Chapter 19: Mitigation

A. INTRODUCTION

This chapter considers mitigation measures to address significant adverse impacts resulting from the Proposed Project. Potential impacts were identified in the areas of open space, transportation (traffic, transit, and pedestrians), and construction (transportation and noise). Potential mitigation measures for each of these technical areas are discussed below.

B. PRINCIPAL CONCLUSIONS

Based on the analysis provided in the preceding chapters, the Proposed Actions are anticipated to result in significant adverse impacts related to open space, transportation, and construction period transportation and noise. Mitigation measures to address the significant adverse impacts, where feasible and/or practical, are proposed below. The New York City Educational Construction Fund (ECF), as the lead agency, will coordinate with City agencies and further examine and refine these recommended mitigation measures between the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS). If no feasible and practicable mitigation can be identified, the impacts would remain unavoidable significant adverse impacts of the Proposed Actions.

C. OPEN SPACE

As detailed in Chapter 5, “Open Space,” the Proposed Actions would result in a significant adverse impact on open space. The residential population generated by the Proposed Actions would result in a 4.77 percent decrease in the total open space ratio and a 5.28 percent decrease in the active open space ratio. According to the *CEQR Technical Manual*, if a study area exhibits a low open space ratio, which occurs with the Proposed Actions, a reduction as small as 1 percent may be considered significant. As these decreases would exceed the *CEQR Technical Manual* quantitative thresholds indicating the potential for an impact related to total and active open space, and the study area would continue to be deficient in the amount of total and active open space available to residents, the Proposed Actions would result in a significant adverse indirect open space impact.

The *CEQR Technical Manual* identifies a range of potential mitigation measures for an open space impact, which may include, but are not limited to, creating new open space within the study area; funding improvements to existing open space, or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area. The Proposed Project would add approximately 0.48 acres (20,896 square feet) of publicly accessible passive open space throughout the Project Site, including areas adjacent to Golconda Playground, which is maintained by the New York City Department of Parks and Recreation (NYC Parks). Potential mitigation measures to address the significant adverse open space impact could include programming active open space features into the Proposed

Project's network of publicly accessible open space and/or funding improvements to adjacent Golconda Playground and potentially other nearby open spaces. ECF, as lead agency, 240 Nassau Street Holdings, LLC, and NYC Parks will explore potential mitigation measures to address the significant adverse open space impact between the DEIS and FEIS. If no feasible mitigation measures are identified, the significant adverse open space impact would be unmitigated and constitute an unavoidable adverse impact of the Proposed Actions.

D. TRANSPORTATION

As detailed in Chapter 11, "Transportation," the analysis of potential effects to transportation elements concludes that the Proposed Actions would result in significant adverse operational-period impacts to traffic, transit (subway station elements), and pedestrians. Potential measures to mitigate these impacts to the extent practicable are presented below.

TRAFFIC

As discussed in Chapter 11, "Transportation," traffic conditions were evaluated at 15 intersections for the 2033 With Action condition.

Significant adverse traffic impacts were identified at:

- Nine intersections in the weekday AM peak hour;
- Four intersections in the weekday midday peak hour;
- 11 intersections in the weekday PM peak hour; and
- Six intersections in the Saturday peak hour.

The 2033 With Action traffic mitigation analysis results are detailed below in **Table 19-1**.

Table 19-1
Summary of Traffic Mitigation Analysis Results

Analysis Peak Hour	With Action Condition		
	No. of Impacted Intersections	No. Fully Mitigated	No. Unmitigated
Weekday AM	9	3	6
Weekday Midday	4	3	1
Weekday PM	11	2	9
Saturday	6	4	2

Table 19-2 summarizes the significant adverse traffic impacts. Measures recommended to address these impacts are detailed in **Tables 19-3a through 19-3d**. Signal timing modifications were recommended where appropriate to fully mitigate projected impacts. These potential mitigation measures are subject to modification and approval of the New York City Department of Transportation (DOT) prior to implementation. If prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impacts would remain unmitigated. At certain intersections, where no mitigation measures can be identified to address projected impacts, or where mitigation measures identified could only partially mitigate impacts, those impacts would remain unmitigated.

