WEST HARLEM REZONING EIS
CHAPTER 18: MITIGATION

A. INTRODUCTION

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

Measures to further mitigate adverse impacts may be refined and evaluated between the Draft Environmental Impact Statement (DEIS) and Final EIS (FEIS). Therefore, the FEIS may include more complete information and commitments on all practicable mitigation measures to be implemented with the proposed projects.

B. PRINCIPAL CONCLUSIONS

Historic and Cultural Resources

The Proposed Action could result in significant adverse impacts due to potential partial or complete demolition of one eligible resource on projected development sites 14 and 40 (the former Bernheimer & Schwartz Pilsener Brewing Company complex), which is calendared for consideration by LPC for designation as a landmark, but has not been designated to date. This impact cannot be completely eliminated, and it would therefore constitute an unavoidable significant adverse impact on this historic resource as a result of the Proposed Action.

Shadows

The Proposed Action would result in a significant shadows impact cast from projected development site 40 onto St. Mary's Episcopal Protestant Church. A potential mitigation measure for the identified impact on this resource may include the use of artificial lighting to simulate the sunlit conditions. This and other feasible and practicable mitigation measures for this potential significant adverse impact will be explored between the Draft and Final EIS. Absent the identification and implementation of feasible and practicable measures, the Proposed Action could have an unmitigated significant adverse shadows impact on St. Mary's Protestant Episcopal Church.

Transportation

The traffic impact analysis indicates that the potential for impacts exists at five intersections, but that different subsets of these five intersections would be impacted depending on the analysis period, as shown below:

Weekday AM Peak Hour

- West 125th Street and Amsterdam Avenue – southbound through-right movement;
- West 126th Street and Amsterdam Avenue – westbound through-right movement;

- West 126th Street and Morningside Avenue – westbound approach; and
- West 127th Street and Morningside/Convent Avenues – westbound approach.

Weekday Midday Peak Hour

- West 126th Street and Morningside Avenue – westbound approach; and
- West 127th Street and Morningside/Convent Avenues – westbound approach.

Weekday PM Peak Hour

- West 125th Street and St. Nicholas Avenue – northbound through movement;
- West 126th Street and Amsterdam Avenue – westbound through-right movement;
- West 126th Street and Morningside Avenue – westbound approach; and
- West 127th Street and Morningside/Convent Avenues – westbound approach.

Saturday Midday Peak Hour

- West 125th Street and St. Nicholas Avenue – northbound and southbound left-through movements;
- West 126th Street and Morningside Avenue – westbound approach.

All of these impacts could be fully mitigated through a combination of standard signal timing changes and changes to curbside parking regulations without any additional significant adverse impacts to pedestrian or parking conditions.

Construction

Historic and Cultural Resources

Inadvertent construction-related damage could potentially occur to four eligible resources as a result of the Proposed Action. The four eligible resources include: the residences at 2-14 Convent Avenue (S/NR-eligible), as a result of construction on projected development site 15; the S/NR-eligible St. Joseph's Roman Catholic Church complex, as a result of construction on projected development site 19 and part of projected development site 18; the LPC-eligible Engine Co. 23 building, as a result of construction on potential development site 30; and the LPC-eligible Upper Riverside Drive historic district, as a result of construction on potential development site 56 and projected development site 5. If these eligible resources are designated in the future prior to the initiation of construction, TPPN 10/88 would apply and indirect significant adverse impacts resulting from construction would be avoided. Should they remain undesignated however, the additional protective measures of TPPN 10/88 would not apply, and significant adverse construction-related impacts would not be mitigated.

Traffic

It is likely that some or all of the five intersections impacted under the Proposed Action in 2021 (as described above) would also potentially be impacted in the 2016 construction analysis year. Section E below provides a description of the mitigation measures required to address potential significant adverse traffic impacts in proximity to the West 126th/West 128th Street Cluster with full build-out of the Proposed Action in 2021. It is anticipated that implementation of these measures in 2016 would also be effective at

fully mitigating potential impacts from the combination of construction and operational traffic generated at the West 126th/West 128th Street Cluster in that interim year.

