

A. INTRODUCTION

According to the *New York 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, “Impacts 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 also a number of unavoidable adverse impacts for which there is no mitigation. These unavoidable adverse impacts 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, “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 in the future conditions back to the No Build conditions (see Tables 24-1 and 24-2). Between the Draft Generic Environmental Impact Statement (DGEIS) and Final GEIS (FGEIS), the New York City Department of Parks and Recreation (DPR) will continue to coordinate with the New York City Department of Transportation (NYCDOT) and the New York State Department of Transportation (NYSDOT) for the purposes of evaluating additional mitigation measures that may be available for these intersections.

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

Intersections	Impacted Peak Period
Richmond Hill Road and Richmond Avenue	Weekend midday
Forest Hill Road and Richmond Avenue ^(a)	AM / Midday / PM Weekend midday / PM
Arthur Kill Road and Richmond Avenue	PM Weekend midday / PM
Arthur Kill Road and West Shore Expressway (NB) Service Road	AM Weekend midday
Richmond Hill Road and Forest Hill Road	Midday / PM Weekend midday / PM
Notes:	
<p>(a) The westbound approach would be impacted during all the peak periods. The northbound left-turn and right-turn movements would be impacted during all the peak periods. The northbound through movement would be impacted during all the peak periods except for the weekday midday peak period. The southbound through-right movement would be impacted during the weekday midday and PM and the weekend PM peak periods.</p>	

Table 24-2
Summary of Unavoidable Traffic Adverse Impacts—2036

Intersections	Impacted Peak Period
Victory Boulevard and Travis Avenue	PM
Richmond Hill Road and Richmond Avenue ^(a)	AM / Midday / PM Weekend midday / PM
Forest Hill Road and Richmond Avenue ^(b)	AM / Midday / PM Weekend midday / PM
Arthur Kill Road and Richmond Avenue	AM / Midday / PM Weekend midday / PM
Arden Avenue and Arthur Kill Road	AM / PM Weekend midday
Arthur Kill Road and Drumgoole Road	AM / Midday / PM
Arthur Kill Road and West Shore Expressway (NB) Service Road	AM Weekend midday
Arden Avenue and West Shore Expressway (SB) Service Road	PM
Richmond Hill Road and Forest Hill Road	AM / Midday / PM Weekend midday / PM
Amboy Road and Huguenot Avenue	AM / Midday / PM Weekend midday
Amboy Road and Richmond Avenue	Midday / PM Weekend midday / PM
Notes:	
<p>(a) The westbound left-turn and shared left-and-through movements would be impacted during all the peak periods except for the weekday AM peak period. The westbound right-turn movement would be impacted during all the peak periods. The northbound through-right movement would be impacted during all the peak periods. The southbound left-turn movement would be impacted during all the peak periods. The southbound through-right movement would be impacted during all the peak periods except for the weekday AM peak period.</p> <p>(b) The westbound approach would be impacted during all the peak periods. The northbound approach would be impacted during all the peak periods. The southbound through-right movement would be impacted during all the peak periods except for the weekday AM peak period.</p>	

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