

**A. INTRODUCTION**

According to the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, unavoidable significant adverse impacts are defined as those that meet the following two criteria:

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

**B. TRAFFIC**

As discussed in Chapter 4, “Transportation,” traffic conditions were evaluated at 10 intersections for the weekday midday and PM, and Saturday midday and PM peak hours. The analysis found that the proposed project could result in significant adverse traffic impacts at five intersections during the weekday midday peak hour, at ~~six~~ seven intersections during the weekday PM peak hour, and seven intersections during the Saturday midday peak hour. The traffic mitigation analysis found that 7 of the 10 intersections analyzed would either not be significantly impacted or could be mitigated with readily implementable traffic improvement measures identified in Chapter 8, “Mitigation.” However, of the three remaining intersections, one intersection could not be mitigated during the weekday PM peak hour (but could be fully mitigated during the weekday midday and Saturday midday peak hours), one intersection could only be partially mitigated during all peak hours analyzed, and one intersection could not be mitigated during all peak hours analyzed. ~~only be partially mitigated during the weekday midday and PM peak hours. In addition, one intersection would remain unmitigated during the weekday midday and Saturday midday peak hours, and two intersections would remain unmitigated during the weekday PM peak hour.~~

Absent the implementation of the proposed mitigation measures, the proposed project could result in additional unmitigated significant adverse traffic impacts at some or all of the identified locations. ~~Further, there is potential for additional impacts to be identified between this Draft Environmental Impact Statement (DEIS) and the Final Environmental Impact Statement (FEIS), and if so, additional measures will be explored, where feasible, to further mitigate the identified impacts. There is a potential for changes in the background as a result of NYCDOT’s plans within the study area which could include, but are not limited to, changes in signal phasing and timing plans at selected intersections along Hylan Boulevard, and introduction of bike lanes or routes along Guyon Avenue and along Mill Road. The proposed mitigation measures are subject to review and approval by the New York City Department of Transportation (DOT), and if certain proposed mitigation measures are deemed infeasible by DOT, alternatives will be analyzed. If no other alternative mitigation measures can be identified, those impact locations would be unmitigated. Between the DEIS and FEIS, additional measures will be were explored,~~

## **The Boulevard at Hylan Plaza**

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where feasible, to further mitigate the identified impacts. ~~If a~~No additional feasible measures ~~can~~  
~~be~~were identified, and therefore the projected impacts that were identified as not fully mitigated  
would remain unmitigated, and would therefore be considered unavoidable adverse impacts. \*