A. INTRODUCTION

The preceding chapters of the EIS discuss the potential for significant adverse impacts to result from the proposed action. Where such potential impacts have been identified—in the areas of construction-period traffic and visual character—measures are examined to minimize or eliminate the anticipated impacts. These mitigation measures are discussed below.

B. TRAFFIC

As discussed in Chapter 17, "Construction," potential adverse traffic impacts were identified for one study area intersection (Bruckner Boulevard and Tiffany Street) under 2011 proposed action peak construction conditions. Although these impacts are not permanent and their effects would be less in other construction years, the length of time during which the impacts could be sustained is expected to span over numerous years. Hence, feasible mitigation measures were explored to alleviate these impacts. Upon completion of the planned construction activities, these measures could be maintained or removed at the discretion of the New York City Department of Transportation (NYCDOT).

Analysis results showed that only signal timing adjustments would be required to fully mitigate the one AM and PM peak hour traffic impacts identified. As summarized in Table 21-1, shifting four seconds of green time from the eastbound/westbound phase and three seconds of green time from the northbound/southbound phase to the westbound lead phase at the Bruckner Boulevard

Table 21-1
2011 No Build, Construction and Mitigated Conditions Level of Service Analysis

Intersection / Approach	Lane Group	2011 No Build			2011 Construction			2011 Mitigation			Mitigation
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	
Bruckner Boulevard & Tiffany Street: *AM Peak Hour*											
Eastbound (main)	T	0.32	30.2	C	0.32	30.2	C	0.36	34.4	C	Shift 4 seconds of green time from eastbound and westbound phase and 3 seconds of green time from northbound and southbound phase to westbound lead phase.
Eastbound (service)	TR	0.23	29.1	C	0.23	29.1	C	0.25	33.0	C	
Westbound (main)	L	**0.83**	**56.2**	**E**	**1.07**	**103.6**	**F+**	**0.89**	**53.6**	**D**	
	T	0.36	4.3	A	0.36	4.3	A	0.35	3.0	A	
Westbound (service)	TR	0.52	5.4	A	0.52	5.4	A	0.50	3.8	A	
Northbound	LT	0.16	35.3	D	0.16	35.3	D	0.18	37.8	D	
	R	0.31	37.8	D	0.32	38.1	D	0.35	41.1	D	
Southbound	LTR	0.21	36.1	D	0.23	36.4	D	0.25	39.2	D	
Intersection			19.3	B		28.4	C		20.4	C	
Bruckner Boulevard & Tiffany Street: *PM Peak Hour*											
Eastbound (main)	T	0.60	19.5	B	0.60	19.5	B	0.61	20.5	C	Shift 1 second of green time from eastbound and westbound phase to westbound lead phase.
Eastbound (service)	TR	0.41	16.7	B	0.41	16.7	B	0.42	17.5	B	
Westbound (main)	L	**1.07**	**135.9**	**F**	**1.10**	**143.7**	**F+**	**1.03**	**121.3**	**F**	
	T	0.27	3.9	A	0.27	3.9	A	0.27	3.9	A	
Westbound (service)	TR	0.37	4.4	A	0.37	4.4	A	0.37	4.4	A	
Northbound	LT	0.18	35.5	D	0.20	35.8	D	0.20	35.8	D	
	R	0.08	34.0	C	0.30	37.6	D	0.30	37.6	D	
Southbound	LTR	0.85	63.8	E	0.85	63.8	E	0.85	63.8	E	
Intersection			25.3	C		26.4	C		25.3	C	

Notes: L = Left Turn; T = Through; R = Right Turn; V/C = Volume to Capacity; LOS = Level of Service; * = Significant Adverse Impact

and Tiffany Street intersection would mitigate the westbound left-turn impact during the AM peak hour. Likewise, shifting one second of green time from the eastbound/westbound phase to the westbound lead phase at the Bruckner Boulevard and Tiffany Street intersection would mitigate the westbound left-turn impact during the PM peak hour.

C. VISUAL CHARACTER

As discussed in Chapter 4, "Visual Character and Shadows," the introduction of the new egg-shaped digesters (under either the proposed action or the four-digester scenario) would result in a potential significant adverse impact on visual character for Barretto Point Park users facing east toward the additional parcel. This impact would be very limited and no views of or access to the waterfront would be affected. Only views looking east from the park would be affected, and park users' overall enjoyment of the park would not be significantly diminished. There would be a planted area within the eastern end of the park along the property line. However, due to the height of the digesters, the potential significant adverse impact on visual character cannot be mitigated (see Chapter 22, "Unavoidable Significant Adverse Impacts"). This impact is also identified as an impact on a minority and low-income community in Chapter 23, "Environmental Justice."

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