

Stevenson Commons EIS

Chapter 20: Unavoidable Adverse Impacts

A. INTRODUCTION

This chapter summarizes unavoidable significant adverse impacts resulting from the Proposed Actions. According to the *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 18, “Mitigation,” the Proposed Actions would potentially result in significant adverse impacts with respect to transportation (traffic, bus), and construction (traffic, noise). To the extent practicable, mitigation has been proposed for the identified significant adverse impacts. However, in some instances (a) no practicable mitigation was identified to fully mitigate significant adverse impacts, and (b) there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need for the Proposed Actions, eliminate the impact, and not cause other or similar significant adverse impacts.

B. TRANSPORTATION

Traffic

As discussed in Chapter 11, “Transportation,” the Proposed Actions would result in significant adverse traffic impacts at seven study area intersections during one or more analyzed peak hours. Specifically, significant adverse impacts were identified to ~~14~~11 lane groups at seven intersections in the weekday AM peak hour, ~~three~~two lane groups at two intersections in the midday, seven lane groups at four intersections in the PM, and ~~five~~six lane groups at three intersections in the Saturday peak hour. As discussed in Chapter 18, “Mitigation,” implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts to two lane groups at one intersection in the weekday AM peak hour, ~~two~~one lane groups at one intersection in the midday peak hour, two lane groups at one intersection during the PM peak hour and ~~three~~four lane groups at two intersections in the Saturday peak hour. As shown in Table 20-1, no practicable mitigation was identified for the impacts to a total of ~~12~~nine lane groups which would remain unmitigated at six intersections in the weekday AM peak hour, one lane group at one intersection in the weekday midday peak hour, five lane groups at three intersections in the weekday PM peak hour and two lane groups at one intersection in the Saturday peak hour. Consequently, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions.

Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would also remain unmitigated and would also constitute unavoidable adverse traffic impacts as a result of the Proposed Actions.

**TABLE 20-1
Lane Groups With Unmitigated Significant Adverse Traffic Impacts**

Signalized Intersections	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Bruckner Boulevard EB & White Plains Road	-		EB-LTR, SB-L	-
Bruckner Boulevard WB & White Plains Road	NB-L, NB-LT, SB-TR		-	-
Bruckner Plaza & White Plains Road	NB-TR		-	-
Lafayette Avenue & White Plains Road	EB-L, WB-T		EB-L	-
Turnbull Avenue & White Plains Road	NB-TR		-	-
Story Avenue & White Plains Road	EB-LTR, WB-R, NB-T	NB-T	EB-LTR, WB-R, NB-	EB-LTR, SB-L
Lafayette Avenue & Thieriot Avenue (Unsignalized)	NB-LTR, SB-LTR		-	-

Notes: This table has been updated for the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

C. CONSTRUCTION

Traffic

As discussed in Chapter 17, “Construction,” the construction traffic under 2026 4Q construction conditions would result in significant adverse traffic impacts at ~~four~~ three signalized study area intersections during one or both analyzed peak hours; specifically, ~~two~~ one lane groups at ~~two~~ one intersections in the AM construction peak hour, and ~~six~~ three lane groups at ~~four~~ three intersections in the PM construction peak hour. As discussed in Chapter 18, “Mitigation,” implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts in the construction AM peak hour, and ~~five~~ two lane groups at ~~three~~ two intersections would be fully mitigated in the construction PM peak hour. As shown in Table 20-2, no practicable mitigation was identified for the impacts to one lane group at one intersection in the construction PM peak hour. Consequently, this impact would constitute an unavoidable significant adverse traffic impact as a result of the Proposed Actions.

Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT). If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified. In the absence of the application of mitigation measures, the impacts would also remain unmitigated and would also constitute unavoidable adverse traffic impacts as a result of the Proposed Actions.

**TABLE 20-2
Lane Groups With Unmitigated Significant Adverse Construction Traffic Impacts**

Signalized Intersections	Construction AM Peak Hour	Construction PM Peak Hour
Bruckner Boulevard EB & White Plains Road	-	NB-TR <u>SB-L</u>

Notes:

This table has been added for the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

Noise

Chapter 17, "Construction," concludes that the Proposed Actions would have the potential to result in temporary significant adverse construction noise impacts at several receptor locations surrounding the Development Site. Construction activities would follow the requirements of the *New York City Noise Control Code* (also known as Chapter 24 of the *Administrative Code of the City of New York*, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *New York City Noise Control Code*. These measures could include a variety of source and path controls. However, the implementation of these measures would not eliminate all of the identified significant adverse construction noise impacts predicted to occur during hours when the loudest pieces of construction equipment are in use. Consequently, these temporary construction noise impacts would not be fully mitigated and would therefore constitute an unavoidable significant adverse construction noise impact.