A. INTRODUCTION

The preceding chapters of this EIS presented detailed analysis of the potential for significant adverse impacts from the proposed action, and significant adverse impacts were identified for community facilities (elementary schools and daycare), shadows (on a historic resource), and traffic. Mitigation measures for each of the significant adverse impacts are discussed in this chapter, below. Mitigation measures were found to be infeasible for elementary schools and shadows, and these impacts are discussed further in Chapter 22, "Unavoidable Significant Adverse Impacts."

B. COMMUNITY FACILITIES

Elementary Schools

As discussed in Chapter 4, "Community Facilities," the proposed action would result in a significant adverse impact on the elementary school capacity in the study area, within a half-mile radius from the project site. With the building scenario analyzed in the FEIS, the project results in a shortfall of elementary school seats between the No-Build and the Build conditions. The *CEQR Technical Manual* states that a significant adverse impact on school seat capacity would occur when a proposed action results in a 5 percent (or greater) shortfall of available seats in the study area. In order for the applicant to avoid a significant adverse impact, the project would have to be reduced to 675 units, which would generate 81 elementary students. An increase of 81 elementary students in the study area would exacerbate the existing shortfall by 4.9 percent and would be below the CEQR threshold that would be considered a significant adverse impact. With the FEIS' assumption of 900 units, the project would generate 108 elementary students. The difference between the CEQR threshold for significance and the proposed action results in a shortfall of 27 students.

A new elementary school in the study area to be located at Eleventh Avenue and W. 44th Street, that would replace the existing PS 51 located on the same block, is expected to open in approximately 2013 with 630 seats. This will represent a significant expansion over the existing school which has a target capacity of 276 seats and an enrollment of 328 students according to EIS Table 4-3. Although this facility will provide additional capacity for the study area, SCA has indicated that this school is not expected to mitigate this project's impact due to expected demand from other developments.

In between the Draft and Final EIS, the applicant explored the feasibility of several potential mitigation measures that had been identified in the DEIS with the New York City School Construction Authority (SCA). The applicant has stated that full mitigation in the form of providing school space within the project site or within a half-mile radius from the project site is not feasible. Mitigation for the shortfall could be achieved by providing the SCA with funding to use in future capital planning efforts that would result in the creation of increased capacity in the area. Such

funding may partially mitigate the significant adverse impacts on elementary school capacity in the study area. At the time of issuance of this FEIS, the applicant, lead agency and SCA were discussing the terms of a potential funding mechanism. The time frames for action, consultation mechanisms and other features of this mitigation would be set forth in the Restrictive Declaration that would be filed and recorded in connection with the proposed action. In the event a funding mechanism is not developed and implemented, the significant adverse impact would remain unmitigated. This is disclosed in Chapter 22, "Unavoidable Significant Adverse Impacts."

Day Care Centers (Publicly Funded)

As discussed in Chapter 4, "Community Facilities," based on an update to *CEQR Technical Manual* Table 3C-4 that occurred following the issuance of the DEIS, the proposed project is expected to increase the demand for pre-school day care slots from 110 percent of supply under No-Build conditions to 121 percent of supply under Build conditions. As the proposed project would result in a 5 percent or greater increase in utilization and a shortfall in day care slots would occur, the proposed project would result in a significant adverse impact on day care facilities. The potential for this impact to arise was identified in the DEIS, and the DEIS identified potential mitigation measures to be explored in consultation with the Administration for Children's Services (ACS) in the event an impact was identified.

This potential increase in demand could be offset by a number of factors. Private day care facilities and day care centers outside of the study area (e.g., closer to parent's place of work) are not included in this analysis. Some of the increased day care demand would likely be offset by parents who choose to take their children to day care centers outside of the study area (e.g., closer to work). Some of the Family Day Care Networks serve children residing in the study area and could potentially absorb some of the demand.

Possible mitigation measures identified in the Draft EIS to be explored between the Draft and Final EIS included adding capacity to existing facilities if determined feasible through consultation with the ACS or providing a new day care facility within or near the development parcel. Following issuance of the DEIS, the applicant consulted the ACS regarding potential mitigation measures to address the identified impact.