Table 19-2
Significant Adverse Traffic Impacts

Intersection		Weekday			Saturday
North-South Roadway	East-West Roadway	AM	MD	PM	MD
Jay Street (west)	Sands Street	EB-TR		EB-TR WB-L NB-LTR	NB-LTR
Flatbush Avenue Extension	Tillary Street	EB-R WB-L WB-R NB-R	WB-L WB-R NB-R	WB-L WB-R NB-R	WB-TR WB-R NB-R
Flatbush Avenue Extension	Myrtle Avenue	EB-L WB-TR		EB-L EB-TR WB-L	WB-TR
Gold Street	Sands Street	NB-L NB-TR		NB-L NB-TR	
Gold Street	Nassau Street	WB-LTR SB-L		NB-TR SB-L	
Gold Street	Tillary Street	SB-LTR	SB-LTR	SB-LTR	SB-LTR
Navy Street	Sands Street	WB-LTR NB-L NB-TR	NB-L	WB-LTR NB-L	NB-L
Navy Street	Nassau Street/Flushing Avenue	EB-LTR WB-LT SB-L	SB-L	EB-LTR WB-LT SB-L	SB-L
Navy Street	Tillary Street/Park Avenue (North)			WB-LT	
Navy Street	Tillary Street/Park Avenue (South)			SB-L	
Navy Street/Ashland Place	Myrtle Avenue	NB-TR		NB-TR	
Total No. of Impacted Intersections/ Lane Groups		**AM**	**MD**	**PM**	**Saturday MD**
		9/19	4/6	11/22	6/8
		Totals During Any Analysis Peak Hour			11/27

Notes:
MD = Midday; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound;
L = Left-turn; T = Through; R = Right Turn

Table 19-3a
Recommended Traffic Mitigation Measures
Weekday AM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 22 s NB: Green = 33 s NB R: Green = 19 s	Shift 2 seconds of green time from the NB R phase to the EB/WB phase	EB/WB: Green = 24 s NB: Green = 33 s NB R: Green = 17 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the SB phase to the EB/WB phase	NB/SB T/SB R: Green = 57 s EB/WB: Green = 31 s SB: Green = 10 s LPI: Green = 7 s
Gold Street and Sands Street	EB/WB: Green = 46 s NB/SB: Green = 27 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Nassau Street	WB: Green = 40 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Tillary Street	EB/WB: Green = 60 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 7 s	Shift 1 second of green time from the EB/WB phase to the SB phase	EB/WB: Green = 59 s EB: Green = 7 s SB: Green = 32 s LPI: Green = 7 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 33 s NB/SB T/SB R: Green = 26 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the NB/SB T/SB R phase to the WB R/NB L/SB L phase and shift 1 second of green time from the NB/SB T/SB R phase to the EB/WB phase	EB/WB: Green = 34 s NB/SB T/SB R: Green = 24 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Navy Street/Ashland Place and Myrtle Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 19 s SB: Green = 12 s LPI: Green = 7 s	Shift 1 second of green time from the SB phase to the NB/SBT/SB R phase	EB/WB: Green = 37 s NB/SB T/SB R: Green = 20 s SB: Green = 11 s LPI: Green = 7 s

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval
*The mitigation measures proposed would partially mitigate the intersection.

Table 19-3b
Recommended Traffic Mitigation Measures
Weekday Midday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Flatbush Avenue and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Gold Street and Tillary Street	EB/WB: Green = 58 s EB: Green = 7 s SB: Green = 30 s LPI: Green = 10 s	Shift 1 second of green time from the EB/WB phase to the SB phase	EB/WB: Green = 57 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 10 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Shift 3 seconds of green time from the EB/WB phase to the NB/SB phase	EB/WB: Green = 30 s LPI: Green = 7 s NB/SB: Green = 36 s LPI: Green = 7 s
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Shift 1 second of green time from the EB/WB phase to the WB R/NB L/SB L phase	EB/WB: Green = 36 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval

