

A. INTRODUCTION

Unavoidable significant adverse impacts are defined as those that meet the following two criteria: there are no practicable mitigation measures to eliminate the impact; and there are no reasonable alternatives to the proposed actions 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 Measures,” a number of the potential transportation 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

TRAFFIC

The proposed project would potentially result in significant adverse traffic impacts at a number of study area intersections. As discussed in Chapter 22, “Mitigation Measures,” traffic mitigation measures would be employed at individual intersections to mitigate the adverse significant traffic impacts (see **Table 23-1**). 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 to within the significant impact thresholds (see Tables 22-1 to 22-6). ~~Between the Draft Environmental Impact Statement (DEIS) and Final EIS (FEIS),~~ The City of New York will continue to coordinate with the New York City Department of Transportation (NYCDOT) for the purposes of evaluating additional mitigation measures that may be available for these intersections.

Table 23-1
Summary of Unavoidable Adverse Traffic Impacts—2016

| Intersection | Impacted Peak Hour |
|---|--|
| Richmond Terrace and Ferry Viaduct (cars) | Weekday MD, Weekday PM, Saturday MD, Saturday PM |
| Richmond Terrace and Ferry Viaduct (buses) | Weekday MD, Weekday PM, Saturday MD, Saturday PM |
| Richmond Terrace and Hamilton Avenue | Saturday PM |

The intersection of Richmond Terrace and the Ferry Viaduct (cars) would be partially mitigated during all four peak hours.

TRANSIT (STATEN ISLAND FERRY)

The proposed project would potentially result in significant adverse transit impacts on the Staten Island Ferry during all peak hours. As discussed in Chapter 22, “Mitigation Measures,” several options to mitigate ferry operations have been identified, but these measures pose significant

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cost and operational implications. As a result, feasibility of implementing these measures has yet to be determined. ~~Between the DEIS and FEIS, the~~ The City of New York will continue to assess these measures.

TRANSIT (SUBWAY)

The proposed project would potentially result in significant adverse transit impacts on the northern platform stair at the south end of the downtown R platform at the Whitehall Street Station during the Weekday PM peak hour. As discussed in Chapter 22, "Mitigation Measures," widening of this stairway was deemed infeasible due to the physical constraints of the subway station; a widened stair would necessitate a widened platform, which in turn would require realigning the tracks and an expansion of the overall station envelope. Therefore, the projected subway stairway impact is considered to be a significant and unavoidable adverse impact. *