

6.0 Unavoidable Adverse Impact of the Proposed Project

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

Historic Resources. The proposed project would require the removal of the existing PS 133 building, which is eligible for inclusion on the State and National Registers of Historic Places. As described in Section 3.5: Historic and Archaeological Resources, this would result in an adverse effect to this historic resource. The SCA is currently in consultation with OPRHP to determine measures that would avoid or mitigate this adverse impact. However, the measures that are identified may only partially mitigate the project's adverse effect on this historic resource. Therefore, the proposed project may result in an unavoidable adverse impact to historic resources.

Traffic. The proposed project would result in significant traffic impacts at the intersection of Fourth Avenue and Baltic Street during the AM and PM peak hours. The southbound Fourth Avenue left turn movement would be impacted during the AM peak hour. To mitigate this impact, it is proposed to add a new 5-second lead phase to the southbound approach during the AM peak hour. The southbound left turn movement and eastbound Baltic Street approach would be impacted during the PM peak hour. To mitigate these impacts, it is proposed to add a new 11-second lead phase to the southbound approach and also shift 4 seconds of green time from the north-south Fourth Avenue phase to the Baltic Street phase during the PM peak hour. These measures would fully mitigate all of the proposed project's impacts at this intersection. The New York City Department of Transportation (NYCDOT) will review these proposed mitigation measures to evaluate the feasibility of their implementation. However, if the NYCDOT determines that all or some of the proposed mitigation measures are not practicable, the project's traffic impacts at the intersection of Fourth Avenue and Baltic Street would be unmitigated. Therefore, the proposed project may result in unavoidable adverse traffic impacts.

Noise. The project's playground-generated noise levels are expected to result in a significant adverse noise impact in the rear yards of the two residences located at the eastern edge of the project site at 632 Baltic Street (Block 940, Lot 117) and 391 Butler Street (Block 940, Lot 63). The projected playground noise impacts would be limited to the exterior spaces of the rear yards of these residential properties since there are no windows on the side walls of the two buildings. The noise impact would also be limited to intermittent times of the day and year when the playground would be used by the students, which would be during recess periods on weekdays (generally between 8:30 AM to 4:30 PM) during the school year (September to late June). However, no feasible or practicable measures have been identified to eliminate or reduce the project's noise impact. Therefore, the proposed project would result in an unavoidable adverse noise impact.