

**A. INTRODUCTION**

This chapter relies on the analysis from the *Fresh Kills Park Final Generic Environmental Impact Statement (FGEIS)* and summarizes the conclusions drawn from that analysis. No additional analysis was warranted for this SEIS as it pertains to Chapter 24, “Unavoidable Significant Adverse Impacts.”

According to the *City Environmental Quality Review (CEQR) Technical Manual*, unavoidable adverse impacts are disclosed when a proposed action or project is expected to result in significant adverse impacts for which there are no reasonable or practical mitigation measures and there are no reasonable alternatives to the proposed project that would meet the purposes and need for the project but eliminate the impact and not result in similar or additional impacts. As described in Chapter 23, “Impact Avoidance Measures and Mitigation,” most of the potential significant adverse impacts of the proposed actions could be avoided or mitigated by implementing a number of measures. However, there are some intersections that would experience unavoidable adverse impacts for which there is no mitigation. These are described below.

**B. TRAFFIC**

The proposed project would result in significant adverse traffic impacts at a number of study area intersections. As discussed in Chapter 23, “Impact Avoidance Measures and Mitigation,” traffic mitigation measures would be employed at individual intersections to mitigate the adverse significant traffic impacts. The proposed mitigation measures consist of standard traffic capacity improvement measures, such as lane restriping, signal timing modifications and installation of new traffic signals at unsignalized intersections. However, even with these measures in place, some of the study area intersections would not be completely mitigated back to conditions in the future without the proposed project. Tables 24-1 to 24-3 summarizes the unavoidable adverse traffic impacts by intersection for each of the roadway options for the year 2016 and 2036 future conditions examined in Chapter 16, “Traffic and Parking” and Chapter 23, “Impact Avoidance Measures and Mitigation.”

**Table 24-1**  
**Summary of Unavoidable Adverse Traffic Impacts—2016**

Intersections	Impacted Peak Hour
Richmond Hill Road and Richmond Avenue	Weekend midday
Richmond Hill Road and Forest Hill Road	Midday / PM Weekend midday / PM

Table 24-2

Summary of Unavoidable Traffic Adverse Impacts—2036

Intersections	Impacted Peak Hour
Richmond Hill Road and Richmond Avenue <sup>(a)</sup>	Midday / PM Weekend midday / PM
Forest Hill Road and Richmond Avenue <sup>(b)</sup>	AM / Midday / PM Weekend midday / PM
Richmond Hill Road and Forest Hill Road	AM / Midday / PM Weekend midday / PM
<b>Notes:</b>	
(a) The westbound left-turn movement would be impacted during the weekday and weekend midday peak hours. The northbound through movement would be impacted during the weekday midday and weekend midday and PM peak hours. The southbound left-turn movement would be impacted during the weekday PM and weekend midday peak hours. The southbound through-right movement would be impacted during all the peak hours except for the weekday AM peak hour.	
(b) The westbound left-turn movement would be impacted during all the peak hours. The northbound through and right-turn movements would be impacted during all the peak hours. The southbound through-right movement would be impacted during the weekday midday, PM, and weekend PM peak hours.	

Table 24-3

Summary of Unavoidable Adverse Traffic Impacts—  
2036 Yukon Avenue Connection Option

Intersections	Impacted Peak Hour
Richmond Hill Road and Richmond Avenue	Midday / PM Weekend midday / PM
Yukon Avenue and Richmond Avenue <sup>(a)</sup>	PM Weekend midday
Forest Hill Road and Richmond Avenue	Weekend midday
Richmond Hill Road and Forest Hill Road	AM / Midday / PM Weekend midday / PM
<b>Notes:</b>	
(a) The westbound approach and the southbound shared through- and right-turn movement would be impacted during all peak hours except the weekday AM peak hour.	

While these traffic impacts may remain unmitigated in the two analysis years, it is recognized that as described in Chapter 23, “Impact Avoidance and Mitigation Measures,” the New York City Department of Parks & Recreation (DPR) would continue to coordinate through the development of the proposed project with both the New York City Department of Transportation (NYCDOT) and the New York State Department of Transportation (NYSDOT) in order to maximize the benefits of the proposed East Park Roads and to minimize the impacts. In addition, DPR would coordinate with NYCDOT at the time of project implementation in order to ensure that techniques are explored in order to minimize these impacts through intersection design, recognizing that the impacts occur largely due to the new intersections proposed along Richmond Avenue. Lastly, although there are the impacts presented below, it must also be recognized that the proposed project provides the opportunity for substantial improvement in vehicular circulation in the area, outside of these intersections. These benefits are described in Appendix F, “Supplemental Traffic Data.” \*