Table 19-3c
Recommended Traffic Mitigation Measures
Weekday PM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 17 s NB: Green = 40 s NB R: Green = 17 s	Unmitigated* Shift 3 seconds of green time from the NB R phase to the EB/WB phase and shift 1 second of green time from the NB R phase to the NB phase	EB/WB: Green = 20 s NB: Green = 41 s NB R: Green = 13 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Shift 2 seconds of green time from the NB/SB T/SB R phase to the EB/WB phase	NB/SB T/SB R: Green = 55 s EB/WB: Green = 32 s SB: Green = 11 s LPI: Green = 7 s
Gold Street and Sands Street	EB/WB: Green = 46 s NB/SB: Green = 27 s LPI: Green = 7 s	Unmitigated	N/A
Gold Street and Nassau Street	WB: Green = 40 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated* Shift 1 second from the WB phase to the NB/SB phase	WB: Green = 39 s NB/SB: Green = 34 s LPI: Green = 7 s
Gold Street and Tillary Street	EB/WB: Green = 60 s EB: Green = 7 s SB: Green = 31 s LPI: Green = 7 s	Shift 4 seconds of green time from the EB/WB phase to the SB phase	EB/WB: Green = 56 s EB: Green = 7 s SB: Green = 35 s LPI: Green = 7 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 33 s NB/SB T/SB R: Green = 26 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Unmitigated* Shift 1 second of green time from the NB/SB T/SB R phase to the WB R/NB L/SB L phase and shift 2 seconds of green time from the NB/SB T/SB R phase to the EB/WB phase	EB/WB: Green = 35 s NB/SB T/SB R: Green = 23 s WB R/NB L/SB L: Green = 10 s LPI: Green = 7 s
Navy Street and Tillary Street/Park Avenue (North)	WB: Green = 40 s NB/SB: Green = 30 s LPI: Green = 10 s	Unmitigated	N/A
Navy Street and Tillary Street/Park Avenue (South)	EB: Green = 40 s NB/SB: Green = 30 s LPI: Green = 10 s	Unmitigated	N/A
Navy Street/Ashland Place and Myrtle Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 19 s SB: Green = 12 s LPI: Green = 7 s	Unmitigated	N/A

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval
*The mitigation measures proposed would partially mitigate the intersection.

Table 19-3d
Recommended Traffic Mitigation Measures
Saturday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Jay Street (West) and Sands Street	EB/WB: Green = 22 s NB: Green = 33 s NB R: Green = 19 s	Shift 1 second of green time from the NB R phase to the NB phase	EB/WB: Green = 22 s NB: Green = 34 s NB R: Green = 18 s
Flatbush Avenue Extension and Tillary Street	EB/WB: Green = 34 s NB/WB R: Green = 13 s NB T/NB R/SB: Green = 34 s EB L/WB L/SB R: Green = 17 s	Unmitigated	N/A
Flatbush Avenue Extension and Myrtle Avenue	NB/SB T/SB R: Green = 57 s EB/WB: Green = 30 s SB: Green = 11 s LPI: Green = 7 s	Shift 1 second of green time from the NB/SB T/SB R phase to the EB/WB phase	NB/SB T/SB R: Green = 56 s EB/WB: Green = 31 s SB: Green = 11 s LPI: Green = 7 s
Gold Street and Tillary Street	EB/WB: Green = 58 s EB: Green = 7 s SB: Green = 30 s LPI: Green = 10 s	Shift 4 seconds of green time from the EB/WB phase to the SB phase	EB/WB: Green = 54 s EB: Green = 7 s SB: Green = 34 s LPI: Green = 10 s
Navy Street and Sands Street	EB/WB: Green = 33 s LPI: Green = 7 s NB/SB: Green = 33 s LPI: Green = 7 s	Unmitigated	N/A
Navy Street and Nassau Street/Flushing Avenue	EB/WB: Green = 37 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 9 s LPI: Green = 7 s	Shift 2 seconds of green time from the EB/WB phase to the WB R/NB L/SB L phase	EB/WB: Green = 35 s NB/SB T/SB R: Green = 22 s WB R/NB L/SB L: Green = 11 s LPI: Green = 7 s

Notes:
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Leading Pedestrian Interval

As shown in **Table 19-4**, the following impacts identified would be unmitigated:

- Six intersections in the weekday AM peak hour;
- One intersection in the weekday midday peak hour;
- Nine intersections in the weekday PM peak hour; and
- Two intersections in the Saturday peak hour.

