A. INTRODUCTON

This chapter summarizes unavoidable significant adverse impacts that may result from the proposed action. According to the 2014 *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 19, "Mitigation," the proposed action would result in significant adverse impacts with respect to intermediate schools and traffic. Although mitigation measures have been identified that would mitigate all impacts, this chapter considers the potential that mitigation measures may be determined to be impracticable and infeasible, in which case they impacts would be unmitigated.

B. COMMUNITY FACILITIES AND SERVICES: INTERMEDIATE SCHOOLS

As discussed in Chapter 4, "Community Facilities and Services," the proposed action is anticipated to result in a significant adverse impact on intermediate schools in Sub-district 1 of Community School District 14. The proposed action/RWCDS would result in the introduction of approximately 138 additional intermediate school students and the utilization rate would be approximately 6.2 percentage points higher compared to the No-Action condition, increasing from 135.9 percent to 142.0 percent. Therefore, pursuant to CEQR guidance, the proposed action/RWCDS would result in a significant adverse impact to study area public intermediate schools requiring consideration of mitigation.

Potential mitigation measures to avoid the intermediate schools impact have been identified, but at this time, there has been no commitment to adopt any of specific measure. Between the DEIS and FEIS, potential mitigation will be reviewed with the Department of Education (DOE) and the School Construction Authority (SCA) to determine its feasibility. If none of these measures are determined to be practicable and feasible, then the proposed action's intermediate schools impact would be considered an unavoidable adverse impact.

C. TRANSPORTATION: TRAFFIC

As discussed in Chapter 12, "Transportation," the traffic analysis indicates that four, four, eight, and one lane groups at four, three, six, and one intersection(s) would experience significant adverse impacts during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively. Implementation of traffic engineering improvements, such as signal timing changes or modifications to curbside parking regulations, would fully mitigate the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject

to review and approval by the New York City Department of Transportation (DOT) prior to implementation. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified, if possible. However, if measures to fully mitigate any or all of the impacts are not found to be practicable and feasible, then such traffic impacts would be considered an unavoidable adverse impact of the proposed action.