

**A. INTRODUCTION**

According to the 2014 *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.

As described in Chapter 17, “Mitigation,” the proposed project would result in significant adverse impacts with respect to traffic. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts, but as detailed below, in some cases, project impacts would not be fully mitigated. In addition, absent the implementation of the proposed mitigation it is possible that the impacts would not be eliminated and would therefore be considered “Unavoidable Adverse Impacts.”

**B. TRAFFIC**

As discussed in Chapter 10, “Transportation,” traffic conditions were evaluated at 38 intersections for the weekday midday and PM and Saturday midday and PM peak hours. The proposed project would result in significant adverse traffic impacts at 14 intersections during the weekday midday peak hour, at 26 intersections during the weekday PM peak hour, and at 24 intersections during both the Saturday midday and PM peak hours. There would be significant adverse traffic impacts at 19 lane groups during the weekday midday peak hour, ~~39~~37 lane groups during the weekday PM peak hour, 43 lane groups during the Saturday midday peak hour, and 35 lane groups during the Saturday PM peak hour.

The proposed traffic mitigation measures detailed in Chapter 17, “Mitigation” include new roadway configurations, signalization, and signal timing measures that seek to avoid or reduce the levels of congestions and delays at study area intersection and would generally improve area traffic conditions. A total of ~~42~~29 intersections could be fully mitigated during the weekday midday peak hour, ~~22~~16 intersections could be fully mitigated during the weekday PM peak hour, ~~45~~11 intersections could be fully mitigated during the Saturday midday peak hour, and ~~47~~12 intersections could be fully mitigated during the Saturday PM peak hour. However, ~~two~~one intersections could only be partially mitigated during the weekday midday hour, ~~one~~zero intersections could only be partially mitigated during the weekday PM peak hour, and ~~four~~one intersections could only be partially mitigated during the Saturday midday peak hour, and ~~three~~intersections could only be partially mitigated during the ~~and~~ PM peak hours. In addition, 4 intersections would remain unmitigated during the weekday midday peak hour, ~~10~~three intersections would remain unmitigated during the weekday PM peak hour, ~~five~~12 intersections would remain unmitigated during the Saturday midday peak hour, and ~~three~~9 intersections

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would remain unmitigated during the Saturday PM peak hour. Therefore, the proposed actions would result in unavoidable significant adverse traffic impacts at these intersections. Chapter 17, "Mitigation" includes a list of these intersections.

~~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 Draft and Final of this Environmental Impact Statement (EIS), and if so, additional measures will be explored, where feasible, to further mitigate the identified impacts. The proposed mitigation measures are subject to review and approval by the New York City Department of Transportation (NYCDOT), and if certain proposed mitigation measures are deemed infeasible by NYCDOT, alternatives will be analyzed. If no other alternative mitigation measures can be identified, those impact locations would be unmitigated.~~

~~Between Draft and Final of this EIS, additional measures will be explored, where feasible, to further mitigate the identified impacts. If no additional feasible measures can be identified, the projected impacts would remain unmitigated, and would therefore be considered unavoidable adverse impacts.~~ \*