In consultation with the ACS, a feasible mitigation measure was identified following issuance of the Draft EIS. Upon completion of the proposed project, the applicant would make available approximately 5,500 sf of community facility space on the building's ground floor directly accessible from W. 54th Street at a rent of $10.00 per square foot. In the event that , prior to the completion of the proposed project, ACS confirms based on data available at the time that the potential adverse public day care capacity impact generated by the proposed action as projected in the FEIS remains likely to occur, the applicant shall offer the 5,500 sf of community facility space at the $10.00 per square foot rent. In the event that ACS declines such offer, no further mitigation shall be required. The time frames for action, consultation mechanisms and other features of this mitigation would be set forth in the Restrictive Declaration that will be filed and recorded in connection with the proposed action. With the implementation of this measure, the project's anticipated significant adverse impacts to daycare would be mitigated.

C. SHADOWS

As discussed in Chapter 6, "Shadows," the proposed action would result in significant adverse shadows impacts on Centro Maria, a residence operated by a church. This building, which is not open to the public, was originally Saint Ambrose Roman Catholic Church and is eligible for listing on the State and National Registers of Historic Properties. It is located directly north of the central portion of the project site at 539 W. 54th Street. Incremental shadows would be cast by the proposed project on the stained glass rose window located at the second floor level above the building's entryway (refer to Figure 6-3 in Chapter 6, "Shadows").

The DEIS stated that possible mitigation measures for this impact would be explored between the DEIS and FEIS. Design options were considered, but as evidenced by the alternatives analysis, any feasible design for the project site that meets the applicant's goals and objectives would result in a shadow impact on this resource. A shadow impact sensitivity analysis found that a building with a height of 70 feet or less would eliminate the significant adverse impact. However, such a design would decrease the amount of residential and commercial space developed to such an extent as to be inconsistent with the purpose and need for the proposed action, which is to provide a compatible development that would provide a mix of uses and further the redevelopment of the area.

Another mitigation measure that was explored in consultation with the NYC Landmarks Preservation Commission and NY State Historic Preservation Office was the provision of artificial lighting of the resource to simulate sunlit conditions. This could be achieved by lighting mounted at the stained glass window facade on Centro Maria. To mount a lighting source on the building facade would be an unsightly addition to the potentially eligible historic resource and is not considered feasible. Alternatively, Centro Maria's stained glass window potentially could be lit by a new light source mounted on the northern facade of the proposed project. Such lighting mitigation would need to be substantial and would create a visual condition across from the facade of this historic resource that likely would have a negative effect on the streetscape and street character. The presence of a light band or series of lights during the day would create a visual distraction because of its intensity. In seeking to mitigate significant adverse shadows impact on Centro Maria, other adverse visual conditions may be created. Based on the above, there are no reasonable means to avoid or mitigate shadow impacts on the Centro Maria at this time. Therefore, this shadow impact would be an unavoidable significant adverse impact of the proposed action. This is disclosed in Chapter 22, "Unavoidable Significant Adverse Impacts."

D. TRAFFIC

As discussed in Chapter 13, the proposed project would result in significant adverse impacts at seven study area intersections in one or more analyzed peak hours. Specifically, 4, 3, 3, and 2 intersections would be impacted in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively. To alleviate these impacts, feasible mitigation measures were explored. The mitigation analysis results and recommendations are discussed below.

Between the DEIS and the FEIS changes in Chapter 13, "Traffic and Parking," to the baseline Existing and No-Build traffic volume networks for all analyzed peak hours were made to provide

uniformity among the traffic analyses prepared for other projects located in this area of the City that are undergoing environmental review. As a result, there were changes to traffic network volumes and to operating levels of service under Existing, No-Build, and Build conditions that are now reflected in the FEIS. The mitigation measures proposed in the FEIS differ somewhat from those in the DEIS due to these changes to baseline Existing and No-Build traffic volume networks.

Recommended Mitigation Measures

Measures to mitigate project-generated significant adverse traffic impacts would consist of minor adjustments to signal timing in order to increase green time for impacted movements and daylighting of parking regulations at two intersections during certain peak periods. The operational changes incorporated into the mitigation analyses are presented in Table 19-1 and discussed below. Table 19-2 presents the results of the level of service analysis with the proposed mitigation measures, for the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively.