Detailed comparisons of the levels-of-service (LOS), volume-to-capacity (v/c) ratios, and lane group delays for the impacted intersections under the No Action, With Action, and Mitigation conditions for each analysis peak hour are presented in **Appendix H**.

Table 19-4
Intersections with Unmitigated Traffic Impacts

Intersection		Analysis Peak Hour			
		Weekday			
North-South Roadway	East-West Roadway	AM	MD	PM	Saturday
Jay Street (West)	Sands Street			X	
Flatbush Avenue Extension	Tillary Street	X	X	X	X
Flatbush Avenue Extension	Myrtle Avenue	X			
Gold Street	Sands Street	X		X	
Gold Street	Nassau Street	X		X	
Navy Street	Sands Street	X		X	X
Navy Street	Nassau Street/Flushing Avenue	X		X	
Navy Street	Tillary Street/Park Avenue (North)			X	
Navy Street	Tillary Street/Park Avenue (South)			X	
Navy Street/Ashland Place	Myrtle Avenue			X	

Notes:
MD = Midday; "X" = impacts at the intersection would be unmitigated in the corresponding peak hour.

EFFECTS OF TRAFFIC MITIGATION ON PEDESTRIAN OPERATIONS

Intersection operations would generally improve or remain unchanged with the implementation of the recommended traffic mitigation measures, such as signal timing shifts. None of the traffic mitigation measures were found to result in additional significant adverse pedestrian impacts that warrant additional pedestrian mitigation measures.

TRANSIT

As discussed in Chapter 11, "Transportation," the Proposed Actions are not expected to result in significant adverse subway line-haul impacts to the F subway line. However, significant adverse impacts to some vertical circulation elements at the York Street subway station may potentially occur.

SUBWAY STATION OPERATIONS

In the With Action condition, project-generated subway trips would result in significant adverse impacts for street-level stairs and platform stairs at the York Street station, as summarized in **Table 19-5**. Possible measures to mitigate potential transit impacts will be evaluated between DEIS and FEIS in coordination with New York City Transit (NYCT). If no feasible mitigation measures are identified between DEIS and FEIS, these projected stairway impacts in the weekday PM peak hour would be unmitigated.

Table 19-5
With Action Condition—
Summary of Significant Adverse Subway Station Impacts
York Street Station

Analysis Element		Weekday AM	Weekday PM
Stairways	S1/S2		X
	P1/P2		X

PEDESTRIANS

As discussed in Chapter 11, "Transportation," detailed analyses of pedestrian conditions were prepared for study areas consisting of 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks.

Significant adverse pedestrian impacts were identified at:

- Seven sidewalks, zero corners, and five crosswalks in the weekday AM peak hour;
- Four sidewalks, zero corners, and zero crosswalks in the weekday midday peak hour;
- Eight sidewalks, two corners, and six crosswalks in the weekday PM peak hour; and
- Four sidewalks, zero corners, and zero crosswalks in the Saturday peak hour.

As summarized in **Table 19-7**, the majority of the crosswalk impacts identified for the Proposed Project were determined to be fully mitigated in the weekday AM and PM peak hours, and all corner impacts identified for the Proposed Project were determined to fully mitigated in the weekday PM peak hour, while all of the sidewalk impacts identified in all peak hours were determined to be unmitigated. Readily implementable mitigation measures for sidewalk impacts typically consist of removing temporary or moveable obstructions. However, all unmitigated sidewalk impacts were due to unmovable objects such as trees, food carts, road signs, utility poles, New York City Police Department (NYPD) parked vehicles, walls, and buildings and the opposing distance to street curbs, which are not readily moveable. Readily implementable mitigation measures for crosswalk impacts typically consist of modifying signal timings to add capacity to the crosswalk for pedestrians, shortening the crossing length, or widening the crosswalk to add area to the crosswalk for additional pedestrian capacity. However, at unmitigated locations, existing geometric or signal timing constraints would not allow for implementation of readily implementable crosswalk mitigation measures. The pedestrian mitigation analysis results for the Proposed Project are detailed below.

