

A. INTRODUCTION

According to the *New York City Environmental Quality Review (CEQR) Technical Manual*, unavoidable adverse impacts are disclosed when a proposed action or project is expected to result in significant adverse impacts for which there are no reasonable or practical mitigation measures and there are no reasonable alternatives to the proposed project that would meet the purposes and need for the project but eliminate the impact and not result in similar or additional impacts. As described in Chapter 23, “Impacts Avoidance Measures and Mitigation,” most of the potential significant adverse impacts of the proposed actions could be avoided or mitigated by implementing a number of measures. However, there are also a number of unavoidable adverse impacts for which there is no mitigation. These unavoidable adverse impacts are described below.

B. TRAFFIC

The proposed project would result in significant adverse traffic impacts at a number of study area intersections. As discussed in Chapter 23, Mitigation,” traffic mitigation measures would be employed at individual intersections to mitigate the adverse significant traffic impacts. The proposed mitigation measures consist of standard traffic capacity improvement measures, such as lane restriping, signal timing modifications and installation of new traffic signals at unsignalized intersections. However, even with these measures in place, some of the study area intersections would not be completely mitigated in the future conditions back to the No Build conditions (see Tables 24-1 and 24-2).

Table 24-1
Summary of Unavoidable Adverse Traffic Impacts—2016

| Intersections | Impacted Peak Hour |
|---|---|
| Richmond Hill Road and Richmond Avenue | Weekend midday |
| Forest Hill Road and Richmond Avenue ^(a) | AM / Midday / PM Weekend midday / PM |
| Arthur Kill Road and Richmond Avenue | PM Weekend midday / PM |
| Arthur Kill Road and West Shore Expressway (NB) Service Road | AM Weekend midday |
| Richmond Hill Road and Forest Hill Road | Midday / PM Weekend midday / PM |
| Notes: | |
| (a) The westbound <u>left-turn movement</u> would be impacted during all the peak <u>hours</u> . The northbound right-turn movement would be impacted during all the peak <u>hours</u> . The northbound through movement would be impacted during all the peak <u>hours</u> except for the weekday midday peak <u>hour</u> . The southbound through-right movement would be impacted during the weekday midday and PM and the weekend PM peak <u>hours</u> . | |

Table 24-2
Summary of Unavoidable Traffic Adverse Impacts—2036

| Intersections | Impacted Peak Hour |
|--|---|
| Victory Boulevard and Travis Avenue | PM <u>Weekend midday</u> |
| Richmond Hill Road and Richmond Avenue ^(a) | Midday / PM Weekend midday / PM |
| Forest Hill Road and Richmond Avenue ^(b) | AM / Midday / PM Weekend midday / PM |
| Arthur Kill Road and Richmond Avenue | AM / Midday / PM Weekend midday / PM |
| Arden Avenue and Arthur Kill Road | AM / PM Weekend midday |
| Arthur Kill Road and Drumgoole Road | PM |
| Arthur Kill Road and West Shore Expressway (NB) Service Road | AM Weekend midday |
| Arden Avenue and West Shore Expressway (SB) Service Road | PM |
| Richmond Hill Road and Forest Hill Road | AM / Midday / PM Weekend midday / PM |
| Amboy Road and Huguenot Avenue | AM / PM Weekend midday |
| Amboy Road and Richmond Avenue | Midday / PM Weekend midday / PM |
| Notes: | |
| <p>(a) The westbound left-turn movement would be impacted during <u>the weekday and weekend midday peak hours</u>. The northbound through movement would be impacted during <u>the weekday midday and weekend midday and PM peak hours</u>. The southbound left-turn movement would be impacted during <u>the weekday PM and weekend midday peak hours</u>. The southbound through-right movement would be impacted during all the peak <u>hours</u> except for the weekday AM peak <u>hour</u>.</p> <p>(b) The westbound <u>left-turn movement</u> would be impacted during all the peak <u>hours</u>. The northbound <u>through and right-turn movements</u> would be impacted during all the peak <u>hours</u>. The southbound through-right movement would be impacted during all the peak <u>hours</u> except for the weekday AM peak <u>hour</u>.</p> | |

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