4. . UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

INTRODUCTION

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 for the actions, eliminate the impacts, and not cause other or similar significant adverse impacts.

As described in Chapter 3, Mitigation, a number of the potential impacts identified for the Proposed Action could be mitigated. However, as described below, in some cases, significant adverse impacts would not be fully mitigated, and in other cases successful mitigation would require additional public approvals or timely action by a public agency that might not occur.

OPEN SPACE

Chapter 2.D, Open Space, concludes that development under the Reasonable Worst Case Development Scenario (RWCDS) would cause substantial decreases in the residential study area's active, passive, and overall open space ratios, compared with future no-action conditions. Given the size of the decreases (7.0, 6.4, and 6.6 percent respectively), the Proposed Action has the potential to cause a significant adverse open space impact. Mitigation measures for the potential significant adverse impact that would be caused by the Proposed Action will be explored by the lead agency in consultation with the New York City Department of Parks and Recreation (DPR) between the Draft and Final stages of this EIS. If no suitable, implementable measures that would fully mitigate the significant adverse open space impact are identified, then the significant adverse impact would remain unmitigated.

HISTORIC AND CULTURAL RESOURCES

As is discussed in Chapter 2.F, Historic and Cultural Resources, a Phase 1A Documentary Study was performed, which concluded that eight of the current tax lots within projected development sites may contain subsurface archaeological artifacts. Unless in-ground testing is done and any identified artifacts are recovered prior to excavation, the redevelopment of these sites could result in the disturbance and destruction of archaeological resources, which would constitute a significant adverse impact.

Four of the lots are under the control of the project applicant, and the applicant will enter into a restrictive declaration to follow a testing and recovery protocol that has been reviewed and approved by the New York City Landmarks Preservation Commission (LPC) and the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP).

The other four lots, two of which may contain human remains from a former cemetery and two of which may contain former privies (shafts) in which artifacts may have subsequently been disposed, are not under the applicant's control. They are Block 3009, Lots 38 and 44 (the two southernmost lots on the west side of Boone Avenue on the blockfront between East 172nd and 173rd Streets); Block 3015, Lot 87 (a through lot fronting on Boone Avenue and West Farms Road on the block extending from East 174th Street to the Cross Bronx Expressway); and Block 3016, Lot 71 (a midblock parcel on the north side of Rodman Place between West Farms Road and Longfellow Avenue). No mechanism is available to ensure that the redevelopment of these sites would not result in unavoidable adverse impacts to archaeological resources that may be located therein. Their redevelopment could therefore result in unmitigated significant adverse impacts to archaeological resources.

TRANSPORTATION

As discussed in Chapter 2.M, Transportation, in the absence of signal timing changes or other measures, the Proposed Action would result in significant adverse impacts at eight study area intersections during one or more analyzed peak hours (weekday AM, weekday midday, and weekday PM), with significant adverse impacts at five of the intersections during the AM and midday peak periods and at six of the intersections during the PM peak period.

Mitigation measures have been proposed that, if implemented, would fully mitigate all affected traffic movements at all intersections. With the traffic mitigation measures that the New York City Department of Transportation (NYCDOT) has already approved for implementation, all potential significant adverse traffic impacts would be fully mitigated, with the exception of those at three intersections (East Tremont Avenue, Boston Road, and West Farms Road; East 177th Street and the Sheridan Expressway on/off ramps; and East 173rd Street and West Farms Road) during the AM peak hour, one intersection during the morning peak hour (East 173rd Street and West Farms Road), and one intersection (East Tremont Avenue, Boston Road, and West Farms Road) during the PM peak hour. Proposed mitigation measures for those three intersections are still being reviewed by NYCDOT. At West 173rd Street and West Farms Road, which is the only unsignalized intersection at which a significant adverse impact would occur, the proposal is to make it an all-way stop controlled intersection. At the West Farms Square intersection of East Tremont Avenue, Boston Road, and West Farms Road, the proposal is to add a westbound left turning lane, to move a bike lane, and to eliminate a proposed bus lane. At East 177th Street and the Sheridan Expressway on/off ramps, the proposal is to cut in the curb on the northeast corner of the intersection to provide an additional lane on the southbound approach on East 177th Street.

If NYCDOT decides not to approve for implementation the proposed measures at these three intersections, then the significant adverse impacts would remain unmitigated.

CONSTRUCTION

Traffic

The construction preliminary traffic analysis in Chapter 2.S, Construction Impacts, concluded that there would potentially be significant adverse impacts during construction at four study area intersections. The intersections are as follows:

- Bronx Park Avenue at East 177th Street ;
- Boone Avenue at East 173rd Street;
- West Farms Road at East 173rd Street; and
- West Farms Road at Home Street and Longfellow Avenue.

A detailed construction traffic analysis will be preformed between the Draft and Final EIS to specifically quantify the construction traffic impacts as well as determine appropriate mitigation measures to mitigate those impacts. If no suitable, implementable measures that would fully mitigate the construction traffic significant adverse impacts are identified or if NYCDOT decides not to approve for implementation the proposed mitigation measures, then the significant adverse impact would remain unmitigated.

Noise

Even though no long-term construction noise impacts are expected to occur as a result of the Proposed Action, there are shorter periods during which very high increases in construction noise (e.g., in excess of 15 dBA) would occur. This would affect the rear facades of existing residential buildings fronting on the

east side of Longfellow Avenue between East 173rd and East 174th Streets, where increases of up to 19.9 dBA are predicted. The high noise levels would be generated by construction activities on sites that are not under control of the applicant. The Proposed Action could therefore result in a significant adverse impact related to construction noise.

Further analysis of construction noise affecting the receptors along Longfellow Avenue, and consideration of potential mitigation measures to reduce the severity and duration of the noise from on-site equipment, will be carried out between the Draft and Final stages of this EIS. If the further analysis confirms that a significant adverse construction noise impact would occur, and if no suitable, implementable measures that would successfully mitigate the significant adverse impact are identified, then the Proposed Action would cause an unmitigated significant adverse construction noise impact.