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Unavoidable Significant Adverse Impacts

This chapter summarizes unavoidable significant adverse impacts resulting from the With-Action condition. According to the ~~*2021*~~*2025 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 impossible.

Introduction

As described in **Chapter 18, Mitigation**, the Proposed Actions would result in significant adverse impacts related to transportation (i.e., traffic and bus service) and construction (i.e., traffic and noise conditions during construction). Mitigation measures have been identified to address the potential impacts where feasible and/or practical.

However, in some instances, no practicable mitigation has been identified to fully mitigate the significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the project's stated purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts.

Transportation

Traffic

The Proposed Actions would result in a significant adverse traffic impact at the intersection of Twelfth Avenue and West 55th Street during the Saturday peak hour. This identified significant adverse traffic impact could be fully mitigated with signal timing changes which is a standard traffic capacity improvement typically implemented by the New York City Department of Transportation (NYCDOT).

Implementation of the traffic measures are subject to review and approval by NYCDOT. With implementation of the proposed mitigation measures, there would be no significant adverse traffic impacts. If prior to implementation, NYCDOT determines that the mitigation measures are infeasible and no alternative mitigation measures can be identified, then the significant adverse traffic impacts would remain unmitigated.

Construction

Traffic

As discussed in **Chapter 16, Construction**, eleven intersections were analyzed for potential significant traffic impacts during the AM and PM construction traffic peak hours. Significant construction traffic impacts were identified at two of the eleven intersections analyzed during the AM construction peak hour and at five intersections during the PM construction peak hour. ~~Standard traffic capacity improvements~~Where significant adverse impacts during construction may occur, measures such as signal timing modifications could ~~not~~fully mitigate ~~the~~ significant adverse traffic impacts at ~~the two significantly impacted intersections during the AM construction peak hour and one~~four of the five significantly impacted intersections during the PM construction peak hour. Prior to implementation, traffic mitigation measures at the identified intersections are subject to final review and approval by NYCDOT. If the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified, then the significant adverse traffic impacts would remain unmitigated.

Significant traffic impacts during the AM and PM construction peak hours at the intersection of West 55th Street and Twelfth Avenue could not be mitigated due to the reduction of West 55th Street's travel lanes from three lanes to two lanes during construction to facilitate construction activities and protect pedestrian traffic. Therefore, these traffic impacts to the intersection of Twelfth Avenue and West 55th Street would remain unmitigated. Significant traffic impacts during the AM construction peak hour at the intersection of Eleventh Avenue and West 56th Street, primarily due to the reduction of West 56th Street's travel lanes from two lanes to one lane to facilitate construction activities and protect pedestrian traffic, would result in significant traffic impacts that could not be mitigated during this time period.

Per NYCDOT's recommendation, the applicant will coordinate with the New York City Police Department (NYPD) on the need to deploy traffic enforcement agents at the unmitigated intersection of Twelfth Avenue and West 55th Street during the stages of construction when there is a reduction in travel lanes. The applicant would be responsible for the costs associated with the deployment of traffic enforcement agents.

