

Police Academy – College Point, Queens
CHAPTER 19: UNAVOIDABLE ADVERSE IMPACTS

A. INTRODUCTION

Unavoidable adverse impacts occur when a proposed action would result in significant adverse impacts for which there are no reasonably practicable mitigation measures, and for which there are no reasonable alternatives.

B. TRAFFIC

As mentioned in Chapter 11, “Traffic and Parking” and Chapter 17, “Mitigation,” at the intersection of 20th Avenue and the southbound Whitestone Expressway service road, the proposed Academy would result in the addition of 20 vehicles in the AM peak hour. As shown in Table 11-6, several movements at this intersection operate at LOS E and F under No-Build and Build conditions. Between the DEIS and FEIS, alternate mitigation concepts were reviewed with NYCDOT for feasibility. Alternative measures that were studied to potentially mitigate the intersection included:

- Widening of the Southbound Service Road from 30 feet (three 10 foot lanes) to 33 feet (three 11 foot lanes).
- Introducing an additional phase that permits the westbound left-turn movement along with the southbound right-turn movement. The green time for this phase would be taken from the existing westbound only phase that permits both the thru and left-turn movements.

As it was concluded in consultation with NYCDOT that no feasible mitigation could be developed, this impact would remain non-mitigable.

C. NOISE

To analyze noise levels at the Fairfield Inn and the church/school site, the maximum siren noise levels were placed in the center of the EVOC site. Without any barriers to mitigate the noise, the Inn could experience a noise level of 85.8 dBA, and the rear of the church could experience a noise level of 74.2 dBA.

Significant adverse impacts are projected for the Fairfield Inn west of the site and the All Nations Church and Christian Gospel School southeast of the site. These impacts are solely due to the brief periods of up to half an hour when EVOC activities would be in progress. During these periods, noise level increases would range from 9.8 dBA at the church/school to 13.2 dBA for the Fairfield Inn. These projections of impacts are conservative, as the walls along the EVOC area on the roof of the parking area would provide partial shielding. The potential noise impacts would represent a temporary condition during the EVOC activities approximately a half hour per day. This is seen as an unmitigable noise impact.

D. CONCLUSION

As described in previous chapters of this EIS, it is anticipated that all other potential significant adverse impacts of the Proposed Action could be avoided or mitigated by implementing a broad range of measures.