Tenth Avenue and W. 52nd Street

This intersection is intersected by the one-way eastbound W. 52nd Street and the one-way northbound Tenth Avenue. The eastbound approach at this intersection would be impacted in the weekday midday and PM peak hours. As shown in Table 19-1, the proposed mitigation at this intersection is transferring 2 seconds of green time from the northbound phase to the eastbound phase during the weekday midday and PM peak hours. As shown in Table 19-2, with this signal timing adjustment, in the midday peak hour the eastbound approach would be reduced to 43.1 seconds of delay (LOS D) as compared to 46.2 (LOS D) seconds under No-Build conditions, and in the PM peak hour it would be reduced to 43.6 seconds of delay (LOS E) as compared to 45.5 seconds (LOS D) under No-Build conditions.

Tenth Avenue and W. 53rd Street

This intersection is intersected by the one-way westbound W. 53rd Street and the one-way northbound Tenth Avenue. It would be one of the principal intersections traversed by project-generated vehicles approaching the site, as the accessory garage entrance along with the NYPD Stable and an entry for the auto dealership would be located a half-block to the west. Without mitigation, the westbound approach would be impacted in the weekday AM and PM peak hour. As shown in Table 19-1, the proposed mitigation at this intersection is transferring 1 seconds of green time from the northbound phase to the westbound phase during the weekday AM and PM peak hours. As shown in Table 19-2, with this signal timing adjustment, in the AM peal hour the westbound approach would be reduced to 43.8 seconds of delay (LOS D), i.e., less than mid-level LOS D (45.0 seconds), and in the PM peak hour it would be reduced to 61.4 seconds of delay (LOS E) as compared to 62.4 (LOS E) under No-Build conditions.

Tenth Avenue and W. 54th Street

At this intersection, which would be traversed by vehicles exiting the project site via the one-way eastbound W. 54th Street, the eastbound approach in the weekday AM would be impacted.

Table 19-1,
Proposed 2011 Traffic Mitigation Measures

Intersection	Approach	No-Build Signal Timing (Seconds) (1)	Proposed Mitigation	
			Mitigation Signal Timing (Seconds) (1)	Description of Mitigation
10th Avenue (NB) @	NB	55/54/55/55	55/52/53/55	Transfer 2 sec from NB phase to EB in MD & PM
W. 52nd Street (EB)	EB	35/36/35/35	35/38/37/35	
10th Avenue (NB) @	NB	55 (all times)	54/55/54/55	Transfer 1 sec from NB phase to WB in AM and PM
W. 53rd Street (WB)	WB	35 (all times)	36/35/36/35	
10th Avenue (NB) @	NB/SB	55 (all times)	53/55/55/55	Transfer 2 sec from NB phase to EB in AM
W. 54th Street (EB)	EB	35 (all times)	37/35/35/35	
11th Avenue (NB/SB) @	NB/SB	49/60/60/63	49/59/60/63	Transfer 1 sec from NB/SB phase to EB in MD
W. 52nd Street (EB)	EB	41/30/30/27	41/31/30/27	
11th Avenue (NB/SB) @	NB/SB	54/63/63/63	53/60/63/60	Transfer 1 sec from NB/SB phase to WB in AM,
W. 53rd Street (WB)	WB	36/27/27/27	37/30/27/30	Transfer 3 sec from NB/SB phase to WB in MD & Sat MD
				Implement No Standing regulation for 100 feet along southside of WB Appoach during the PM
11th Avenue (NB/SB) @	NB/SB	54/62/63/62	55/62/63/62	Implement No Standing regulation for 100 feet along southside of WB Appoach during the AM
W. 55th Street (EB/WB)	WB	36/28/27/28	35/28/27/28	Transfer 1 sec from WB phase to N/S in AM,
12th Avenue (NB/SB) @	NB/SB	92/70/97/70	92/70/97/70	Transfer 1 sec from EB phase to SB only in the Sat MD
W. 52th Street (EB)	SB only	22/15/20/15	22/15/20/16	
	EB	36/35/33/35	36/35/33/34	

This table has been updated since the DEIS

Notes:

