

## **A. INTRODUCTION**

In accordance with the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, this chapter summarizes the potential unavoidable significant adverse impacts that, based on the analyses in the preceding chapters, are expected with the Proposed Project. As defined by the *CEQR Technical Manual*, unavoidable significant adverse impacts are those impacts that are expected if a proposed project or action is implemented, regardless of the mitigation employed, or if mitigation is impossible.

## **B. HISTORIC AND CULTURAL RESOURCES**

As described above in Chapter 6, “Historic and Cultural Resources,” the Proposed Project could potentially result in a significant adverse impact on archaeological resources due to the site disturbance that is necessary to develop the proposed structures and supporting infrastructure (e.g., streets and sewers). These impacts are unavoidable as the potentially sensitive areas are distributed throughout much of the Project Site. However, as described in Chapter 20 “Mitigation,” these potential impacts can also be mitigated through the implementation of standard archaeological practices that could include additional site investigations and/or data recovery in accordance with the requirements of the City’s Landmarks Preservation Commissions (LPC) and the State Historic Preservation Office (SHPO).

## **C. TRANSPORTATION**

As discussed in Chapter 12, “Transportation,” traffic conditions were evaluated at 20 intersections for the weekday AM, midday, PM, and Saturday peak hours. In the 2019 With Action condition (the Proposed Project), there would be the potential for significant adverse traffic impacts at 10 intersections during the weekday AM peak hour, 12 intersections during the weekday midday peak hour, 15 intersections during the weekday PM peak hour, and 15 intersections during the Saturday peak hour.

As discussed in Chapter 20, “Mitigation,” some of the locations where significant adverse traffic impacts are predicted could be fully mitigated with the implementation of standard traffic mitigation measures (e.g., signal timing changes, approach daylighting, and lane restriping). However, as summarized in **Table 21-1**, the significant adverse impacts at the intersections of Arthur Kill Road at North Bridge Street, Arthur Kill Road at Richmond Valley Road, Page Avenue at Richmond Valley Road, Boscombe Avenue at the Route 440 Ramps, Amboy Road at Page Avenue, Page Avenue at Hylan Boulevard, North Bridge Street at the Route 440 westbound off-ramp, and Arthur Kill Road at South Bridge Street could not be fully mitigated during one or more analysis peak hours. If any mitigation measures identified are determined to be infeasible, those locations will be considered unmitigated.

**Table 21-1**  
**Summary of Unavoidable Traffic Impacts**  
**Proposed Project**

Intersection		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
EB/WB Street	NB/SB Street				
North Bridge Street	Arthur Kill Road	WB-LR	WB-LR	WB-LR	WB-LR SB-T
Richmond Valley Road	Arthur Kill Road	WB-TR	EB-L EB-TR WB-TR	EB-L EB-TR WB-L WB-TR NB-TR	EB-L EB-TR WB-TR NB-TR
Richmond Valley Road	Page Avenue	Not Impacted	NB-L	NB-L	EB-L EB-TR WB-LTR NB-L
Boscombe Avenue	Route 440 Ramps	EB-L	EB-L	EB-L	EB-L
Amboy Road	Page Avenue			EB-L	EB-L NB-L SB-T
Hylan Boulevard	Page Avenue	EB-L SB-L	SB-L	EB-L SB-L	EB-L SB-L
Route 440 Off-Ramp	North Bridge Street	WB-L	WB-L	WB-L	WB-L
South Bridge Street	Arthur Kill Road	Not Impacted	SB-LT	SB-LT	SB-LT
<b>Notes:</b> L = Left Turn, T = Through, R = Right Turn, DefL = De facto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Mit = Mitigation Provided, NA = Not Applicable					

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