10

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 2020 *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 9, Mitigation**, the Proposed Actions have the potential to result in significant traffic, transit, and pedestrian impacts. 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.

Transportation

Traffic

As discussed in **Chapter 4, Transportation**, the Proposed Actions would result in significant adverse impacts at nine intersections (at 11 movements) during the weekday PM peak hour

and seven intersections (at nine movements) during the Saturday peak hour. As discussed in **Chapter 9, Mitigation**, with implementation of signal timing changes, six impacted intersections could be fully mitigated in both the weekday PM and Saturday peak hours and six and eight impacted movements could be fully mitigated in the weekday PM and Saturday peak hours, respectively. Overall, three intersections (and five movements) in the weekday PM peak hour, and one intersection (and one movement) in the Saturday peak hour would remain unmitigated. One or more traffic movements at the following intersections could not be mitigated in at least one peak hour and would constitute an unavoidable significant adverse impact to traffic:

- Tenth Avenue and West 34th Street (weekday PM peak hour)
- Tenth Avenue and West 26th Street (weekday PM and Saturday peak hours)
- Tenth Avenue and West 23rd Street (weekday PM peak hour)

The proposed signal timing mitigation measures are amongst the standard set of capacity improvements typically implemented by the New York City Department of Transportation (NYCDOT) and are subject to their review and approval.

Transit

As discussed in **Chapter 4, Transportation,** the Proposed Actions would not result in significant adverse bus impacts assuming the project's basic travel demand assumptions. However, with assumptions specifically oriented toward greater use of the M23-SBS route via subway-to-bus transfers, a significant impact would be expected to occur in the weekday PM peak hour to the M23-SBS in the eastbound direction. In order to mitigate this impact, the weekday PM peak bus frequency would need to be increased by three buses (for a total of 10 buses in the weekday PM peak hour). Implementation of this service change is subject to NYCT's discretion as well as operational and fiscal constraints.

As discussed in **Chapter 4, Transportation,** the Proposed Actions would result in significant impacts to select escalators at the 34th Street-Hudson Yards Station. In total, two escalators would be impacted in the weekday PM peak hour. As discussed in **Chapter 9, Mitigation**, this impact is currently considered unmitigatable. Between the Draft and Final EISs, measures to mitigate these impacts will be investigated in consultation with NYCT; if none are identified, these impacts would remain unmitigated in the Final EIS.

Pedestrians

As discussed in **Chapter 4, Transportation,** the Proposed Actions would result in significant impacts at two pedestrian elements during the weekday AM peak hour (one sidewalk and one crosswalk), two pedestrian elements during the weekday midday peak hour (two crosswalks), six pedestrian elements during the PM peak hour (two sidewalks and four crosswalks), and one pedestrian element during the Saturday peak hour (crosswalk). With implementation of the improvements suggested in **Chapter 9, Mitigation**, all crosswalk impacts in all peak hours would be mitigated. However, there are no feasible and practical measures to mitigate elements at the following sidewalks in at least one peak hour and, therefore, these elements would constitute an unavoidable significant adverse impact to pedestrians:

- West 25th Street between Eighth Avenue and Ninth Avenue (north side)

› Hudson Boulevard between West 33rd Street and West 34th Street (west side)

Implementation of the identified mitigation measures to address crosswalk impacts would be subject to review and approval by NYCDOT. If, prior to implementation, NYCDOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure would be identified. In the absence of the application of a particular mitigation measure, the impact would also remain unmitigated.