17

Mitigation

In accordance with the *2014 City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are to be developed and evaluated.

17.1 Introduction

In accordance with the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are to be developed and evaluated.

As detailed in the preceding chapters, upon completion, the proposed project has the potential to result in significant adverse traffic and pedestrian impacts at certain locations. During construction, the proposed project has the potential to result in temporary significant adverse traffic and noise impacts. Therefore, measures to reduce or eliminate the impacts were explored and are discussed here.

17.2 Principal Conclusions

Traffic

Of the six intersections analyzed, the proposed project would result in significant adverse traffic impacts at two intersections during the weekday AM and Saturday midday peak hours, one intersection during the weekday midday peak hour, and three intersections during the weekday PM peak hour. Four of the intersections analyzed would either not be significantly impacted or could be fully mitigated with readily implementable traffic improvement measures described below in this chapter. Traffic impacts at the intersection of Delancey Street and Essex Street would be unmitigated during the weekday PM peak hour and traffic impacts at the intersection of Grand Street and Clinton Street would be unmitigated during the weekday AM, midday, and PM and Saturday midday peak hours.

There is potential for additional impacts to be identified between Draft and Final of this EIS, and if so, additional measures will be explored, where feasible, to further mitigate the identified impacts. The proposed mitigation measures are subject to review and approval by the NYCDOT, and if certain proposed mitigation measures are deemed infeasible by NYCDOT, alternatives will be analyzed. If no other alternative mitigation measures can be identified, those impact locations would be unmitigated.

Pedestrians

Of the 17 pedestrian elements analyzed, the proposed project would result in a significant adverse impact on one pedestrian element during the weekday PM peak hour; no significant impacts are projected during the weekday AM, midday, or Saturday midday peak hours. The single pedestrian impact would occur on the north crosswalk at the intersection of Broome Street and Norfolk Street during the weekday PM peak hour. Mitigation measures, consisting of a combination of crosswalk widening and signal timing modifications, were identified to mitigate this significant impact. Implementation of the recommended traffic engineering improvements is subject to review and approval by NYCDOT.

Construction

Traffic

As discussed in **Chapter 15**, "**Construction**," three key intersections were analyzed for potentially significant traffic impacts during the peak construction traffic hours. During the AM construction peak hour, the westbound through movement at the intersection of Delancey Street and Clinton Street would be significantly impacted and could be mitigated with a one second shift in signal timing from the northbound Clinton Street phase to the westbound Williamsburg Bridge/northbound Clinton Street phase. During the PM construction peak hour, the northbound approach at the intersection of Grand Street and Clinton Street would be significantly impacted and could not be mitigated.

There is potential for additional impacts to be identified between Draft and Final of this EIS, and if so, additional measures will be explored, where feasible, to further mitigate the

identified impacts. The proposed mitigation measures are subject to review and approval by the NYCDOT, and if certain proposed mitigation measures are deemed infeasible by NYCDOT, alternatives will be analyzed. If no other alternative mitigation measures can be identified, those impact locations would be unmitigated.

Noise

As discussed in **Chapter 15**, "**Construction**," construction at Projected Development Site 1 has the potential to result in a temporary significant adverse construction-period noise impact because of the duration and magnitude of the projected construction-period noise levels. The applicants are committed to implementing certain controls that exceed the noise control measures required by the New York City Noise Control Code, including the use of a 12-foot perimeter noise barrier. However, even with these measures, elevated construction-period noise levels are predicted to occur at certain locations. Additional measures, as feasible, to avoid potential significant adverse noise impacts will be explored between the Draft and Final EIS in consultation with DCP. If no feasible and practicable mitigation measures are identified, the significant adverse construction-period noise impacts would remain unmitigated.

17.3 Transportation

As discussed in **Chapter 9**, "**Transportation**," the proposed project would result in significant adverse impacts at a number of locations in the study area. This section describes the mitigation measures that could be advanced to reduce or eliminate significant impacts and identified locations that would remain unmitigated.

