

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

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

As described in Chapter 23, “Mitigation,” a number of the potential impacts identified for the Willets Point Development Plan could be mitigated. However, as described below, in some cases, project impacts would not be fully mitigated.

### **A. HISTORIC RESOURCES**

As described in Chapter 8, “Historic Resources,” the proposed Plan contemplates demolition of the former Empire Millwork Corporation Building, located at 128-50 Willets Point Boulevard in the Willets Point Development District. Demolition of this building would constitute a significant adverse impact on this historic resource. Measures to partially mitigate this impact, which could include archival photo documentation, would be developed in consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). However, as further outlined in Chapter 23, this impact would not be completely eliminated. Therefore, it would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed Plan.

### **B. TRAFFIC AND PARKING**

As discussed in Chapter 17, “Traffic and Parking,” the proposed Plan would result in significant adverse impacts at locations within the traffic study areas analyzed in the Draft Generic Environmental Impact Statement (DGEIS), pursuant to the methodologies contained within the *City Environmental Quality Review (CEQR) Technical Manual*. Generally less than half of the locations that would be significantly impacted could be mitigated with traffic improvements such as signal timing changes, installation of signal equipment, parking regulation changes, and a minor turn prohibition.

Under the proposed Plan, 12 to 16 intersections in the traffic study area in each analysis peak hour would experience unmitigatable impacts by the 2017 analysis year; of these, one to three intersections could be partially mitigated. The unmitigated intersections in one or more peak hours would include: Northern Boulevard at 108th, 114th, 126th, Main, Prince, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; Sanford Avenue at Parsons Boulevard; College Point Boulevard at the Northern Boulevard service road; and 126th Street at the new Willets Point Boulevard.

The intersections where significant adverse impacts could be partially mitigated would include Northern Boulevard at Main Street and at Parsons Boulevard, and Sanford Avenue at Parsons Boulevard. At these intersections, traffic improvements would be able to mitigate one or more—but not all—approaches that would be significantly impacted. Specific affected peak hours are described in detail in Chapter 23.

At several of the locations with unmitigatable impacts, congestion would typify conditions under future conditions in 2017 without the proposed Plan. This would especially be the case along Roosevelt Avenue and portions of Northern Boulevard in Downtown Flushing. Traffic generated by the proposed Plan would generally constitute about 2 to 11 percent of the prevailing traffic volumes through the locations on Roosevelt Avenue at College Point Boulevard and at Prince, Main, and Union Streets. Project-generated traffic volumes at unmitigated intersections along Roosevelt Avenue nearer to the District, at 114th and 126th Streets, would generally constitute approximately 8 to 21 percent of the prevailing traffic volumes at those locations. On Northern Boulevard at the unmitigated intersections in one or more peak hours at Union, Main, Prince, 114th, and 108th Streets, and at College Point Boulevard, the volume increment for the proposed Plan would comprise approximately 3 to 11 percent of the total volumes through those traffic analysis locations during the peak hours. Along 126th Street immediately adjacent to the Willets Point Development District and Citi Field, where all analysis locations would be unmitigated, the proposed Plan's traffic would comprise a much larger percentage—about 38 to 68 percent—of the total traffic, since the project-generated increment would be concentrated at the key access/egress points to the District where background (No Build) traffic volumes are generally low, especially on non-game days. Also near the District, the increment through the intersection of 126th Street and Northern Boulevard would be between 14 percent and 25 percent of the total traffic volumes through that location.

Many of the unmitigated intersections would not have a broad range of effective mitigation options primarily because of geometric constraints, which would limit the opportunity for capacity improvements. These geometric constraints would include, for example, narrow roadway rights-of-way, complex intersection alignments with highway ramp connections, and structural obstacles. Also, the prevalence of curbside activity, including bus layover areas, bus stops, truck loading/unloading, and general parking, would limit the ability to gain additional capacity at significantly impacted intersections. Furthermore, because significant traffic impacts at these intersections are expected to occur on multiple approaches, or because congestion would typify the minor streets, any signal timing modifications to improve delays on some approaches would be impractical, since they would worsen—or create—significant impacts on other approaches.

### **C. TRANSIT AND PEDESTRIANS**

As discussed in Chapter 18, “Transit and Pedestrians,” the proposed Plan would result in significant adverse impacts on subway station operations, bus line-haul, and street level pedestrian facilities. Potential measures to mitigate these impacts are described in Chapter 23.

Significant adverse pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street during the Saturday pre-game and post-game peak periods. Game-day traffic management measures would be in place during these periods, so it is unlikely that physical widening of the existing crosswalk would be needed to mitigate this impact. However, the proposed Plan would also result in significant adverse pedestrian impacts at the north, east, and west crosswalks at the intersection of Roosevelt Avenue and 126th Street, and at the new crosswalk at the signalized intersection of Roosevelt Avenue and the Lot B driveway during the weekday midday peak period, the weekday PM peak period, the weekday

pre-game peak period, the Saturday non-game peak period, the Saturday pre-game peak period, and the Saturday post-game peak period. As described in Chapter 23, restriping these crosswalks would be required to mitigate these significant adverse impacts. If such widenings could not be achieved, the projected significant adverse impacts during these time periods would remain unmitigated or partially mitigated.

**D. NOISE**

As discussed in Chapter 20, “Noise,” traffic generated by the proposed Plan would result in significant adverse noise impacts at the World’s Fair Marina Park north of the District during the non-game Saturday midday time period. Although noise levels of this magnitude frequently occur at parks or portions of parks that are adjacent to heavily trafficked roadways, this noise level increase exceeds the CEQR threshold for a significant impact. There would be no feasible or practicable measures to mitigate this impact. As a result, this would be an unmitigatable significant adverse impact. \*