

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the proposed action's impacts; and
- There are no reasonable alternatives to the proposed action that would meet its purpose and need, eliminate its impacts, and not cause other or similar significant adverse impacts.

As discussed in Chapter 7, "Transportation," the Proposed Project would result in a significant adverse impact to the State Street stairway at the Bowling Green subway station. During the AM peak period the State Street stairway between Battery Place and Bridge Street would decline from level of service (LOS) D to LOS E; this decline constitutes a significant adverse subway station impact that requires an evaluation of potential mitigation measures. As described in Chapter 15, "Mitigation," standardizing the existing stairway (removing grounded handrails, channels, and the center rail, and installing standard wall mounted handrails) would improve stairway operations, ~~but would only~~ and partially mitigate the projected significant adverse impact. To fully mitigate the impact, the stairway would need to be widened; however, given the physical and structural constraints at this location, widening the stairs may not be feasible. While not fully mitigating the impact, NYCT has agreed that standardizing the stairway is acceptable. ~~Between Draft and Final EIS, further investigation will be conducted in coordination with New York City Transit to determine if there are practical measures that would fully mitigate the projected significant adverse impact at this stairway. If no practical measures are identified, this significant adverse impact would not be fully mitigated.~~

In terms of traffic, the Proposed Project would result in a significant adverse impact at two intersections: Broad Street and South Street in Manhattan during the Saturday peak hour and at Atlantic Avenue and Columbia Street in Brooklyn during the weekday PM peak hour. At Broad Street and South Street, mitigation of the southbound approach could include installing a signal at the South Street and Broad Street intersection. However, as described in Chapter 15, "Mitigation," given the proximity of this intersection to the Franklin D. Roosevelt (FDR) Drive off-ramp installing a signal may is not be feasible. ~~Potential mitigation measures are being evaluated by NYCDOT and will be explored further between the Draft and Final EIS. If it is determined that there are no feasible and practicable mitigation measures that would reduce or eliminate the impact, it would be considered an unavoidable significant adverse impact.~~

At Atlantic Avenue and Columbia Street, adjustments to signal timings are not feasible since the signal work in tandem with the Atlantic Avenue and Furman Street intersection, and any changes to timings at Columbia Street would adversely impact Furman Street. In addition, limited right-of-way beneath the BQE overpass prohibits both lane widening and the addition of turn lanes.

~~The Proposed Project is anticipated to result in significant impacts at the Water Street and Broad Street intersection and the Old Slip and South Street intersection; based on current~~

~~configurations, the analysis concludes that these could be mitigated. However, according to NYCDOT, plans are in development to install neckdowns along the Water Street corridor, as well as implement lane configuration changes at Old Slip and South Street. Between Draft and Final EIS, if these plans are finalized, the No Build and Build analyses at these intersections will be revisited to determine if impacts would still occur and if they can be mitigated. As the final design is unknown at this time, there is a potential for the identified impacts at these intersections to be unmitigated.~~

As described in Chapter 10, “Noise,” school playgrounds created by 2022 and 2030 could have significant adverse noise impacts if located immediately adjacent to an existing open space area. Potential mitigation could include providing separation between the proposed playground and existing open space areas via landscaping or positioning of the playground and/or school building. If playgrounds are sited such that they are immediately adjacent to an existing open space area, and if no feasible and practicable mitigation is identified to reduce or eliminate the potential for significant adverse impacts, these noise impacts would be considered unavoidable.

Noise generated by ferries associated with the Proposed Project could result in significant adverse impacts at open space locations immediately adjacent to ferry landings at Soissons dock on the Island and at Pier 6 in Brooklyn during weekday time periods. There would be no feasible or practicable measures to mitigate these impacts. Noise barriers or berms are impractical because of space constraints and would not be effective because of the relatively long distance between the ferry landing and the receptor. As a result, these would be unmitigated significant adverse noise impacts. *