Traffic

As discussed in **Chapter 9**, "**Transportation**," while the proposed project would generate only a modest amount of vehicle trips, at the six analyzed intersections, the proposed project would result in significant adverse traffic impacts at two intersections during the weekday AM and Saturday midday peak hours, one intersection during the weekday midday peak hour, and three intersections during the weekday PM peak hour. **Table 17-1** summarizes the significant traffic impacts and identifies whether they could be fully or partially mitigated, and **Table 17-2** summarizes the significantly impacted traffic movements. The proposed traffic mitigation measures are summarized in **Tables 17-3 through 17-6**.

Table 17-1 Traffic Impact Mitigation Summary

Intersections	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
No significant impact	4	5	3	4
Impact could be fully mitigated	1	0	1	1
Impact could be partially mitigated	0	0	0	0
Unmitigated Impact	1	1	2	1

Table 17-2 Summary of Impacted Traffic Movements

Intersection	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Delancey Street and Essex Street	WBR		WBR	
Broome Street and Norfolk Street			EBL	EBL
Grand Street and Clinton Street	WBR NBLTR	WBR NBLTR	WBR NBLTR	WBR NBLTR
Number of impacted traffic movements	3	2	4	3
Number of unmitigated traffic movements	2	2	3	2

Notes: EB = Eastbound; WB = WB; NB = Northbound; SB = Southbound; L = Left turn; T = Through; R= Right turn; DefL = De facto left turn movement

Table 17-3
GO Broome Street Development EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM PEAK HOUR

INTERSECTION & APPROACH		2023 No Action Mvt.	V/C	Control Delay	LOS	2023 With Action Mvt.	V/C	Control Delay	LOS	2023 With Action w/ Improvements Mvt.	V/C	Control Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Delancey St and Essex St														
Delancey St	EB	TR	0.69	20.4	C	TR	0.70	20.5	C	TR	0.68	19.5	B	- Modify signal timing. Shift 1 sec of green time from NB/SB
	WB	T	0.89	23.3	C	T	0.89	23.3	C	T	0.87	22.0	C	phase to EB/WB phase. [NB/SB green time shifts from 30 sec
		R	1.21	128.5	F	R	1.22	133.5	F	R	1.19	117.0	F	to 29 sec; EB/WB green time shifts from 43 sec to 44 sec.]
Essex St	NB	LT	0.75	39.0	D	LT	0.76	39.8	D	LT	0.79	42.8	D	
		R	0.33	25.3	C	R	0.33	25.4	C	R	0.34	26.5	C	
	SB	TR	0.57	27.9	C	TR	0.58	28.1	C	TR	0.60	29.4	C	
	Overall Intersection	**-**	**1.02**	**29.8**	**C**	**-**	**1.02**	**32.2**	**C**	**-**	**1.02**	**30.6**	**C**	
Delancey St and Norfolk St														
Delancey Street	EB	T	0.73	20.7	C	T	0.74	20.8	C					- Mitigation not required.
	WB	TR	0.97	30.8	C	TR	0.97	31.0	C					
Norfolk Street	NB	LTR	0.35	19.9	B	LTR	0.37	20.2	C					
		R	0.19	17.7	B	R	0.21	17.9	B					
	Overall Intersection	**-**	**0.68**	**26.0**	**C**	**-**	**0.69**	**26.3**	**C**					
Delancey St and Suffolk St														
Delancey St	EB	TR	0.67	19.0	B	TR	0.68	19.2	B					- Mitigation not required.
	WB	T	0.83	20.7	C	T	0.83	20.7	C					
Suffolk St	SB	R	0.06	16.4	B	R	0.06	16.4	B					
	Overall Intersection	**-**	**0.48**	**19.9**	**B**	**-**	**0.48**	**20.0**	**B**					
Delancey St and Clinton St														
Delancey St	EB	T	0.73	24.5	C	T	0.73	24.6	C					- Mitigation not required.
		R	0.47	24.2	C	R	0.47	24.2	C					
	WB	T	1.08	95.5	F	T	1.09	96.3	F					
		R	1.04	98.9	F	R	1.04	98.9	F					
Clinton St	NB	R	0.96	46.0	D	R	0.96	47.1	D					
Delancey St Service Road	WB	R	0.54	54.4	D	R	0.54	54.4	D					
	Overall Intersection	**-**	**1.11**	**65.8**	**E**	**-**	**1.11**	**66.3**	**E**					
Broome St and Norfolk St														
Broome St	EB	L	0.51	18.0	B	L	0.55	19.6	B					- Mitigation not required.
	WB	R	0.06	10.1	B	R	0.07	10.2	B					
Norfolk St	NB	T	0.21	21.6	C	T	0.24	22.0	C					
	Overall Intersection	**-**	**0.40**	**18.8**	**B**	**-**	**0.43**	**19.9**	**B**					
Grand St and Clinton St														
Grand St	EB	TR	0.52	18.4	B	TR	0.54	19.0	B					- Unmitigatable impact
	WB	LT	0.35	15.0	B	LT	0.35	15.1	B					
		R	1.12	108.6	F	R	1.16	124.1	F					
Clinton St	NB	LTR	0.85	47.7	D	LTR	0.92	57.5	E					
	Overall Intersection	**-**	**1.01**	**44.1**	**D**	**-**	**1.07**	**60.1**	**E**					

