

Unavoidable adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the impact.
- 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.

The only potential impacts identified for the proposed project included impacts to traffic and pedestrians in or adjacent to the project area. As described in Chapter 6, “Traffic and Parking,” the proposed project could result in adverse impacts at eight signalized intersection approaches and at one unsignalized intersection approach in the study area during peak traffic periods. These intersection approaches include the northbound left-turn movement of the Grand Concourse at East 161st Street during the AM and PM peak hours; the eastbound shared through and right-turn movement of East 161st Street at the Grand Concourse during the AM and PM peak hours; the westbound left-turn movement of East 161st Street at Concourse Village East/Morris Avenue during the AM peak hour; the southbound shared through and right-turn movement of Concourse Village East at East 161st Street during the AM peak hour; the southbound left-turn movement of the Grand Concourse at East 153rd Street during the AM and PM peak hours; the eastbound shared through and right-turn movement of East 149th Street at Grand Concourse during the PM peak hour; the southbound shared through and right-turn movement of Morris Avenue at East 149th Street during the AM and PM peak hours; the westbound shared through and right-turn movement of East 149th Street and Grand Concourse during the PM peak hour; and the eastbound approach of East 153rd Street at Concourse Village West during the AM and PM peak hours. However, mitigation measures were identified, that, if implemented, would improve all but one of the impacted intersection approaches/lane groups such that they would operate at the same or better service conditions than under the No Build conditions. As described in Chapter 15, “Mitigation,” only the intersection of East 153rd Street and Concourse Village West would remain unmitigated during both the AM and PM peak hours.

The proposed project would result in a significant adverse pedestrian impact at the south crosswalk at the intersection of East 161st Street and Concourse Village West in the PM peak period. As described in Chapter 15, no significant adverse impact would result at this intersection with the implementation of the proposed mitigation. The proposed project could also result in a significant pedestrian safety impact at the intersection of East 153rd Street and Concourse Village West. As discussed in Chapter 15, “Mitigation,” the New York City Department of Transportation (NYCDOT) has not approved the installation of a new traffic signal at this intersection. However, they have agreed to install a crosswalk across the east side of East 153rd Street and Grand Concourse intersection, and another crosswalk will be installed across Concourse Village West (north of 153rd Street). In addition, NYCDOT will install a barrier on the south side of East 153rd Street to prohibit pedestrians from crossing East 153rd Street at Concourse Village West. This would force the pedestrians to cross East 153rd Street at the newly proposed crosswalk at the east side of East 153rd Street/Grand Concourse intersection. Pedestrian

Mott Haven School Facility

capacity analysis was conducted for this crosswalk to determine the service conditions in relation to the pedestrian flows. Based on the analysis results, the crosswalk would operate at an acceptable LOS C during both the AM and PM peak periods in the 2010 Build conditions.

In addition to the above measures, it is recommended that high-visibility crosswalks be provided for the newly proposed crosswalks at Concourse Village West and East 153rd Street. Also, school area traffic control devices including the School Advance Warning Sign, School Crosswalk Warning Sign, and School Reduced Speed Ahead Sign should be considered for the study area streets/roadways—specifically, on East 153rd Street—to further enhance the pedestrian safety conditions. Furthermore, using School Crossing Guards, specifically at the intersection of East 153rd Street and Concourse Village West—during the AM and PM peak hours of pedestrian activity—is also anticipated to improve pedestrian safety conditions.

It is anticipated that implementation of the measures described above would mitigate the potential pedestrian safety impact at East 153rd Street and Concourse Village West intersection during both the analysis periods. *

The proposed school facility would introduce a new 2,460-seat school facility that would house a charter school, an intermediate school/high school, and two high school organizations to the Concourse Village section of the Bronx. Each school organization would be located in a four-story building containing an individual entry lobby, general instruction classrooms, administrative offices, and a cafeteria. Shared facilities—including an auditorium, gymnasium, libraries, and other common support facilities—would be centrally located within a podium below the street level. The proposed school project is intended to serve students from the surrounding community and throughout the Borough of the Bronx and therefore would relocate students from other schools in the borough, as well as throughout the city. The proposed project is not expected to induce growth in the area. *

Chapter 18: Irreversible and Irretrievable Commitment of Resources

There are manmade resources that would be expended with the proposed project. They are considered irretrievably and irreversibly committed, since reuse for some purpose other than the project is either not possible or is highly unlikely.

These resources include the land area used, as well as the materials, energy, and human effort required to construct the project. The actual construction materials used (concrete and metal, etc.) are included. In addition, there would also be the added demands on the local groundwater system and energy to operate the proposed facility; these demands, however, are not expected to be significant. *

Chapter 19: **The Relationship Between Short-Term Uses of the Environment and Maintenance and Enhancement of Long-Term Productivity**

The proposed project would redevelop a site that is currently a vacant former rail yard for a school facility. The proposed school facility is designed to serve students from the surrounding community as well as from throughout the Borough of the Bronx by providing new classrooms, recreational spaces, and support facilities.

During the construction phase, as discussed in Chapter 13, “Construction,” there would be some short-term adverse impacts on the environment. These would include some disruptions due to increased noise levels associated with construction activities, and diminution of air quality due to fugitive dust and vehicular emissions.

Longer-term negative impacts would include changes to traffic and pedestrian conditions. This would not be expected to adversely affect long-term productivity. As described in Chapter 15, “Mitigation,” measures are available to mitigate almost all of these impacts.

Positive consequences of the proposed project would include the provision of greatly needed classroom space in the Bronx. *