C. HISTORIC AND CULTURAL RESOURCES

The Proposed Action could result in significant adverse impacts due to potential partial or complete demolition of one eligible resource on projected development sites 14 and 40 (the former Bernheimer & Schwartz Pilsener Brewing Company complex), which is calendared for consideration and has been heard by LPC for designation as a landmark, but has not been designated to date. As the RWCDS for the Proposed Action anticipates that the existing structures on sites 14 and 40 would be demolished, either partially or entirely, as a consequence of the Proposed Action, this would result in a significant adverse direct impact to this LPC- and S/NR-eligible resource.

Mitigation measures that could minimize or reduce this impact may include photographically documenting the eligible structures in accordance with HABS level II, as per National Park Service standards. The scope of work for documentation would be submitted to OPRHP and LPC for approval prior to any demolition. Two copies of the completed documentation would be submitted to OPRHP, one of which would be for archival storage in the New York State Archives and the other for retention in OPRHP files, and a third copy of the documentation would also be provided to the Museum of the City of New York. A fourth copy would be submitted to LPC, and, in addition, an online digital archive would be produced and transmitted to the New York Public Library for permanent inclusion in its database. Further, an interpretive exhibit could be produced within the lobby of new construction, using the completed HABS documentation as a starting point. The exhibit design would be submitted to OPRHP and LPC for review and approval prior to execution and installation. With implementation of HABS documentation measure, and the related measure to create an interpretive exhibit, the identified significant adverse direct impact to historic architectural resources would be partially mitigated. In order to adopt these measures in the absence of a site-specific approval, such as a Special Permit with accompanying restrictive declaration, a mechanism would have to be developed to ensure implementation and compliance.

In addition, LPC could elect to conduct a hearing and designate the structures, either in whole or in part, as landmark buildings. Should the Department of Buildings issue a notice of pending demolition to LPC during that time, LPC then has 40 days to decide to designate. During this period, the owners of the property may work with LPC to modify their plans to make them appropriate. In the event that landmark designation was approved by the City Council, LPC approval would be required for any alteration or demolition of the designated structures. As the potential for use and results of any designation process cannot be predicted with certainty, the availability of designation is considered herein as a partial mitigation only.

Accordingly, as the potential for this impact would not be completely eliminated it would constitute an unavoidable significant adverse impact on this historic resource as a result of the Proposed Action (refer to Chapter 21, “Unavoidable Adverse Impacts”).

D. SHADOWS

As discussed in Chapter 6, “Shadows,” the Proposed Action would result in a significant shadows impact on St. Mary’s Episcopal Protestant Church. Incremental shadows cast by the projected and potential development identified in the RWCDS would be cast on stained glass features on the western façade of this resource on one of the four analysis periods, for a duration of approximately 1 hour and 33 minutes.

Analysis of an alternative which would eliminate or reduce the impacts of the Proposed Action are provided in the Alternatives chapter. The conclusion of the Alternatives chapter is that there are no alternatives which would eliminate or substantially reduce this shadow impacts while meeting the goals and objectives of the Proposed Action.

A potential mitigation measure for the identified impact on this resource may include the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of this resource. This and other feasible and practicable mitigation measures for this potential significant adverse impact will be explored by the lead agency in consultation with the LPC between the Draft and Final EIS. Absent the identification and implementation of such feasible and practicable measures, the Proposed Action could have an unmitigated significant adverse shadows impact on St. Mary's Protestant Episcopal Church.

E. TRANSPORTATION

As discussed in Chapter 11, "Transportation," Reasonable Worst Case Development Scenario 3 was determined to be the overall worst-case development scenario for the study of potential transportation-related impacts. The analyses identified the potential for significant adverse traffic impacts, while impacts to area transit (subway and bus) facilities and services, pedestrian elements and parking are not anticipated. Where traffic impacts were identified, measures that could be implemented to mitigate these impacts are discussed below.

