

One Police Plaza Security Plan EIS

CHAPTER 13: UNAVOIDABLE ADVERSE IMPACTS

A. INTRODUCTION

Unavoidable adverse impacts occur when a proposed action would result in significant adverse impacts for which there are no reasonably practicable mitigation measures, and for which there are no reasonable alternatives.

As described in previous chapters of this EIS, most of the significant adverse impacts of the action could be avoided or mitigated by implementing a broad range of measures. However, there are significant adverse impacts for which there are no reasonably practical mitigation measures or reasonable alternatives that would eliminate the impacts and meet the purpose and need of the action. These include unavoidable adverse effects on traffic and noise.

B. TRAFFIC

As discussed in Chapter 11, “Mitigation,” the action would result in impacts to the westbound Robert F. Wagner Sr. Place left-turn movement in the AM peak hour and the eastbound approach in the midday peak hour. Measures were therefore evaluated to address these impacts. However, signal timing adjustments to return this approach to its No-Action condition would be impractical as they would result in new or worsened impacts on other approaches and a reduction in pedestrian crossing times. Increasing capacity through changes to curbside regulations or modifications to lane striping was also found to be ineffective, as was widening the approach to achieve an additional lane. The action’s impact to westbound Robert F. Wagner Sr. Place left-turn movement and eastbound at Pearl Street in the AM and midday peak hours, respectively, would therefore remain unmitigated

C. NOISE

Project-generated increases in noise exceed the impact criterion of 3.0 dBA between two intersections during the peak AM period: 1) Worth Street at Baxter Street and 2) Worth Street at Mulberry Street. The projected noise level increases are 3.5 dBA and 4.1 dBA respectively, at the two intersections under With-Action conditions. Rerouting the M103, M15, and B51 bus routes back onto Park Row has been proposed as a mitigation measure. This would reduce the level of impact by about 0.4 dBA, with resulting noise level increments of 3.1 dBA at Worth Street at Baxter Street and 3.7 dBA at Worth Street at Mulberry Street. While this mitigation

measures would reduce the impacts along Worth Street slightly, it would not eliminate them. No other method of mitigation is feasible. Due to the needs for pedestrian access and the distance between intersections, noise barriers would not be a feasible solution along these roadways. Project-diverted traffic in the midday and PM peak hours would not cause noise level impacts. Portions of Chatham Towers and other residential buildings at the intersections of Worth/Baxter Streets and Worth/Mulberry Streets are affected by these noise increases. However, the overall noise levels would decrease with distance from Worth Street. Other than rerouting of traffic, no mitigation measures are feasible since the impacts occur outdoors, and noise barriers would not be considered practical or cost effective at these locations. Therefore, these impacts would remain unmitigated.