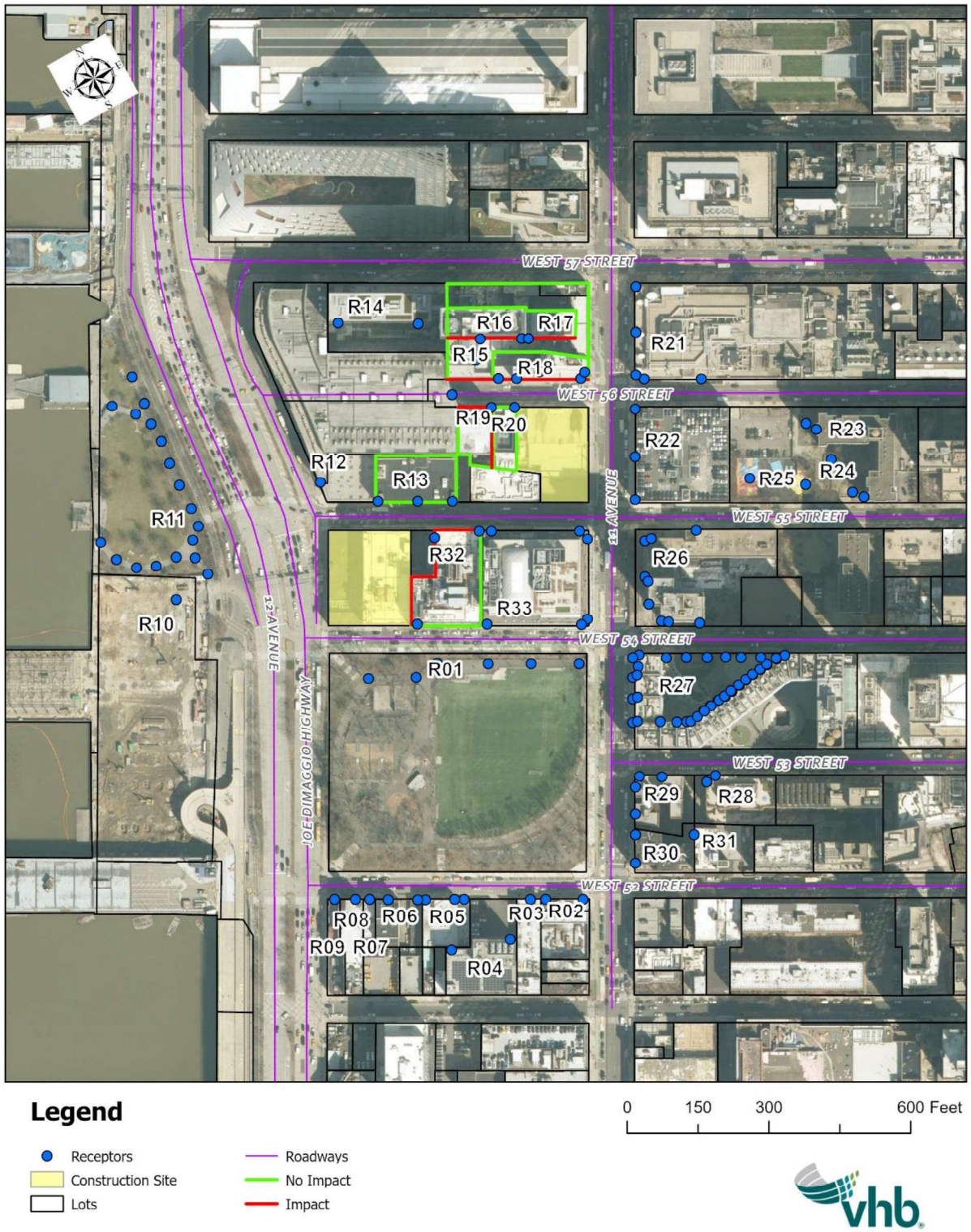
~~Implementation of the traffic measures are subject to review and approval by NYCDOT. The feasibility of the proposed mitigation measures will be further explored by the Applicant between the Draft and Final EIS. If the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified, then the significant adverse traffic impacts would remain unmitigated.~~

Noise

As described in **Chapter 16, Construction**, construction noise impacts would occur at the existing commercial office building at 619 West 54th Street (R32) located east of Development Site 1. In

total, construction activities would cause exterior and interior noise impacts on one commercial office receptor due to exceedances of the thresholds for exterior increase in noise and/or thresholds for acceptable interior noise levels for commercial office uses.

Figure 21-1 Construction Noise Impact



Source: VHB, 2025

With adherence to existing construction noise regulations and the implementation of a Construction Noise Mitigation Plan, including an 8-foot construction noise barrier, construction noise would be reduced but still exceed the thresholds for significant adverse construction noise impacts. However, as can be found through street and field observation, the building at 619 West 54th Street (R32) already has a central AC system as an alternative means of ventilation, and the building's single-paned window seem to be modern and of good quality with thicker than normal glass.

As there are no further practicable and feasible mitigation considered to fully mitigate identified significant adverse impacts related to construction noise, noise levels at this building would at times during the construction period exceed the impact criteria. Because these impacts cannot be fully mitigated, there would be temporary unavoidable significant adverse impact due to construction noise.