

A. INTRODUCTION

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonable practicable mitigation measures to eliminate the impact; and
- There are no reasonable alternatives to the Proposed Project that would meet the purpose and need of the actions, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in Chapter 22, “Mitigation,” the majority of the potential impacts identified for the Proposed Action could be mitigated. However, as described below, in some cases, the Proposed Project’s significant adverse impacts on traffic circulation would not be fully mitigated.

B. TRAFFIC

As discussed in Chapter 16, “Traffic and Parking,” the development of the Proposed Project would result in significant adverse traffic impacts at intersections in the primary and secondary study areas pursuant to the methodologies contained within the *City Environmental Quality Review (CEQR) Technical Manual*, and along sections of the Shore Parkway near the proposed development site. Most of the locations that would be significantly affected could be mitigated through the introduction of standard traffic engineering improvements, such as signal timing and/or phasing changes, parking regulation changes, and/or modifications to street pavement markings.

Under the proposed development of the project, two intersections located along the border of the primary traffic study area—Flatlands Avenue and Pennsylvania Avenue, and Linden Boulevard and Pennsylvania Avenue—would experience unmitigatable impacts for at least one peak analysis hour in the 2011 and 2013 Build conditions. Both these intersections experience heavy traffic volumes and have several traffic movements operating at LOS E or F conditions even under existing and No Build conditions. The standard traffic engineering improvements cited above and detailed within Chapter 22, “Mitigation,” would not be sufficient to mitigate significant adverse impacts at the intersection of Flatlands Avenue and Pennsylvania Avenue in the 2011 and 2013 weekday AM, PM and Saturday midday peak hours. Significant adverse impacts at the intersection of Linden Boulevard and Pennsylvania Avenue would be unmitigated in the 2011 weekday and Saturday midday peak hours, and in the 2013 weekday AM, PM and Saturday midday peak hours. The significant impacts at these intersections would be partially mitigated during the remaining peak hours. Partial mitigation means that standard traffic engineering improvements would be able to mitigate one or more, but not all, movements that would be significantly impacted.

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Significant impacts could not be fully mitigated at two additional intersections located in the secondary study area. At the intersection of Flatlands Avenue and Rockaway Parkway, significant adverse impacts would be unmitigated in the 2013 weekday AM peak hour, and partially mitigated in the 2011 and 2013 Saturday midday peak hours. Significant impacts at this intersection would be fully mitigated in the remaining peak hours. At the intersection of Pennsylvania Avenue and Atlantic Avenue significant adverse impacts would be unmitigated for all peak hours.

Two other unmitigatable significant adverse impacts for each Build condition were identified in Chapter 22, "Mitigation," along the Shore Parkway near the Erskine Street interchange, based on the density of traffic criteria established in recent years but which are not contained in the most recent version of the *CEQR Technical Manual*. In the 2011 Build condition, the eastbound segment of the Shore Parkway after the Erskine Street on-ramp merge would be significantly impacted in the weekday PM and Saturday midday peak hours. In the 2013 Build condition, the eastbound segment before the Erskine Street off-ramp diverge, and the segment between the Erskine Street off-ramp diverge and the on-ramp merge would be significantly impacted in the weekday PM peak hour. Although these impacts would be unmitigatable, the reduction of speeds for the significantly impacted segments would be in the range of 0.2 mph to 1.4 mph and would be unnoticeable to motorists. *