(1) Signal timings shown indicate green plus yellow (including all-red) for each phase. AM/MD/PM/Sat 1-2PM

Table 19-2, 2011 Traffic Mitigation,

Weekday AM Peak Hour

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-BUILD AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		BUILD AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		Mitigation AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS
10th Avenue												
10th Ave. (NB) @ 53rd St. (WB)	WB-LT	0.82	42.8	D		0.87	48.3	D	*	0.84	43.8	D
	NB-TR	0.66	10.5	B		0.68	10.8	B		0.71	11.9	B
10th Ave. (NB) @ 54th St. (EB)	EB-LT	0.85	44.1	D		0.91	51.6	D	*	0.85	42.3	D
	NB-TR	0.69	10.9	B		0.69	10.9	B		0.72	12.8	B
11th Avenue												
11 Ave. (N-S) @ 53rd St. (WB)	WB-LR	0.72	34.3	C		0.87	46.7	D	*	0.84	42.1	D
	NB-T	0.51	14.1	B		0.51	14.2	B		0.52	14.9	B
	SB-T	0.74	14.3	B		0.75	14.5	B		0.77	15.8	B
11 Ave. (N-S) @ 55th St. (WB)	WB-L									0.46	27.3	C
	WB-LT	0.95	59.0	E	*	0.95	59.0	E				
	WB-T									0.54	28.3	C
	WB-R	0.11	20.6	C		0.11	20.6	C		0.11	21.4	C
	NB-L	0.77	39.9	D		0.81	45.4	D	*	0.78	41.1	D
	NB-T	0.45	13.4	B		0.46	13.5	B		0.45	12.8	B
	SB-TR	0.48	9.5	A		0.49	9.6	A		0.48	8.8	A

Weekday MD Peak Hour

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-BUILD AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		BUILD AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		Mitigation AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS
10th Avenue												
10th Ave. (NB) @ 52nd St. (EB)	EB-L	0.89	46.2	D		0.94	53.6	D	*	0.88	43.1	D
	NB-TR	0.76	13.2	B		0.77	13.3	B		0.80	15.6	B
11th Avenue												
11 Ave. (N-S) @ 52nd St. (EB)	EB-LT	0.99	71.7	E	*	1.01	77.2	E	*	0.97	66.1	E
	EB-R	0.19	26.1	C		0.19	26.1	C		0.18	25.2	C
	NB-TR	0.25	8.4	A		0.25	8.4	A		0.26	8.9	A
	SB-L	0.18	8.6	A		0.22	9.0	A		0.22	9.5	A
	SB-T	0.58	12.0	B		0.60	12.4	B		0.61	13.1	B
11 Ave. (N-S) @ 53rd St. (WB)	WB-LR	1.06	100.2	F	*	1.25	170.4	F	*	1.07	97.0	F
	NB-T	0.23	7.0	A		0.24	7.0	A		0.25	8.4	A
	SB-T	0.47	9.1	A		0.48	9.2	A		0.51	11.0	B

Key: * Congested intersection in No-Build (asterisk, no shading)
* Impacted intersection in Build without mitigation (asterisk, shading)

Table 19-2, 2011 Traffic Mitigation,

Weekday PM Peak Hour

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-BUILD PM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		BUILD PM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		Mitigation PM PEAK HOUR V/C RATIO	Delay (sec.)	LOS	
10th Avenue													
10th Ave. (NB) @ 52nd St. (EB)	EB-L	0.88	45.5	D		0.94	54.8	D	*	0.88	43.6	D	
	NB-TR	0.52	8.8	A		0.52	8.8	A		0.54	10.3	B	
10th Ave. (NB) @ 53rd St. (WB)	WB-TR	0.96	62.4	E	*	0.99	70.5	E	*	0.96	61.4	E	
	NB-LT	0.51	8.7	A		0.52	8.9	A		0.54	9.6	A	
11th Avenue													
11 Ave. (N-S) @ 53rd St. (WB)	WB-L									0.66	42.0	D	
	WB-LR	0.98	78.1	E	*	1.24	166.9	F	*		47.8	D	WB Approach
	WB-R									0.79	53.3	D	
	NB-T	0.15	3.0	A		0.15	3.0	A		0.15	3.0	A	
	SB-T	0.54	9.9	A		0.54	10.0	A		0.54	10.0	A	