Traffic

The traffic impact analysis indicates that there would be the potential for significant adverse impacts at four intersections each in the weekday AM and PM peak hours and two intersections each in the weekday midday and Saturday midday peak hours. Table 18-1 summarizes the recommended mitigation measures to address these impacts, which are subject to review and approval by NYCDOT. As shown in Table 18-1, these measures consist of standard signal timing changes and parking regulation modifications, which are considered low-cost, readily implementable measures as per Table 16-18 in the *CEQR Technical Manual*, and conform to the guidance in NYCDOT's 2009 *Street Design Manual.*

Table 18-2 compares the v/c ratios, delays and levels of service with implementation of these measures to both the No-Action and With-Action conditions. Under *CEQR Technical Manual* criteria, a significant adverse traffic impact is considered fully mitigated when the resulting level of service (LOS) degradation under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant following the impact criteria described in Section F in Chapter 11, "Transportation." Under these criteria, if a lane group under the Action-with-Mitigation condition is within LOS A, B or C, or marginally acceptable LOS D (average control delay less than or equal to 45.0 seconds/vehicle for signalized intersections and 30.0 seconds/vehicle for unsignalized intersections), the impact has been mitigated. If the lane group is projected to operate at worse than mid-LOS D (i.e., delay greater than 45 seconds/vehicle at signalized intersections or 30 seconds/vehicle at unsignalized intersections) or at LOS E or F under the Action-With-Mitigation condition, then the impact is considered mitigated when:

- The lane group would operate at LOS D under the No-Action condition and would experience an increase of less than five seconds of delay under the Action-With-Mitigation condition;
- The lane group would operate at LOS E under the No-Action condition and would experience an increase in projected delay of less than four seconds; and
- The lane group would operate at LOS F under the No-Action condition and would experience an increase in projected delay of less than three seconds.

As shown in Table 18-2, with implementation of the recommended mitigation measures, all of the significant adverse traffic impacts would be fully mitigated. Each of the recommended mitigation measures and their effects on traffic conditions are discussed below.

West 125th Street at Amsterdam Avenue

The significant adverse impact to the southbound through-right movement in the AM peak hour could be fully mitigated by shifting two seconds of green time from the northbound/southbound left-turn phase to the northbound/southbound phase in the AM peak period.

As discussed in Chapter 11, "Transportation," in the No-Action condition, eastbound and westbound left-turns at this intersection would be eliminated (with the exception of buses) as traffic mitigation for the 125th Street Corridor and Related Actions project. It was therefore assumed that in the No-Action condition the signal timing plan at the West 125th Street and Amsterdam Avenue intersection would be optimized through the elimination of the eastbound/westbound left-turn signal phase and the reallocation of green time to the remaining three phases. If the signal timing plan for this intersection were not optimized in the No-Action condition, there would potentially be additional significant adverse impacts at this intersection that could not be as readily mitigated.

Table 18-1
Recommended Traffic Mitigation Measures

Intersection	Approach (1)	No-Action Signal Timing (seconds) (2)	Proposed Signal Timing (seconds) (2)				Recommended Mitigation
		All Times	AM	MD	PM	SAT MD	
W.125th Street @ Amsterdam Ave (3)	EB/WB NB/SB NB-L/SB-L	33 40 17	33 42 15	33 40 17	33 40 17	33 40 17	Shift 2 seconds of green time from the NB-L/SB-L phase to the NB/SB phase in the AM.
W.125th Street @ St. Nicholas Ave	EB/WB NB/SB	50 40	50 40	50 40	49 41	49 41	Shift 1 second of green time from the EB/WB phase to the NB/SB phase in the PM and Saturday MD.
W.126th Street @ Amsterdam Ave	WB NB/SB	40 50	42 48	40 50	40 50	40 50	Shift 2 seconds of green time from the NB/SB phase to the WB phase in the AM; install no standing 4PM-7PM, Monday-Friday regulation for 100' along south curb on W.126th Street approach.
W.126th Street @ Morningside Ave	WB NB/SB	31 59	34 56	34 56	34 56	33 57	Shift 3 seconds of green time from the NB/SB phase to the WB phase in the AM, MD and PM, and 2 seconds in the Saturday MD.
W.127th Street @ Morningside/Convent Aves	WB NB/SB	31 59	34 56	34 56	34 56	31 59	Shift 3 seconds of green time from the NB/SB phase to the WB phase in the AM, MD and PM.