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

Table 17-4
GO Broome Street Development EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY PEAK HOUR

INTERSECTION & APPROACH		2023 No Action Mvt.	V/C	Control Delay	LOS	2023 With Action Mvt.	V/C	Control Delay	LOS	2023 With Action w/ Improvements Mvt.	V/C	Control Delay	LOS	Mitigation Measures
SIGNALIZED INTERSECTIONS														
Delancey St and Essex St														
Delancey St	EB	TR	0.80	23.6	C	TR	0.81	23.7	C					- Mitigation not required.
	WB	T	0.72	20.1	C	T	0.72	20.1	C					
		R	1.04	79.5	E	R	1.05	82.2	F					
Essex St	NB	LT	0.42	26.1	C	LT	0.42	26.2	C					
		R	0.43	27.7	C	R	0.44	28.1	C					
	SB	TR	0.73	32.8	C	TR	0.74	33.2	C					
	Overall Intersection	**-**	**0.90**	**27.0**	**C**	**-**	**0.92**	**27.3**	**C**					
Delancey St and Norfolk St														
Delancey Street	EB	T	0.86	24.2	C	T	0.86	24.3	C					- Mitigation not required.
	WB	TR	0.79	21.7	C	TR	0.79	21.8	C					
Norfolk Street	NB	LTR	0.41	20.8	C	LTR	0.42	21.2	C					
		R	0.32	19.6	B	R	0.34	19.8	B					
	Overall Intersection	**-**	**0.65**	**22.6**	**C**	**-**	**0.66**	**22.7**	**C**					
Delancey St and Suffolk St														
Delancey St	EB	TR	0.77	20.5	C	TR	0.78	20.7	C					- Mitigation not required.
	WB	T	0.69	18.4	B	T	0.69	18.4	B					
Suffolk St	SB	R	0.27	19.8	B	R	0.27	19.9	B					
	Overall Intersection	**-**	**0.54**	**19.5**	**B**	**-**	**0.54**	**19.6**	**B**					
Delancey St and Clinton St														
Delancey St	EB	T	0.87	28.2	C	T	0.87	28.2	C					- Mitigation not required.
		R	0.25	19.2	B	R	0.25	19.2	B					
	WB	T	1.07	91.5	F	T	1.07	92.6	F					
		R	1.02	94.1	F	R	1.02	94.1	F					
Clinton St	NB	R	0.87	34.1	C	R	0.88	34.2	C					
Delancey St Service Road	WB	R	0.52	52.0	D	R	0.52	52.0	D					
	Overall Intersection	**-**	**0.99**	**59.7**	**E**	**-**	**0.99**	**60.2**	**E**					
Broome St and Norfolk St														
Broome St	EB	L	0.67	24.5	C	L	0.71	27.2	C					- Mitigation not required.
	WB	R	0.04	9.7	A	R	0.05	9.9	A					
Norfolk St	NB	T	0.29	22.8	C	T	0.31	23.1	C					
	Overall Intersection	**-**	**0.52**	**23.4**	**C**	**-**	**0.55**	**24.8**	**C**					
Grand St and Clinton St														
Grand St	EB	TR	0.39	16.0	B	TR	0.43	16.7	B					- Unmitigatable impact
	WB	LT	0.31	14.5	B	LT	0.31	14.5	B					
		R	1.26	163.5	F	R	1.37	212.1	F					
Clinton St	NB	LTR	0.90	55.2	E	LTR	0.94	61.4	E					
	Overall Intersection	**-**	**1.12**	**75.3**	**E**	**-**	**1.21**	**91.6**	**F**					