Saturday MD Peak Hour

SIGNALIZED INTERSECTIONS	LANE GROUP	NO BUILD Sat MD PEAK V/C RATIO	Delay (sec.)	LOS		BUILD Sat MD PEAK V/C RATIO	Delay (sec.)	LOS		Mitigation Sat MD PEAK V/C RATIO	Delay (sec.)	LOS	
11th Avenue													
11 Ave. (N-S) @ 53rd St. (WB)	WB-LR	1.17	138.3	F	*	1.37	217.6	F	*	1.16	130.3	F	
	NB-T	0.16	6.5	A		0.16	6.6	A		0.17	7.8	A	
	SB-T	0.47	9.0	A		0.47	9.1	A		0.50	10.9	B	
12th Avenue													
12 Ave. (N-S) @ 52nd St. (EB)	EB-LTR	0.55	43.0	D		0.55	43.1	D		0.57	44.3	D	
	NB-TR	0.93	31.6	C	*	0.94	32.5	C		0.94	32.5	C	
	SB-L	0.80	86.6	F	*	0.84	90.9	F	*	0.77	79.1	E	
	SB-T	0.76	15.0	B		0.76	15.0	B		0.75	14.3	A	

Key: * Congested intersection in No-Build (asterisk, no shading)
* Impacted intersection in Build without mitigation (asterisk, shading)

The impact could be mitigated in the weekday AM peak hour by shifting 2 seconds of green time from the northbound phase to eastbound phase in the AM peak hour. With the proposed mitigation, delay would be reduced to 42.3 seconds of delay (LOS D) as compared tp 44.1 (LOS D) seconds under No-Build conditions.

Eleventh Avenue and W. 52nd Street

This intersection would process project-generated vehicles both traveling to and from the project site, with vehicles traversing the eastbound, northbound, and southbound approaches. Without mitigation, the eastbound approach would be impacted in the weekday midday peak hour.

Theses impacts could be mitigated by shifting 1 second of green time from the northbound/southbound phase to the eastbound phase in the weekday midday peak hour. With this proposed mitigation, in the midday peak hour delay would be reduced to 66.1 seconds (LOS E) as compared to 71.7 seconds (LOS E) under No-Build conditions.

Eleventh Avenue and W. 53rd Street

This T-intersection, located adjacent to the project site, would process the greatest number of project-generated vehicles. In particular, the westbound approach at this intersection would experience increased delays from project-generated vehicles, particularly vehicles exiting the accessory parking garage. Without mitigation, the westbound left-right movement would be impacted in all peak hours.

These impacts could be mitigated by shifting 1 second of green time from the northbound/southbound phase to the westbound phase in the AM peak hour and 3 seconds of green time from the northbound/southbound phase to the westbound phase in the weekday midday, and Saturday midday peak hours. The PM peak hour impact could be mitigated by implementing a No Standing regulation for 100 feet along the south side of the westbound approach during the PM peak hour. With the proposed mitigation, in the AM peak hour delay would be reduced to 42.1 seconds (LOS C) i.e. below 45 seconds mid-level LOS D, compared to 34.3 seconds (LOS C) under No-Build conditions. In the midday peak hour delay would be reduced to 97.0 (LOS F) as compared to 100.2 (LOS F) under No-Build. In the PM peak hour, overall approach delay would be reduced to 47.8 (LOS D) seconds compared to 78.1 second (LOS E) under No-Build conditions. In the Saturday midday peak hour, delay would be reduced to 130.3 seconds (LOS F) as compared to 138.3 seconds (LOS F) under No-Build conditions.

Eleventh Avenue and W. 55th Street

This intersection includes the two-way Eleventh Avenue and the one-way westbound W. 55th Street. The northbound left turn would be impacted in the AM peak hour.

This impact could be mitigated by a combination of transferring 1 second of green time from the westbound phase to the northbound/southbound phase during the AM peak hour and implementing a No Standing regulation for 100 feet along the south side of the westbound approach during the AM

peak hour. With this proposed mitigation, in the AM peak hour delay would be reduced to 41.1 seconds (LOS D), i.e., less than mid-level LOS D (45.0 seconds).