Notes:
(1) EB – eastbound, WB – westbound, NB – northbound, SB – southbound, NB-L – northbound left-turn, SB-L – southbound left-turn.
(2) Signal timings shown are total seconds of green plus yellow and all-red.
(3) Assumes elimination of exclusive EB/WB left-turn phase in all analyzed peak hours in the No-Action condition in conjunction with the implementation of turn prohibitions as mitigation for the 125th Street Corridor and Related Actions project.

Table 18-2
Action-with-Mitigation Level of Service Analysis

		AM PEAK HOUR									
		NO-ACTION			WITH-ACTION				ACTION-WITH-MITIGATION		
INTERSECTION	LANE GROUP	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS		V/C Ratio	Delay (seconds)	LOS
West 125th Street (E-W) @	EB-L	0.11	25.0	C	0.11	25.0	C		0.11	25.0	C
Amsterdam Ave (N-S)	EB-TR	0.88	43.9	D	0.91	47.5	D		0.91	47.5	D
	WB-L	0.11	25.0	C	0.11	25.0	C		0.11	25.0	C
	WB-T	0.72	32.7	C	0.72	32.7	C		0.72	32.7	C
	WB-R	0.39	28.9	C	0.39	28.9	C		0.39	28.9	C
	NB-L	0.35	23.7	C	0.36	25.0	C		0.37	24.5	C
	NB-TR	0.75	29.4	C	0.76	30.3	C		0.72	27.0	C
	SB-L	0.60	27.5	C	0.68	31.4	C		0.70	32.4	C
	SB-TR	1.10	100.5	F	1.15	117.0	F	+	1.09	92.3	F
West 126th Street (W) @	WB -L	0.47	25.2	C	0.60	30.2	C		0.57	27.0	C
Amsterdam Ave (N-S)	WB-TR	0.87	44.7	D	0.95	57.8	E	+	0.90	46.6	D
	NB-LT	0.45	15.9	B	0.46	16.0	B		0.48	17.6	B
	SB-TR	0.53	17.0	B	0.55	17.3	B		0.57	19.0	B
West 126th Street (W) @	WB-LTR	1.05	92.2	F	1.19	142.2	F	+	1.06	91.2	F
Morningside Ave (N-S)	NB-L	0.12	8.3	A	0.26	10.2	B		0.28	12.1	B
	NB-T	0.24	9.1	A	0.24	9.1	A		0.26	10.7	B
	SB-TR	0.47	12.1	B	0.53	13.2	B		0.56	15.6	B
West 127th Street (W) @	WB-LTR	1.09	105.0	F	1.26	169.9	F	+	1.10	106.7	F
Morningside/Convent Ave (N-S)	NB-LT	0.29	9.6	A	0.30	9.8	A		0.32	11.4	A
	SB-TR	0.32	9.9	A	0.35	10.3	B		0.37	12.0	A

		MIDDAY PEAK HOUR									
		NO-ACTION			WITH-ACTION				ACTION-WITH-MITIGATION		
INTERSECTION	LANE GROUP	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS		V/C Ratio	Delay (seconds)	LOS
West 126th Street (W) @	WB-LTR	0.83	48.2	D	0.98	73.4	E	+	0.87	49.4	D
Morningside Ave (N-S)	NB-L	0.12	8.3	A	0.18	9.0	A		0.19	10.6	B
	NB-T	0.19	8.6	A	0.20	8.7	A		0.21	10.2	B
	SB-TR	0.32	10.0	A	0.34	10.3	B		0.36	12.1	B
West 127th Street (W) @	WB-LTR	0.80	47.7	D	0.98	78.2	E	+	0.86	52.5	D
Morningside/Convent Ave (N-S)	NB-LT	0.26	9.4	A	0.32	10.0	B		0.34	11.7	B
	SB-TR	0.20	8.7	A	0.22	8.9	A		0.23	10.5	B

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, Dfl-Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume to capacity ratio
LOS - level of service
+ - denotes an impacted movement

