

**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 impact; and
- There are no reasonable alternatives to the proposed project that would meet the purpose and need for the actions, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in Chapter 22, “Mitigation,” a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, impacts from the proposed project would not be fully mitigated.

**B. TRANSPORTATION**

As discussed in Chapter 14, “Transportation,” and Chapter 22, “Mitigation,” under the 2023 and 2028 With-Action conditions, a number of significant adverse traffic impacts could not be fully mitigated during one or more analysis peak hours. In the 2023 With-Action without Hutchinson River Parkway (HRP) Improvements condition, the significant adverse traffic impacts at 14 intersections could not be fully mitigated during one or more analysis peak hours. These include the Waters Place intersections of Marconi Street, Bronx Psychiatric Center (BPC) Driveway, Fink Avenue/HRP Southbound Off-ramp, and Westchester Avenue; intersection of Project Driveway and Marconi Street; East Tremont Avenue and Silver Street; Westchester Avenue intersections of Ericson Place/Middletown Road, Tan Place, East Tremont Avenue, Commerce Avenue, and Waters Avenue; Morris Park Avenue and Eastchester Road; East Tremont Avenue and Ericson Place; and Pelham Parkway (Eastbound) and Williamsbridge Road. In the 2028 With-Action with HRP Improvements condition, the significant adverse traffic impacts at 18 intersections could not be fully mitigated during one or more analysis peak hours. These include the 14 intersections identified in the 2023 With-Action without HRP Improvements condition and the intersection of Waters Place and Eastchester Road; Westchester Avenue and Blondell Avenue; Williamsbridge Road and Eastchester Road; and the intersection of East-West Road and HRP Service Road.

**C. CONSTRUCTION****TRAFFIC**

As discussed in Chapter 20, “Construction,” there is the potential for temporary significant adverse traffic impacts during the Phase I and Phase II peak construction periods that could not be fully mitigated during one or more analysis peak hours. For Phase I peak construction, the temporary significant adverse traffic impacts at the intersections of Morris Park Avenue and Eastchester Road; Marconi Street and Project Driveway; Westchester Avenue and Ericson Place/Middletown Road; and Waters Place and Westchester Avenue could not be fully mitigated during one or more

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construction analysis peak hours. Under Phase II peak construction, the temporary significant adverse traffic impacts at the intersections Morris Park Avenue and Eastchester Road; East Tremont Avenue and Silver Street; Waters Place and Marconi Street; Waters Place and Fink Avenue/HRP Southbound Off-Ramp; Westchester Avenue and Ericson Place/Middletown Road; and Waters Place and Westchester Avenue intersections could not be fully mitigated during one or more construction analysis peak hour. \*