Table 19-7
Summary of Pedestrian Mitigation Analysis Results

Analysis Peak Hour	Sidewalks			Corners			Crosswalks		
	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated	No. of Impacted Elements	No. Fully Mitigated	No. Unmitigated
Weekday AM	7	0	7	0	0	0	5	4	1
Weekday Midday	4	0	4	0	0	0	0	0	0
Weekday PM	8	0	8	2	2	0	6	4	2
Saturday	4	0	4	0	0	0	0	0	0

Notes: In total, 45 sidewalk segments, 42 corner reservoirs, and 28 crosswalks were included in the pedestrian study area for analysis for the Proposed Project.

Table 19-8 itemizes the mitigation measures recommended to address the identified impacts under the Proposed Project. Signal timing modifications were recommended to fully mitigate impacts where appropriate. With the implementation of these measures, which are subject to modification and approval of DOT prior to implementation, most of the significant adverse pedestrian crosswalk and corner impacts identified could be fully mitigated, while all of the significant adverse pedestrian sidewalk impacts could not be fully mitigated. Implementation of the proposed mitigation measures is subject to review and approval by DOT. If prior to implementation, DOT determines that an identified mitigation measure is infeasible, and no alternative and equivalent mitigation measure is identified, then the impacts would remain unmitigated. Detailed comparisons of the LOS and square feet per pedestrian (SFP) for the impacted pedestrian elements under the 2033 No Action, With Action, and Mitigation conditions are presented in **Appendix H**.

Table 19-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Weekday AM Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	None	Unmitigated

Table 19-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Gold Street and Concord Street	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
	West sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Gold Street and Tillary Street (Eastbound)	East sidewalk along Gold Street between Tillary Street and Johnson Street	None	Unmitigated
Crosswalk			
Flatbush Avenue Extension and Tillary Street	North Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
	South Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Sands Street	West Crosswalk	Shift 1 second from FDW to Walk for East and West Crosswalks	Unmitigated*
Gold Street and Tillary Street (Westbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Eastbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Weekday Midday Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street	None	Unmitigated
	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Weekday PM Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated

Table 19-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Nassau Street	West sidewalk along Gold Street between Nassau Street and Concord Street	None	Unmitigated
Gold Street and Concord Street	North sidewalk along Concord Street between Gold Street and Prince Street	None	Unmitigated
	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
	West sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated
Gold Street and Tillary Street (Eastbound)	East sidewalk along Gold Street between Tillary Street and Johnson Street	None	Unmitigated
Corner			
Gold Street and Sands Street	Southwest Corner	Shift 1 second FDW to Walk for East and West Crosswalks (Crosswalk Mitigation); Shift 2 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Westbound)	Northeast Corner	Shift 4 seconds of green time from the Eastbound/Westbound phase to the Southbound phase (Traffic Mitigation)	Fully Mitigated
Crosswalk			
Flatbush Avenue Extension and Tillary Street	South Crosswalk	Shift 5 seconds from FDW to Walk for North and South Crosswalks	Fully Mitigated
Gold Street and Sands Street	West Crosswalk	Shift 1 second from FDW to Walk for East and West Crosswalks	Unmitigated*
Gold Street and Concord Street	East Crosswalk	None	Unmitigated
Gold Street and Tillary Street (Westbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
	West Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated
Gold Street and Tillary Street (Eastbound)	East Crosswalk	Shift 8 seconds from FDW to Walk for East and West Crosswalks	Fully Mitigated

Table 19-8
Recommended Pedestrian Mitigation Measures

Intersection	Element	Recommended Mitigation Measures	Mitigation Effectiveness
Saturday Peak Hour			
Sidewalk			
Jay Street and York Street	East sidewalk along Jay Street between York Street and York Street Subway Station	None	Unmitigated
Bridge Street and York Street	South sidewalk along York Street between Jay Street and Bridge Street	None	Unmitigated
Gold Street and Sands Street	West sidewalk along Gold Street between Sands Street and Nassau Street	None	Unmitigated
Gold Street and Concord Street	East sidewalk along Gold Street between Concord Street and Tillary Street	None	Unmitigated