Table 18-2 (continued)
Action-with-Mitigation Level of Service Analysis

		PM PEAK HOUR									
		NO-ACTION			WITH-ACTION				ACTION-WITH-MITIGATION		
INTERSECTION	LANE GROUP	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS		V/C Ratio	Delay (seconds)	LOS
West 125th Street (E-W) @	EB-TR	0.59	18.3	B	0.65	19.5	B		0.66	20.6	C
St. Nicholas Ave (N-S)	WB-TR	0.64	19.5	B	0.65	19.5	B		0.66	20.6	C
	NB-T	1.13	107.7	F	1.16	116.2	F	+	1.13	103.6	F
	NB-R	0.25	20.8	C	0.25	20.7	C		0.25	19.9	B
	SB-T	0.76	33.1	C	0.78	33.9	C		0.75	31.8	C
	SB-R	0.33	22.2	C	0.33	22.3	C		0.32	21.3	C
West 126th Street (W) @	WB-L	0.48	25.4	C	0.75	38.4	D		0.63	30.0	C
Amsterdam Ave (N-S)	WB-TR	0.95	57.8	E	1.15	117.5	F	+	0.98	60.1	E
	NB-LT	0.60	18.2	B	0.61	18.5	B		0.61	18.5	B
	SB-TR	0.40	15.0	B	0.42	15.3	B		0.42	15.3	B
West 126th Street (W) @	WB-LTR	1.24	158.5	F	1.38	217.5	F	+	1.22	147.7	F
Morningside Ave (N-S)	NB-L	0.18	9.0	A	0.25	10.0	B		0.27	11.9	B
	NB-T	0.41	11.0	B	0.42	11.2	B		0.44	13.1	B
	SB-TR	0.40	11.0	B	0.43	11.5	B		0.46	13.5	B
West 127th Street (W) @	WB-LTR	1.15	126.8	F	1.30	189.9	F	+	1.15	125.3	F
Morningside/Convent Ave (N-S)	NB-LT	0.51	12.8	B	0.57	14.1	B		0.61	16.7	B
	SB-TR	0.29	9.6	A	0.31	9.8	A		0.33	11.6	B

		SAT MD PEAK HOUR									
		NO-ACTION			WITH-ACTION				ACTION-WITH-MITIGATION		
INTERSECTION	LANE GROUP	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS		V/C Ratio	Delay (seconds)	LOS
West 125th Street (E-W) @	EB-TR	0.52	16.7	B	0.55	17.3	B		0.56	18.1	B
St. Nicholas Ave (N-S)	WB-TR	0.44	15.7	B	0.45	15.8	B		0.46	16.5	B
	NB-LT	0.91	49.8	D	0.95	57.2	E	+	0.90	47.1	D
	NB-R	0.22	20.0	B	0.23	20.2	C		0.22	19.4	B
	SB-LT	0.92	52.0	D	0.96	60.4	E	+	0.91	49.0	D
	SB-R	0.29	21.2	C	0.29	21.3	C		0.28	20.4	C
West 126th Street (W) @	WB-LTR	0.75	40.7	D	0.87	52.3	D	+	0.81	43.1	D
Morningside Ave (N-S)	NB-L	0.10	8.1	A	0.15	8.6	A		0.16	9.6	A
	NB-T	0.23	9.0	A	0.24	9.1	A		0.25	10.2	B
	SB-TR	0.33	10.1	B	0.36	10.5	B		0.37	11.7	B

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, Dfl-Analysis considers a defacto left-turn lane on this approach
V/C ratio - volume to capacity ratio
LOS - level of service
+ - denotes an impacted movement

West 125th Street at St. Nicholas Avenue

The significant adverse impact to the northbound approach on St. Nicholas Avenue in the PM and Saturday midday peak hours and the southbound approach in the Saturday midday peak hour could be fully mitigated by shifting one second of green time from the eastbound/westbound phase to the northbound/southbound phase during these periods.

West 126th Street at Amsterdam Avenue

The significant adverse impact to the westbound West 126th Street approach to Amsterdam Avenue in the AM and PM peak hours could be fully mitigated by shifting two seconds of green time from the northbound/southbound phase to the AM peak period, and supplementing the existing no parking 9 AM-10:30 AM, Tuesday and Friday regulation with a no standing 4PM-7PM, Monday-Friday regulation for 100 feet along the south curb on the West 126th Street approach.

