

A. 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 of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As detailed in Chapter 17, “Mitigation,” a number of the potential impacts identified for the Proposed Project could be mitigated. However, in some cases Proposed Project impacts would not be fully mitigated. As described below, unmitigated significant adverse impacts would remain in the areas of transportation and construction noise. These significant adverse impacts cannot be fully mitigated while still allowing the Proposed Project to meet the State’s development objectives for the Project Sites. The following is a summary of those “Unavoidable Adverse Impacts.”

B. TRANSPORTATION

The analysis in Chapter 11, “Transportation” finds that the Proposed Project would result in significant adverse impacts on the local street network, the highway network, and bus service, as well as potential impacts to parking. An extensive set of proposed mitigation measures have been developed to address these impacts, consisting of standard traffic engineering improvements, adjustments to bus service, and the implementation of a comprehensive Transportation Management Plan (TMP).

LOCAL STREET NETWORK

Of the 38 intersections analyzed on the local street network, the Proposed Project would result in significant adverse traffic impacts at five intersections during the weekday AM peak hour, six intersections during the weekday PM peak hour, nine intersections during the Saturday Midday peak hour, six intersections during the Saturday PM peak hour, and three intersections during the Saturday night peak hour. The mitigation analyses indicate that the vast majority of the intersections with significant adverse traffic impacts could be fully mitigated via implementation of standard traffic engineering improvements such as: the installation of new traffic signals at currently unsignalized intersections; modification of signal phasing and timing at currently signalized intersections; deployment of traffic enforcement agents (TEAs) before or after arena events, implementation of turn prohibitions where needed; geometric improvements at specific intersections to provide improved channelization; lane re-striping; and/or new lane designations. With such measures, significant adverse traffic impacts would be fully mitigated at all but two traffic movements at one intersection during the weekday AM peak hour, and one traffic movement at one intersection during the Saturday Midday peak hour.

Belmont Park Redevelopment Civic and Land Use Improvement Project DEIS

Between the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS), the feasibility of other mitigation measures may be explored to further address the identified impacts. In the absence of the application of additional mitigation measures, the impacts at those two intersections would not be considered fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that would meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, these impacts would be unavoidable.

HIGHWAY NETWORK

Of the 37 highway segments analyzed on the northbound and southbound Cross Island Parkway between the Southern State Parkway and Jamaica Avenue, the Proposed Project would result in significant adverse traffic impacts to six highway segments during the weekday AM peak hour, 15 highway segments during the weekday PM peak hour, 24 highway segments during the Saturday Midday peak hour, 22 highway segments during the Saturday PM peak hour, and 21 highway segments during the Saturday night peak hour. Of the five merge and weaving segments analyzed at the interchanges of the Cross Island Parkway with the Long Island Expressway and Grand Central Parkway, the Proposed Project would result in significant adverse traffic impacts at one weaving segment during the Saturday Midday peak hour and two merge segments during the Saturday PM peak hour.

The identification of significant adverse impacts on the highway network is not unusual for projects of this scale. Many of these highway segments operate at congested or near-congested conditions in at least one direction during some of those peak periods under existing conditions; the Cross Island Parkway is in immediate proximity to the Project Sites, and it is projected to be used by approximately 85 percent of those driving to the Proposed Project. Widening of the Cross Island Parkway is neither practical nor reasonably feasible, and has been precluded as an option. However, there is a series of transportation demand management measures and operational strategies comprising a comprehensive TMP that can be effective in both reducing and managing traffic demand along key segments of the Cross Island Parkway and other regional highways linking to the Cross Island Parkway as well as the local street network. Even with these strategies in place, it is expected that there would still be some highway segments where the TMP would not be sufficient to fully mitigate significant adverse traffic impacts. In the absence of the application of mitigation measures, the impacts would be not be considered fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that would meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, these impacts would be unavoidable.

C. CONSTRUCTION NOISE

Chapter 15, "Construction," finds that construction of the Proposed Project would have the potential to result in significant adverse construction noise impacts at residential locations immediately adjacent to Site B. As a result of the construction noise levels that would occur at these locations over an extended duration, residences along Huntley Road, both sides of Wellington Road between Hempstead Turnpike and 109th Avenue, the west side of Wellington Road between 109th Avenue and Hathaway Avenue, and the north side of Hathaway Avenue west of Wellington Road would have the potential to experience significant adverse construction noise impacts. All construction noise impacts identified at these residential receptors (with respect to interior noise levels) could be mitigated (see Chapter 17, "Mitigation"). For the outdoor spaces (e.g., yards, decks) of these receptors, there would be no

feasible or practicable measures to eliminate the construction noise impacts. Outdoor spaces could still be used without the effects of construction noise outside of the hours that construction would occur, i.e., during the late afternoon, night time, and on most weekends. However, during periods of construction, the identified impacts to outdoor spaces with the aforementioned areas immediately adjacent to Site B would not be fully mitigated. Given that there are no identified reasonable alternatives to the Proposed Project that would meet the State's development objectives, eliminate the impacts, and/or not cause other or similar significant adverse impacts, these impacts would be unavoidable. *