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

Table 17-5
GO Broome Street Development EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM PEAK HOUR

		2027 No Action				2027 With Action				2027 With Action w/ Improvements				Mitigation Measures
			Control				Control				Control			
INTERSECTION & APPROACH		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIONS														
Delancey St and Essex St														
Delancey St	EB	TR	0.85	25.6	C	TR	0.86	25.8	C					- Unmitigatable impact
	WB	T	0.73	20.1	C	T	0.73	20.1	C					
		R	0.98	59.2	E	R	1.00	64.3	E					
Essex St	NB	LT	0.37	25.1	C	LT	0.38	25.3	C					
		R	0.94	69.2	E	R	0.95	72.4	E					
	SB	TR	0.85	38.5	D	TR	0.86	39.9	D					
	Overall Intersection	**-**	**0.96**	**30.0**	**C**	**-**	**0.99**	**30.9**	**C**					
Delancey St and Norfolk St														
Delancey Street	EB	T	1.00	38.4	D	T	1.01	39.6	D					- Mitigation not required.
	WB	TR	0.80	21.8	C	TR	0.80	22.0	C					
Norfolk Street	NB	LTR	0.67	26.8	C	LTR	0.70	27.8	C					
		R	0.56	23.8	C	R	0.58	24.3	C					
	Overall Intersection	**-**	**0.85**	**29.4**	**C**	**-**	**0.86**	**30.1**	**C**					
Delancey St and Suffolk St														
Delancey St	EB	TR	0.95	24.3	C	TR	0.97	25.5	C					- Mitigation not required.
	WB	T	0.69	18.5	B	T	0.70	18.5	B					
Suffolk St	SB	R	0.17	17.9	B	R	0.18	17.9	B					
	Overall Intersection	**-**	**0.59**	**21.7**	**C**	**-**	**0.60**	**22.4**	**C**					
Delancey St and Clinton St														
Delancey St	EB	T	1.07	62.8	E	T	1.07	63.6	E					- Mitigation not required.
		R	0.33	22.0	C	R	0.33	22.0	C					
	WB	T	1.07	88.3	F	T	1.08	90.5	F					
		R	1.03	92.8	F	R	1.03	92.8	F					
Clinton St	NB	R	0.90	33.8	C	R	0.90	34.1	C					
Delancey St Service Road	WB	R	0.73	71.7	E	R	0.73	71.7	E					
	Overall Intersection	**-**	**1.02**	**70.6**	**E**	**-**	**1.02**	**71.7**	**E**					
Broome St and Norfolk St														
Broome St	EB	L	1.41	222.6	F	L	1.58	294.8	F	L	1.41	218.4	F	- Modify signal timing. Shift 4 sec of green time from NB/SB
	WB	R	0.06	10.1	B	R	0.09	10.6	B	R	0.08	8.6	A	phase to EB/WB phase. [NB/SB green time shifts from 31 sec
Norfolk St	NB	T	0.42	25.0	C	T	0.45	25.6	C	T	0.52	30.1	C	to 27 sec; EB/WB green time shifts from 49 sec to 53 sec.]
	Overall Intersection	**-**	**1.03**	**155.4**	**F**	**-**	**1.14**	**198.3**	**F**	**-**	**1.11**	**150.6**	**F**	
Grand St and Clinton St														
Grand St	EB	TR	0.45	17.1	B	TR	0.53	19.2	B					- Unmitigatable impact
	WB	LT	0.41	16.0	B	LT	0.41	16.0	B					
		R	1.19	138.2	F	R	1.24	156.7	F					
Clinton St	NB	LTR	0.97	68.1	E	LTR	1.03	81.1	F					
	Overall Intersection	**-**	**1.11**	**65.4**	**E**	**-**	**1.16**	**73.9**	**E**					

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

Table 17-6
GO Broome Street Development EIS
NO ACTION VS WITH ACTION VS WITH ACTION W/ IMPROVEMENTS TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PEAK HOUR

