

A. INTRODUCTION

This chapter summarizes unavoidable significant adverse impacts resulting from the proposed actions. According to the 2014 *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 impossible. As described in Chapter 18, “Mitigation,” unavoidable significant adverse impacts resulting from the proposed One Vanderbilt development have been identified in the area of transportation (specifically for traffic and pedestrians).

B. TRANSPORTATION**TRAFFIC**

As discussed in Chapter 10, “Transportation,” traffic conditions were evaluated at 31 intersections for the weekday AM, midday and PM peak hours and 10 intersections for the Saturday peak hour. In the 2021 With-Action condition, the proposed One Vanderbilt development would result in significant adverse traffic impacts at 14 intersections during the weekday AM peak hour, 6 intersections during the weekday midday peak hour, 14 intersections during the weekday PM peak hour, and 2 intersections during the Saturday peak hour. Most of the locations where significant adverse traffic impacts are predicted to occur could be fully mitigated with the implementation of standard mitigation measures (e.g., signal timing changes, approach daylighting and restriping, changing parking regulations). However, the significant adverse traffic impacts at the intersections of Third Avenue and East 42nd Street, Lexington Avenue and East 42nd Street, Madison Avenue and East 42nd Street, and Fifth Avenue and 42nd Street could not be fully mitigated during one or more analysis peak hours. The mitigation measures noted above and in Chapter 18, “Mitigation,” would be subject to approval by the New York City Department of Transportation (DOT) prior to implementation. The traffic mitigation measures entail signal timing changes, approach daylighting and restriping, and changes to parking regulations—standard measures routinely implemented throughout the City and generally considered to be feasible. Therefore, the significant adverse traffic impacts due to the One Vanderbilt development would be fully mitigated except for certain significant adverse impacts at the four intersections noted herein.

PEDESTRIANS

Pedestrian conditions were evaluated at 11 sidewalks, 15 corners, and 9 crosswalks for the weekday peak hours and 5 sidewalks, 5 corners, and 4 crosswalks for the Saturday peak hour. In the 2021 With-Action condition, the proposed One Vanderbilt development would result in significant adverse pedestrian impacts at 3 corners and 4 crosswalks during the weekday AM peak hour; 2 corners and 2 crosswalks during the weekday midday peak hour; 1 sidewalks, 3

Vanderbilt Corridor and One Vanderbilt

corners, and 5 crosswalks during the weekday PM peak hour; and 1 crosswalk during the Saturday peak hour. Relocating sidewalk/corner obstructions, reconstructing an existing newsstand kiosk, extending existing curb lines to provide for additional corner reservoir space, and widening existing crosswalks were identified as measures that would mitigate the projected pedestrian impacts. The pedestrian mitigation measures noted above and in Chapter 18, "Mitigation," consisting of relocation of non-fixed sidewalk/corner obstructions (i.e., newspaper boxes and trash receptacles) and widening existing crosswalks within certain guidelines are routinely implemented and are generally considered feasible. The pedestrian mitigation measures that require physical changes to street geometry (i.e., sidewalk/corner extension), relocation of fixed DOT-owned sidewalk/corner obstructions (i.e., signal pole), and widening existing crosswalks beyond certain guidelines will be reviewed by DOT at the time of implementation; if these measures are deemed infeasible at that time and no other alternative mitigation measures can be identified, those impacts would be unmitigated. *