A. INTRODUCTION

This chapter summarizes unavoidable significant adverse impacts resulting from the Proposed Action. According to the 2021 *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 infeasible.

As described in **Chapter 19, "Mitigation,"** the Proposed Action would result in significant adverse impacts with respect to transportation (traffic, pedestrians) and construction transportation (traffic). Mitigation has been proposed for the traffic impacts (for both operational and construction conditions) and for a pedestrian impact at a crosswalk. However, absent a commitment to implement the mitigation, the impacts may not be eliminated. The other pedestrian impacts are at a sidewalk and corner area. Standard mitigation for projected significant adverse sidewalk and corner area impacts typically include relocating or removing street furniture or other impediments to pedestrian flow and sidewalk widening. As the impacted sidewalk and corner area are not under the control of the Applicant, these significant adverse pedestrian impacts would remain unmitigated if NYC DOT does not implement such measures. Consequently, this would constitute an unavoidable significant adverse pedestrian impact as a result of the Proposed Action.

B. PRINCIPAL CONCLUSIONS

The Proposed Action would result in significant adverse impacts with respect to transportation (traffic, pedestrians) and construction transportation (traffic). For operational traffic, these include three lane groups at two intersections in the weekday PM peak hour. For construction traffic, these include three lane groups at three intersections in the weekday PM construction peak hour. For pedestrians, these include significant adverse impacts to one crosswalk and one corner area in the weekday PM peak hour and one sidewalk in the weekday midday and PM peak hours.

The Applicant is proposing mitigation that would fully mitigate the significant adverse impacts at all locations, except the sidewalk and corner area. The types of mitigation measures proposed are standard measures that are routinely identified by the City and considered feasible for implementation. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated and would constitute unavoidable adverse impact.

For the impacted sidewalk, which is the south sidewalk of Division Avenue between Wythe Avenue and Bedford Avenue and for the impact corner area, which is the northwest corner at Kent Avenue and Clymer Street, where a significant adverse impact would occur in one or more analyzed peak

hours, standard mitigation for projected significant adverse sidewalk and corner impacts typically include relocating or removing street furniture or other impediments to pedestrian flow and sidewalk widening. As the impacted sidewalk and corner area are not under the control of the Applicant, these significant adverse pedestrian impacts would remain unmitigated if NYC DOT does not implement such measures. Consequently, this would constitute an unavoidable significant adverse pedestrian impact as a result of the Proposed Action.

C. TRANSPORTATION

As discussed in **Chapter 12, "Transportation,"** the Proposed Action would result, as detailed below, in significant adverse impacts to vehicular traffic at three lane groups at two intersections in the weekday PM peak hour and pedestrian conditions, at one crosswalk and one corner area in the weekday PM peak hour and one sidewalk in the weekday midday and PM peak hours.

Traffic

As discussed in **Chapter 12, "Transportation,"** under *CEQR Technical Manual* impact criteria (which are based on lane group delay and levels of service [LOS]), the Proposed Action would result in significant adverse traffic impacts at three lane groups in two signalized intersections during the weekday PM peak hour.

As discussed in **Chapter 19, "Mitigation,"** the Applicant is proposing measures that would fully mitigate these impacts. The types of traffic mitigation measures proposed are standard traffic engineering improvements – such as modification of traffic signal phasing and/or timing, changing lane striping, and implementing parking restrictions – that are routinely identified by the City and considered feasible for implementation. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation Condition compared with the No-Action Condition is no longer deemed significant, following the impact criteria described in **Chapter 12, "Transportation**." With implementation of the recommended mitigation, all significant adverse traffic impacts would be fully mitigated. However, implementation of the recommended improvements outlined in **Chapter 19, "Mitigation"** is subject to review and approval by the NYCDOT. In the absence of the application of mitigation measures, the impacts would remain unmitigated and would constitute significant adverse unavoidable traffic impacts.

Pedestrians

As also discussed in **Chapter 12, "Transportation,"** under the *CEQR Technical Manual* impact criteria (which are based on average and pedestrian space LOS), the Proposed Action would result in significant adverse pedestrian impacts at one crosswalk and one corner area in the weekday PM peak hour and one sidewalk in the weekday midday and PM peak hours. With implementation of a proposed mitigation measure at the crosswalk, which is a standard traffic engineering measure, in this case a crosswalk widening, the significant adverse impact would be fully mitigated. However, as is the case with the traffic mitigation, implementation of the recommended improvement outlined in **Chapter 19, "Mitigation"** is subject to review and approval by the NYCDOT. In the absence of the application of this mitigation measure, the impact would remain unmitigated and would constitute a significant adverse unavoidable pedestrian impact.

For the impacted sidewalk, which is the south sidewalk of Division Avenue between Wythe Avenue and Bedford Avenue, and the corner area, which is the northwest corner of Kent Avenue and Wythe Avenue, where a significant adverse impact would occur in one or more analyzed peak hours, standard mitigation for projected significant adverse sidewalk and corner impacts typically include relocating or removing street furniture or other impediments to pedestrian flow and sidewalk widening. As the impacted sidewalk and corner area are not under the control of the Applicant, these significant adverse pedestrian impacts would remain unmitigated if NYC DOT does not implement such measures. Consequently, this would constitute an unavoidable significant adverse pedestrian impact as a result of the Proposed Action.

Construction Traffic

As discussed in **Chapter 18, "Construction,"** under *CEQR Technical Manual* impact criteria (which are based on lane group delay and levels of service [LOS]), the Proposed Action would result in significant adverse traffic impacts at three lane groups at three signalized intersections during the weekday PM construction peak hour.

As discussed in **Chapter 19, "Mitigation,"** the Applicant is proposing measures that would fully mitigate these impacts. The types of traffic mitigation measures proposed are standard traffic engineering improvements – such as modification of traffic signal phasing and/or timing, changing lane striping, and implementing parking restrictions – that are routinely identified by the City and considered feasible for implementation. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation Condition compared with the No-Action Condition is no longer deemed significant, following the impact criteria described in **Chapter 12, "Transportation."** With implementation of the recommended mitigation, all significant adverse traffic impacts would be fully mitigated. However, implementation of the recommended improvements outlined in **Chapter 19, "Mitigation"** is subject to review and approval by the NYCDOT. In the absence of the application of mitigation measures, the impacts would remain unmitigated and would constitute significant adverse unavoidable traffic impacts.