INTERSECTION & APPROACH		2023 No Action Control				2023 With Action Control				2023 With Action w/ Improvements Control				Mitigation Measures
		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
SIGNALIZED INTERSECTIONS														
Delancey St and Essex St														
Delancey St	EB	TR	0.94	32.9	C	TR	0.95	33.5	C					- Mitigation not required.
	WB	T	0.73	19.8	B	T	0.73	19.8	B					
		R	1.06	76.3	E	R	1.07	79.8	E					
Essex St	NB	LT	0.43	26.0	C	LT	0.44	26.2	C					
		R	0.72	40.2	D	R	0.73	41.0	D					
	SB	TR	0.82	36.5	D	TR	0.83	37.3	D					
	Overall Intersection	**-**	**0.96**	**32.0**	**C**	**-**	**0.97**	**32.6**	**C**					
Delancey St and Norfolk St														
Delancey Street	EB	T	0.99	33.0	C	T	1.00	33.6	C					- Mitigation not required.
	WB	TR	0.86	23.9	C	TR	0.87	24.0	C					
Norfolk Street	NB	LTR	0.46	21.6	C	LTR	0.48	22.0	C					
		R	0.41	20.8	C	R	0.43	21.0	C					
	Overall Intersection	**-**	**0.75**	**27.7**	**C**	**-**	**0.76**	**28.0**	**C**					
Delancey St and Suffolk St														
Delancey St	EB	TR	0.96	25.7	C	TR	0.97	26.7	C					- Mitigation not required.
	WB	T	0.71	18.7	B	T	0.71	18.8	B					
Suffolk St	SB	R	0.19	18.0	B	R	0.19	18.1	B					
	Overall Intersection	**-**	**0.60**	**22.6**	**C**	**-**	**0.61**	**23.2**	**C**					
Delancey St and Clinton St														
Delancey St	EB	T	1.04	49.3	D	T	1.04	50.0	D					- Mitigation not required.
		R	0.22	18.2	B	R	0.22	18.2	B					
	WB	T	1.05	87.0	F	T	1.05	88.3	F					
		R	1.03	91.3	F	R	1.03	91.3	F					
Clinton St	NB	R	1.01	56.9	E	R	1.01	57.6	E					
Delancey St Service Road	WB	R	0.68	64.4	E	R	0.68	64.4	E					
	Overall Intersection	**-**	**1.06**	**66.9**	**E**	**-**	**1.07**	**67.8**	**E**					
Broome St and Norfolk St														
Broome St	EB	L	0.83	35.5	D	L	0.92	51.5	D	L	0.88	41.2	D	- Modify signal timing. Shift 2 sec of green time from NB/SB
	WB	R	0.06	10.0	A	R	0.10	10.5	B	R	0.09	9.5	A	phase to EB/WB phase. [NB/SB green time shifts from 31 sec
Norfolk St	NB	T	0.42	24.8	C	T	0.44	25.2	C	T	0.47	27.3	C	to 29 sec; EB/WB green time shifts from 49 sec to 51 sec.]
	Overall Intersection	**-**	**0.67**	**30.0**	**C**	**-**	**0.74**	**38.2**	**D**	**-**	**0.73**	**33.7**	**C**	
Grand St and Clinton St														
Grand St	EB	TR	0.48	17.6	B	TR	0.54	18.9	B					- Unmitigatable impact
	WB	LT	0.39	15.6	B	LT	0.39	15.6	B					
		R	1.17	123.9	F	R	1.20	136.9	F					
Clinton St	NB	LTR	1.01	77.5	E	LTR	1.07	92.9	F					
	Overall Intersection	**-**	**1.16**	**64.9**	**E**	**-**	**1.20**	**73.1**	**E**					

(1) Control delay is measured in seconds per vehicle.
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
(3) Movement delay and overall delay cannot be calculated; exceeds the HCS software threshold.
Highlighting denotes a significantly impacted movement.

As shown in **Table 17-1**, one of the six study intersections would remain unmitigated during the weekday AM, midday, and Saturday midday peak hours, and two of the study intersections would remain unmitigated during the weekday PM peak hour. The following two intersections could not be mitigated during at least one peak hour:

- Delancey Street and Essex Street (weekday PM peak hour)
- Grand Street and Clinton Street (weekday AM, midday, PM and Saturday midday peak hours)

Delancey Street and Essex Street

Significant impacts at this intersection would occur during the weekday AM and PM peak hours. The significant impact during the weekday AM peak hour could be mitigated with signal timing modifications. Significant impacts during the weekday PM peak hour could not be mitigated.