Twelfth Avenue and W. 52nd Street

This intersection consists of the median separated two-way Twelfth Avenue (Route 9A) and W. 52nd Street which is one-way eastbound extending from the intersection. Presently, the intersection provides a signal phase for pedestrians crossing east-west across the avenue to reach Piers 92-94, Hudson River Park, and other destinations along the waterfront. In the future with the Piers 92-94 Redevelopment Project, there will be eastbound vehicles exiting the Pier 92-94 area via a roadway that will function as a western extension of the one-way eastbound W. 52nd Street. The southbound left turn will be impacted in the weekday Saturday midday peak hour.

These impacts could be mitigated by transferring 1 second of green time from the eastbound phase to the southbound only phase in the Saturday midday peak hours and 1 second of green time from the eastbound phase to the southbound only phase in the PM peak hour. With this proposed mitigation the Saturday MD peak hour delay would be reduced to 79.1 seconds (LOS E) as compared to 86.6 seconds (LOS F) under No-Build conditions.

Pedestrian Conditions

Chapter 14, "Transit and Pedestrians," provides an analysis of crosswalk operating conditions with the implementation of the proposed traffic mitigation measures. As indicated in Table 14-17, all analyzed crosswalks would continue to operate with acceptable levels of service A or B with the proposed mitigation measures.

C. CONCLUSION

The proposed project would result in significant adverse impacts related to community facilities (elementary schools and day care), shadows, and traffic. The DEIS identified possible mitigation measures for these impacts and between the DEIS and the FEIS the mitigation for the elementary school, day care, and shadow impacts were further explored.

Community Facilities: Elementary Schools and Day Care

The elementary schools analysis in Chapter 4, "Community Facilities," identified significant adverse impacts on elementary schools in the half-mile radius study area. At the time of issuance of this FEIS, the applicant, lead agency and SCA were discussing the terms of a potential funding mechanism that would partially mitigate this impact. The time frames for action, consultation mechanisms and other features of this mitigation would be set forth in the Restrictive Declaration that would be filed and recorded in connection with the proposed action. In the event a funding mechanism is not developed and implemented, the significant adverse impact would remain unmitigated. Chapter 4 identifies that the proposed project would result in significant adverse day care impacts. Upon completion of the proposed project, the applicant would make available approximately 5,500 sf of community facility space on the building's ground floor directly accessible

from W. 54th Street at a rent of $10.00 per square foot. In the event that , prior to the completion of the proposed project, ACS confirms based on data available at the time that the potential adverse public day care capacity impact generated by the proposed action as projected in the FEIS remains likely to occur, the applicant shall offer the 5,500 sf of community facility space at the $10.00 per square foot rent. In the event that ACS declines such offer, no further mitigation shall be required. The time frames for action, consultation mechanisms and other features of this mitigation would be set forth in the Restrictive Declaration that will be filed and recorded in connection with the proposed action.

Shadows

The proposed action would impact the stained glass rose window above the entryway to Centro Maria, a former church located at 539 W. 54th Street that is eligible for listing on the State and National Registers of Historic Places. Possible mitigation measures were explored in consultation with LPC and SHPO between Draft and Final for the significant adverse shadow impact identified in Chapter 6. It was determined that there are no reasonable means to avoid or mitigate shadow impacts on the Centro Maria at this time. Therefore, this shadow impact would be an unavoidable significant adverse impact of the proposed action.

Traffic

The proposed project would result in significant adverse traffic impacts at 4, 3, 3, and 2 intersections in the weekday AM, midday, PM, and Saturday midday peak hours. Mitigation measures for these impacts were developed in consultation with NYCDOT. All of these impacts could be fully mitigated by minor signal timing adjustments and daylighting of parking regulations at two intersections during certain peak hours.

In summary, the traffic and day care significant adverse impacts can be fully mitigated. The elementary school impact may be partially mitigated pursuant to a potential funding mechanism, but if this is not implemented the significant adverse impact would remain unmitigated. There is no feasible mitigation for the significant adverse shadow impact and it would remain unmitigated.