Chapter 14: Unavoidable Adverse Impacts

A. INTRODUCTION

This chapter summarizes unavoidable significant adverse impacts that may result from the Proposed Actions. According to the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impracticable.

As described in Chapter 11, "Mitigation," the Proposed Actions would result in significant adverse impacts with respect to traffic, transit, and pedestrians. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate the significant adverse traffic impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts.

B. TRANSPORTATION

As discussed in Chapter 11, "Mitigation," three of the identified impacted traffic intersections could be fully mitigated with the implementation of standard traffic mitigation measures (e.g., signal timing changes and lane restripings) including the intersections of Metropolitan Avenue and Wythe Avenue; Broadway and Kent Avenue; and South 5th Street and Kent Avenue. These mitigation measures will be further evaluated in the FEIS. If any identified mitigation measures are determined to be infeasible, the impacts would be unavoidable adverse impacts. However, the significant adverse traffic impacts at six intersections—Metropolitan Avenue and Kent Avenue; Metropolitan Avenue and Bedford Avenue; South 6th Street and Wythe Avenue; Broadway and Wythe Avenue; South 5th Street and Wythe Avenue; and South 6th Street and Kent Avenue—could not be mitigated and would remain as significant adverse traffic impacts.

With regards to the significant adverse transit (bus) and pedestrian impacts, mitigation measures have been identified to fully mitigate these impacts as summarized in Chapter 11, "Mitigation." Reducing headways by increasing the number of buses for the impacted routes are subject to New York City Transit (NYCT)'s approval based on fiscal and operational constraints. The relocation of existing sidewalk obstructions to mitigate the pedestrian sidewalk impact would be subject to approval by the New York City Department of Transportation (DOT) prior to implementation. If these measures are deemed infeasible by NYCT or DOT and no alternative mitigation measures can be identified or if a recommended mitigation measure is not implemented, then the identified significant adverse transit (bus) and/or pedestrian impacts would be unmitigated. ✷