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Unavoidable Significant Adverse Impacts

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

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

As described in **Chapter 18, Mitigation**, the Proposed Project has the potential to result in significant adverse impacts on historic resources as well as traffic, transit, and pedestrian impacts at certain locations. 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 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.

Historic and Cultural Resources

As discussed in **Chapter 18, Mitigation**, the CUNY Hunter College Brookdale Campus located on the Development Site was determined eligible for listing on the State and National Registers of Historic Places (S/NRHP) in 2023. The S/NRHP-eligible buildings would be demolished to construct the new SPARC campus buildings and grounds. Under the State Historic Preservation Act, demolition of a historic resource is an Adverse Impact that triggers the requirement for an Alternatives Analysis to identify alternatives that would avoid or minimize the Adverse Impact. The requested Alternatives Analysis is being prepared by the project sponsors. If the Alternatives Analysis establishes that the

Adverse Impact cannot be avoided or minimized, then mitigation measures will be developed in consultation with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) and undertaken as part of the Proposed Project. The mitigation measures will be stipulated in a Letter of Resolution to be developed by the project sponsors in conjunction with OPRHP and LPC. If mitigation measures are not identified, the impact to historic resources would be considered unavoidable.

Transportation

Traffic

As discussed in **Chapter 10, Transportation**, and **Chapter 18, Mitigation**, the Proposed Project would result in significant adverse impacts which could not be fully mitigated with standard traffic capacity improvement measures at 15 of the 23 intersections during the AM peak hour, 13 intersections during the midday peak hour, and eight intersections during the PM peak hour. Mitigation measures, such as signal timing modifications, are being explored and will be studied further in conjunction with the New York City Department of Transportation (NYC DOT) between the Draft and Final Environmental Impact Statement (EIS). If no other alternative mitigation measures can be identified, these impacted locations would remain unmitigated.

Subways

As discussed in **Chapter 18, Mitigation**, the Proposed Project would result in unmitigated significant adverse impacts at eight stairs in the AM peak hour (three stairs in the 28th Street subway station and five stairs in the 23rd Street subway station), and five stairs in the PM peak hour (three stairs in the 28th Street subway station and two stairs in the 23rd Street subway station). Typical measures to mitigate these impacted stairs would include widening of the stairs. As the 28th Street subway station is only partially accessible, accessibility improvements would need to be performed in conjunction with any subway station improvements. The feasibility of ADA improvements and of potential widening of impacted stairs would need to be coordinated with New York City Transit (NYCT) between the Draft and Final EIS. Should measures to mitigate these impacts be determined to be impracticable, these significant impacts would be considered unmitigated in the Final EIS.

Pedestrians

As discussed in **Chapter 10, Transportation**, and **Chapter 18, Mitigation**, a total of 61 pedestrian elements were analyzed for the AM, midday, and PM peak hours. The Proposed Project would result in unmitigated significant adverse impacts at eight pedestrian elements (three sidewalks, two crosswalks, and three corners) during the AM peak hour, five pedestrian elements (two sidewalks, one crosswalk, and two corners) during the midday peak hour, and five pedestrian elements (three sidewalks and two corners) during the PM peak hour. Potential improvements that could mitigate the significant adverse impacts, such as widening of crosswalks or relocation of sidewalk or corner obstructions, are being explored and will be studied further in conjunction with NYC DOT between the Draft and Final EIS. If no other alternative mitigation measures can be identified, these impacted locations would remain unmitigated.

Construction

Traffic

As discussed in **Chapter 16, Construction**, construction activities would result in significant adverse impacts which could not be fully mitigated at eight out of the 23 intersections analyzed during the AM construction peak hour and seven of the 23 intersections analyzed during the PM construction peak hour. Mitigation measures, such as signal timing modifications, are being explored and will be studied further in conjunction with NYC DOT between the Draft and Final EIS. If no other alternative mitigation measures can be identified, these impacted locations would remain unmitigated.