Note:
*The mitigation measures proposed would partially mitigate the impact.
FDW = "Flashing Don't Walk" signage

EFFECTS OF PEDESTRIAN MITIGATION ON TRAFFIC OPERATIONS

Since the recommended pedestrian mitigation measures involve shifts of signal timing from 'flashing don't-walk' (FDW) to 'walk' phases, they would not have any effect on traffic operations. Therefore, these pedestrian mitigation measures were determined to not result in any new significant adverse traffic impacts.

E. CONSTRUCTION

TRANSPORTATION

As described in Chapter 17, "Construction," there would be significant adverse traffic and pedestrian impacts during construction. However, the anticipated traffic and pedestrian impacts would be within the envelope of those identified in Chapter 11, "Transportation," and the corresponding mitigation measures identified above in Section C, "Transportation" to mitigate the projected traffic and pedestrian impacts to the extent practicable would be used to address temporary traffic and pedestrian impacts during the second construction sequence.

NOISE

Chapter 17, "Construction," identifies the potential for construction under the Proposed Actions to result in significant adverse construction noise impacts at three receptors near or on the Project Site as shown in Figure 17-2, i.e., the fifth floor of the south façade of the New

York City Housing Authority (NYCHA) Farragut Houses Building 1 along Nassau Street, the easternmost portion of the south façade and southernmost portion of the east façade of the future Building 1 on the Project Site, and the south façade, the southernmost portion of the western façade, and the southernmost portion of the eastern façade of the future Building 2 on the Project Site. At these receptors, construction would produce noise level increases that would be noticeable and potentially intrusive during the most noise-intensive nearby construction activities; however, the predicted maximum levels would not persist throughout construction, and the noise levels would fluctuate over the course of the construction period. While the greatest levels of construction noise would not persist throughout construction, these receptors would experience construction noise levels whose magnitude and duration could constitute significant adverse impacts.

Construction would, however, comply with New York City Noise Control Code regulations. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the New York City Noise Control Code. These measures would include a variety of source and path controls and would include the use of site-perimeter noise barriers at least 12 feet in height and cantilevered towards the work areas during construction of the proposed Buildings 1 and 2, which would be considered beyond the requirements of New York City regulations. The results of the construction noise analysis presented in Chapter 17, "Construction," assume that each of the measures would be implemented.

Mitigation measures to control noise could also be offered during construction of the Proposed Project at the receptors predicted to experience impacts; these are shown in **Table 19-9**.

Table 19-9
Significant Adverse Construction Noise Impact Locations

Receptors	Address	Land Use	Façade(s)
13, 15, 16 (floor 5 only)	Farragut Houses Building 1 – 237 Nassau Street	Residential	South (construction-facing)
80, 81	Future Building 1	Residential, Community Facility, and Cultural	South, southern half of West
86-89 and 93	Future Building 2	School	South, southern half of East and West

As partial mitigation for the predicted temporary construction noise impacts, the co-Applicants would offer compensation for provision of storm windows for façades that do not already have insulated glass windows and/or window air conditioning unit on fifth floor residences on impacted façades of the Farragut Houses Building 1 that do not already have alternative means of ventilation. These mitigation measures could be implemented prior to the start of construction. Building façades with insulated glass windows or storm windows and alternative ventilation would provide sound attenuation such that even during warm weather conditions, interior noise levels would be approximately 25 to 31 dBA less than exterior noise levels. However, the impacted facades of future Buildings 1 and 2 would result in interior noise levels up to 55 dBA L_{10}, which is up to 10 dBA greater than the level considered acceptable according to *CEQR Technical Manual* noise exposure guidelines. Consequently, the temporary significant adverse noise impacts predicted to occur at the above-mentioned receptors would be only partially mitigated and thus unavoidable as discussed in Chapter 21, "Unavoidable Adverse Impacts." ✷