considered to develop a facility in a manner that avoids or minimizes conflicts with surrounding land uses and minimizes overall environmental impacts: 1) development should not adversely affect highly sensitive environmental resources in a manner that cannot be avoided, minimized, and/or mitigated; 2) site should be located to take advantage of existing infrastructure to minimize impacts associated with construction of new components; 4) site development must be permissible with relevant local, state, and/or federal regulatory requirements, and should be consistent with surrounding land uses; 5) National Forest Service lands should only be used if other reasonable alternatives near the existing Searsburg facility are not identified. 	Zimmerman pf
Wetlands and Water Pollution	<ul style="list-style-type: none"> • Roads (including Putnam road access) and turbine areas designed and relocated to avoid wetland impacts to maximum extent practicable. • Project designed to avoid discharges directly into Class A waters, if possible. • Wetlands along the GMP access road to be instrument-surveyed and completely flagged and located, so that the impacts of transportation design can be fully understood, and modifications made where necessary.. • A watershed evaluation to be conducted to locate potential downstream issues. • A detailed assessment of nearby roads and culverts will be completed to ensure adequate capacity in existing structures, and a clear maintenance plan will be created with a commitment to ensure successful implementation and protection of wetland and habitat resources abutting undisturbed property and the public way. • Fueling will take place no closer than 100 feet to wetland resources • A “perimeter dike” will be constructed. Low-flow water that requires additional treatment will flow through Surface Sand Filters, Infiltration Trenches, or Infiltration Basins. These structures will be located to treat all discharge points, and to achieve 	Zimmerman pf, Krzanowski pf, Lew-Smith pf

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	<p>the site's groundwater recharge requirements.</p> <ul style="list-style-type: none"> • Where pipe-arch culverts are needed, the bottom flat section can be omitted to leave the stream substrate intact, instead setting the curved sized on plates or concrete. • Project will be phased to limit open and exposed soils, and vegetation removal will be reduced wherever possible. • Erosion and storm water controls will be implemented. Specific techniques include: 1) Installing erosion control barriers, such as silt fencing; 2) Installing diversion dikes and check dams and necessary temporary storm water controls; 3) Clearing outlying areas at turbine sites, where the blades of the assembled rotor will project, with stumps and roots retained, for erosion control; and 4) Applying loam to wide roads to reduce gravel width; apply interceptor ditches, seed and mulch to stabilize. • The <i>finished</i> roadway will be of a narrower width than that needed to transport construction vehicles in order to reduce roadway erosion potential long-term and improve storm water management. 	
Vegetation	<ul style="list-style-type: none"> • Roads that are constructed for construction-phase equipment should receive loam and seed over portions of that width. It is unnecessary to maintain the full width as gravel, and so portions of the road width should be loamed and seeded, with occasional mowing to control shrub and tree growth. 	Krzanowski pf
Bears	<ul style="list-style-type: none"> • Roads will be gated and closed to public. Project-related traffic volume during operation expected to be very low. • Roads will be unpaved and no wider than necessary to move turbine components and construction equipment to the site. • Choosing to use the Putnam Rd. Access would decrease the taking of Bear Scarred Beech (BSB). • Guardrails will not be utilized, nor does the project involve the use of parallel roads, both of which can cause negative indirect impacts to bear. • As much vegetative cover as possible will be left in place. • Micro-siting road, turbine and other project infrastructure, to the extent feasible, to minimize impacts on bear. • Active forest management of cleared areas on the project site and on adjacent national forest service lands to encourage beech tree growth. 	Parsons Lit. Review, DFLD-JP-2; Wallin pf

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Moose	<ul style="list-style-type: none"> • A treed buffer of about 75 feet will remain in place between the closest turbine clearing and moose wintering habitat. • Choosing the Putnam Rd. access option would decrease the potential impacts to moose overwintering habitat. 	Parsons pf
Birds	<ul style="list-style-type: none"> • Electrical lines between turbines will be underground. • FAA lighting for turbines will be lowest intensity red strobe-like lights possible with the longest time-off cycle allowable. • Project construction should be timed, if feasible, to minimize disturbance to nesting birds. • The areas surrounding turbines, meteorology towers, roads, and other infrastructure should be allowed to naturally reforest when construction is complete. • A post construction study of nesting birds at the Project site may be undertaken. • A post-construction migrating bird and bat mortality study may be conducted. 	Kerlinger, pf; Roy/Erickson pf.
Visual	<ul style="list-style-type: none"> • Selection of an appropriate site--may be one of the best sites for lack of visibility. • Minimal visibility of project infrastructure other than the turbines themselves. • Existing roads used where possible with additional roads being of minimum width and having no off-site visibility. • Collector line would be designed for minimal visibility from Route 8. • Ridgeline power lines would be buried. • The minimum number of lights required by FAA would be used 	Vissering/ Buscher pf
Noise	<ul style="list-style-type: none"> • Selecting turbines with a sound power level of 106 dBA or less or demonstrating that the final number of the turbines will not exceed 45 dBA at the nearest residence. • Selecting turbines with no tonality or tonality within an acceptable level. • Providing neighbors with a site supervisor to call to resolve noise complaints promptly. 	Kaliski report

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System Stability & Reliability	<ul style="list-style-type: none"> • Control and protection systems to be designed and installed consistent with the transmission line owners' recommendations. 	Estey pf
Archaeology/ Historic	<ul style="list-style-type: none"> • Use of the Putnam Rd. access would avoid the sensitive Crosier property. 	Luhman pf
Public Safety	<ul style="list-style-type: none"> • Controlled (gated) year-round access to the project facilities will be maintained so operators can monitor and quickly respond to unforeseen condition that might impact the safety of the operations staff or the public. • Public access to the sites will be limited as established in the Special Use Authorization issued by the USFS and state permitting procedures. Deerfield Wind expects to work with the USFS, the public, and state agencies to find measures to ensure that the facility is operated safely consistent with the management objectives of the surrounding national forest land. Such measures may include: posting the property with signs warning the public of potential safety issues and gating the access road and using plantings to discourage unintended use of the access road. 	Zimmerman pf