Broome Street and Norfolk Street

Significant impacts at this intersection would occur during the weekday PM and Saturday midday peak hours and could be mitigated with signal timing modifications.

Grand Street and Clinton Street

Significant impacts at this intersection would occur during the weekday AM, midday, PM, and Saturday midday peak hours. These impacts would remain unmitigated during all peak hours analyzed.

Implementation

There is potential for additional impacts to be identified between Draft and Final of this Environmental Impact Statement (EIS), and if so, additional measures will be explored, where feasible, to further mitigate the identified impacts. The proposed mitigation measures are subject to review and approval by the NYCDOT, and if certain proposed mitigation measures are deemed infeasible by NYCDOT, alternatives will be analyzed. If no other alternative mitigation measures can be identified, those impact locations would be unmitigated and would therefore be considered unavoidable adverse impacts. See **Chapter 18**, "**Unavoidable Adverse Impacts**."

Pedestrians

As discussed in **Chapter 9**, "**Transportation**", the proposed project would result in significant impacts at one pedestrian element (crosswalk) during the weekday PM peak hour; no significant impacts are expected to occur during the weekday AM, midday, and Saturday midday peak hours. The significantly impacted crosswalk element and the traffic improvements identified to mitigate this impact are described below.

Broome Street and Norfolk Street

The north crosswalk at the intersection of Broome Street and Norfolk Street would be significantly impacted during the weekday PM peak hour. Impacts to the north crosswalk would be mitigated by restriping the north crosswalk from 14 feet to 15 feet in width, and by modifying the signal timing during the weekday PM peak hour.

Detailed pedestrian levels of services and mitigation measures identified are summarized in **Table 17-7**.

Table 17-7 Crosswalk Impact Mitigation Summary

Location		No Action		With Action		Mitigated With Action		Mitigation measures
		sf/p	LOS	sf/p	LOS	sf/p	LOS	
Weekday PM Peak Hour								
Broome Street and Norfolk Street	North Crosswalk	23.2	D	16.7	D	20.8	D	Widen crosswalk by 1 foot to 15 feet Shift four seconds of green time from the northbound phase to the eastbound/ westbound phase

17.4 Construction

Transportation

As discussed in **Chapter 15**, "**Construction**," three key intersections were analyzed for potentially significant traffic impacts during the peak construction traffic hours. During the AM construction peak hour, the westbound through movement at the intersection of Delancey Street and Clinton Street would be significantly impacted and could be mitigated with a one second shift in signal timing from the northbound Clinton Street phase to the westbound Williamsburg Bridge/northbound Clinton Street phase. During the PM construction peak hour, the northbound approach at the intersection of Grand Street and Clinton Street would be significantly impacted and could not be mitigated.

There is potential for additional impacts to be identified between Draft and Final of this EIS, and if so, additional measures will be explored, where feasible, to further mitigate the identified impacts. The proposed mitigation measures are subject to review and approval by the NYCDOT, and if certain proposed mitigation measures are deemed infeasible by NYCDOT, alternatives will be analyzed. If no other alternative mitigation measures can be identified, those impact locations would be unmitigated, and would therefore be considered unavoidable adverse impacts. See **Chapter 18**, "**Unavoidable Adverse Impacts**."

Noise

As discussed in **Chapter 15**, "**Construction**," construction at Projected Development Site 1 has the potential to result in a significant adverse construction-period noise impact because of the duration and magnitude of the projected construction-period noise levels. The

applicants are committed to implementing certain controls that exceed the noise control measures required by the New York City Noise Control Code, including the use of a 12-foot perimeter noise barrier. However, even with these measures, elevated construction-period noise levels are predicted to occur at the following locations: the north and east facades of the Hong Ning building, 384 Grand Street, and the podium portion of the 202 Broome Street building during excavation/foundation and superstructure phases of construction.

Additional measures, as feasible, to avoid potential significant adverse noise impacts will be identified between the Draft and Final EIS in consultation with DCP. If no feasible and practicable mitigation measures are identified, the significant adverse construction-period noise impact would remain unmitigated.