

3.7 UNAVOIDABLE ADVERSE IMPACTS

The technical analyses presented in this EIS examine the potential for significant adverse impacts that may result from the proposed action. This chapter discusses the adverse impacts that cannot be fully mitigated through reasonably practicable measures. The only significant adverse impacts resulting from the proposed action would occur at two traffic intersections – the intersections of Webster Avenue and Bedford Park Boulevard and Webster Avenue and East Fordham Road. Certain significant adverse impacts at the intersection of Webster Avenue and East Fordham Road could not be fully mitigated.

As discussed in Chapter 3.3, “Transportation,” seven signalized intersections were analyzed for weekday AM, midday, PM, and Saturday peak hour conditions. Significant adverse impacts were identified at two intersections, Webster Avenue at Bedford Park Boulevard and Webster Avenue at East Fordham Road, resulting in five significantly impacted lane groups during the AM, midday, PM, and Saturday peak hours.

As described in Chapter 3.3, most traffic impacts on the local street network can be mitigated by standard traffic engineering improvements such as signal phasing and timing modifications, parking prohibitions, and lane restriping. These measures are consistent with the range of traffic capacity improvements that have been proposed and implemented for other projects in the city.

However, there are traffic impacts at the southern end of the rezoning area, which cannot be mitigated. Significant traffic impacts are projected at the Webster Avenue and East Fordham Road intersection, as described in Chapter 3.3. All but two movements at this intersection would be mitigated, as described in Chapter 3.6, “Mitigation.” However, certain traffic impacts at this intersection would not be mitigatable. First, the impact to the eastbound East Fordham Road left turn lane at Webster Avenue cannot be fully mitigated during the AM, midday, and PM peak hours. Second, the impact to the southbound Webster Avenue left turn lane at East Fordham Road cannot be fully mitigated during the midday, PM, and Saturday peak hours. These traffic impacts cannot be mitigated through signal timing adjustments without causing traffic impacts on other movements at the intersection and no feasible geometric modifications that would mitigate these left turn lane impacts are evident.

As described in Chapter 3.5, “Alternatives,” both a No-Action Alternative and a Lower Density Alternative were considered for this EIS. The No-Action Alternative is used as a baseline against which to measure the effects attributable to the proposed action, and is reflected in the discussions presented for each of the technical areas. As described in Chapter 3.3, the traffic conditions would also be poor absent the proposed action, in the No-Action condition. Further, consideration of the Lower Density Alternative reveals that no lower density alternative that meets the project purpose and need would avoid these impacts or result in impacts that can be fully mitigated.

Therefore, these unmitigated traffic impacts at the intersection of Webster Avenue and East Fordham Road comprise the full set of unavoidable adverse impacts attributable to the proposed action.