A. INTRODUCTION

This chapter summarizes unavoidable significant adverse impacts resulting from the Proposed Action. According to the *City Environmental Quality Review (CEQR) Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is infeasible.

As described in **Chapter 9, "Mitigation,"** the Proposed Action would potentially result in significant adverse impacts with respect to transportation (traffic and pedestrians). To the extent practicable, mitigation has been proposed for the identified significant adverse impacts. However, in some instances (a) no practicable mitigation was identified to fully mitigate significant adverse impacts, and (b) there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need for the Proposed Action, eliminate the impact, and not cause other or similar significant adverse impacts.

B. TRANSPORTATION

Traffic

As discussed in **Chapter 4, "Transportation,"** the Proposed Action would result in significant adverse traffic impacts at eight intersections (six signalized and two unsignalized) during one or more analyzed peak hours. The traffic impact analysis indicates that during the AM peak hour, a total of 10 lane groups at six intersections are expected to be significantly adversely impacted. A total of eight lane groups at five intersections are expected to be significantly adversely impacted in the weekday midday peak hour. During the weekday PM peak hour, a total of 19 lane groups at seven intersections are expected to be significantly adversely impacted. A total of four lane groups at three intersections are expected to be significantly adversely impacts in the Saturday midday peak hour. As discussed in **Chapter 9, "Mitigation,"** implementation of traffic engineering improvements such as signal timing changes would fully mitigate the significant adverse impacts to two lane groups in the weekday AM peak hour, one lane group in the midday peak hour, two lane groups in the weekday PM peak hour, and one lane group in the Saturday peak hour. Impacts would be fully mitigated at one intersection during the AM, PM, and Saturday peak hours. During the weekday midday peak hour, none of the impacted intersections would be fully mitigated. As shown in **Table 11-1**, no practicable mitigation was identified for the impacts to one or more lane groups in one or more peak hours at seven intersections. Consequently, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Action.

Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would also remain unmitigated and would also constitute unavoidable adverse traffic impacts as a result of the Proposed Action.

TABLE 11-1
Lane Groups With Unmitigated Significant Adverse Traffic Impacts

	Peak Hour			
	Weekday AM	**Weekday Midday**	**Weekday PM**	**Saturday**
Signalized Intersections				
Flushing Ave & Wyckoff Ave	EB-TR	EB-TR		
Flushing Ave & Melrose St & Irving Ave & Thames St & Varick Ave	Flushing EB-LT; Flushing WB-LT; Varick SB-TR	Flushing EB-LT; Flushing WB-LT; Varick SB-TR	Flushing EB-LT; Flushing EB-R, Flushing WB-LT; Melrose WB-LT; Flushing SB-LTR; Melrose SB-LTR; Varick SB-TR	Flushing SB-LTR; Varick SB-TR
Flushing Ave & Knickerbocker Ave	WB-TR	EB-LT	EB-LT; WB-TR	
Flushing Ave & Morgan Ave & Wilson Ave	WB-LTR; SB-LTR	EB-LTR	EB-LTR; WB-LTR; SB-LTR	
Troutman St & Wyckoff Ave				
Troutman St & Irving Ave			WB-LT; SB-TR	
Troutman St & Knickerbocker Ave			WB-TR; NB-LT	
Flushing Ave & Stewart Ave				
Unsignalized Intersections				
Jefferson St & Wyckoff Ave				
Jefferson St & Irving Ave	EB-TR	EB-TR	EB-TR	EB-TR
Notes: NB—northbound, SB—southbound, EB—eastbound, WB—westbound L—left-turn, T—through, R—right-turn				

Notes:
NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

Pedestrians

As described in **Chapter 4, "Transportation,"** the Proposed Action would result in a significant adverse impact to the south crosswalk at the Flushing Avenue and Irving Avenue intersection in the weekday PM and Saturday peak hours. As presented in **Chapter 9, "Mitigation,"** the impacted crosswalk would be fully mitigated with a 4.5-foot widening (to a total of 17.9 feet in width). Implementation of the proposed mitigation measures would be subject to review and approval by DOT. Absent the implementation of the identified mitigation measure, or if the proposed mitigation measure is determined to be infeasible by DOT and no other potential mitigation measures are identified in its place thereafter, the Proposed Action would result in unmitigated significant adverse pedestrian impacts and would be considered unavoidable.