

Seaside Park and Community Arts Center

Chapter 18: Unavoidable Significant Adverse Impacts

A. INTRODUCTION

According to the *City Environmental Quality Review (CEQR) Technical Manual*, unavoidable significant adverse impacts occur when significant adverse impacts would be unavoidable if a project is implemented regardless of the mitigation employed (or if mitigation is impossible). 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 16, “Mitigation,” some of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, ~~specifically traffic,~~ project impacts may not be fully mitigated.

B. TRANSPORTATION

TRAFFIC

Traffic conditions were evaluated at 28 intersections during the weekday pre-event and post-event and Saturday pre-event and post-event peak hours. As discussed in Chapter 9, “Transportation,” the potential for impacts was identified at a total of eight intersections, with different subsets of these eight intersections impacted depending on the analysis period. The traffic impact analysis indicates that the proposed project would have significant adverse impacts at three intersections in both the weekday pre-event and post-event peak hours, at four intersections in the Saturday pre-event peak hour, and at five intersections in the Saturday post-event peak hour. As discussed in Chapter 16, “Mitigation,” the majority of the locations significantly impacted could be mitigated using standard traffic capacity improvements, such as standard signal timing changes, road markings and parking regulation modifications, which are considered readily implementable measures as per Table 16-18 in the *CEQR Technical Manual*, and conform to the guidance in NYCDOT’s 2009 Street Design Manual. Recommended mitigation measures include 1 to 3 seconds of signal timing changes at four of the eight impacted intersections, as well as parking regulation modifications at three of the eight intersections.

As described in Chapter 16, “Mitigation,” with the proposed mitigation measures in place all significant adverse traffic impacts could be fully mitigated with the exception of traffic movements at the intersections of (1) Shore Parkway Westbound Service Road at Shell Road and (2) Neptune Avenue at Cropsey Avenue/West 17th Street. These intersections would be monitored to see if actual conditions would reflect the analyzed With-Action conditions that are based on very conservative assumptions, which include (1) the assignment of all on-street parkers to the project site before reaching their final

curbside parking spaces and (2) the coincident analysis of a concert at the amphitheater and a game at MCU Park. If necessary ~~during monitoring~~, traffic enforcement agents (TEAs) would be assigned to these two intersections ~~during game-on days~~ when amphitheater events coincide with baseball games (fewer than ten times per year).