West 126th Street at Morningside Avenue

The significant adverse impact to the westbound West 126th Street approach to Morningside Avenue in all four analyzed peak hours could be fully mitigated by shifting three seconds of green time from the northbound/southbound phase to the westbound phase in the AM, midday and PM peak periods, and two seconds in the Saturday midday peak period.

West 127th Street at Morningside Avenue/Convent Avenue

The significant adverse impact to the westbound West 127th Street approach to the intersection with Morningside Avenue and Convent Avenue in the three weekday peak hours could be fully mitigated by shifting three seconds of green time from the northbound/southbound phase to the westbound phase in the AM, midday and PM peak periods.

Implementation of Mitigation Measures

Application and implementation of traffic mitigation measures can require the approval of various agencies, depending upon the jurisdiction and type of mitigation proposed. Approval and/or implementation by NYCDOT would be required for the proposed traffic mitigation measures described above. In the absence of the implementation of these mitigation measures, unmitigated conditions would remain.

Effects of Traffic Mitigation on Pedestrian Conditions

As discussed above, the recommended mitigation measures would include changes to existing signal timings of up to three seconds at a total of five intersections where significant adverse traffic impacts are forecast. With these recommended signal timing changes, pedestrians would continue to have sufficient time to cross the street at all five locations.

Effects of Traffic Mitigation on Parking Conditions

As discussed above, in addition to signal timing changes, the recommended traffic mitigation plan for the intersection of West 126th Street and Amsterdam Avenue includes supplementing an existing no parking 9 AM-10:30 AM, Tuesday and Friday regulation with a no standing 4PM-7PM, Monday-Friday regulation for 100 feet along the south curb on the West 126th Street approach. This would result in the elimination

of up to four curbside parking spaces during the weekday PM peak period. As this proposed parking restriction would be limited to the weekday PM peak period, it would not affect parking conditions during the peak weekday midday or overnight periods. In addition, given the relatively small number of parking spaces displaced and the availability of alternative modes of transportation in this area of Manhattan, any potential on-street parking shortfall resulting from this recommended traffic mitigation in the PM peak period would not be considered a significant adverse impact under *CEQR Technical Manual* criteria.

F. CONSTRUCTION

Historic and Cultural Resources

Inadvertent construction-related damage could potentially occur to four eligible resources including: the residences at 2-14 Convent Avenue (S/NR-eligible), as a result of construction on projected development site 15; the S/NR-eligible St. Joseph's Roman Catholic Church complex, as a result of construction on projected development site 19 and part of projected development site 18; the LPC-eligible Engine Co. 23 building, as a result of construction on potential development site 30; and the LPC-eligible Upper Riverside Drive historic district, as a result of construction on potential development site 56 and projected development site 5. For these four non-designated resources, construction under the Proposed Action could potentially result in construction-related impacts to the resource, as the additional construction protections of *TPPN 10/88* would not apply (they only apply to designated landmarks). If these eligible resources are designated in the future prior to the initiation of construction, TPPN 10/88 would apply and potential indirect significant adverse impacts resulting from construction would be avoided.

The City has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to the historic resources. Building Code section C26-112.4 serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported. In addition, the New York City Department of Buildings' *Technical Policy and Procedure Notice (PPN) #10/88*, supplements these procedures by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. In the case of the four eligible resources listed above, any significant adverse impacts would be unmitigated, as none of these resources are designated New York City landmarks, have been calendared for designation or are S/NR-listed resources. Without the protective measures described above, significant adverse construction-related impacts would not be mitigated.

Traffic

As discussed in Chapter 17, "Construction," it is likely that some or all of the five intersections impacted under the Proposed Action in 2021 would also potentially be impacted in the 2016 construction analysis year. Section E above provides a description of the mitigation measures required to address potential significant adverse traffic impacts in proximity to the West 126th/West 128th Street Cluster with full build-out of the Proposed Action in 2021 (see Table 18-1). It is anticipated that implementation of these measures in 2016 would also be effective at fully mitigating potential impacts from the combination of construction and operational traffic generated at the West 126th/West 128th Street Cluster in that interim year.