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~~ were ~~be~~ refined and evaluated between the Draft Environmental Impact Statement (DEIS) and Final EIS (FEIS). Therefore, the FEIS ~~may~~ includes more complete information and commitments on all practicable mitigation measures to be implemented with the ~~proposed projects~~ Proposed Action.

B. PRINCIPAL CONCLUSIONS

Community Facilities

Elementary Schools

As discussed in Chapter 4, "Community Facilities," the demand for elementary school seats within CSD 32, sub-district 2 would increase to ~~111.4~~110.3 percent utilization compared to No-Action conditions of ~~104~~ 103 percent utilization. This would represent a 7.~~4~~ 3 percent increase in the deficiency of available seats in this portion of the study area. The 264 elementary school students generated by the Proposed Action in CSD 32, sub-district 2 would increase the shortfall of available seats to ~~408~~373, up from ~~143~~ 109 seats. This would constitute a significant adverse impact. ~~Potential mitigation~~ Mitigation measures were ~~are currently being~~ explored by the Applicant in consultation with the lead agency and the New York City Department of Education (DOE) and the New York City School Construction Authority (SCA) and the principal of P.S. 145~~ and will be refined between Draft and Final EIS~~. These ~~potential~~ mitigation measures are discussed in detail below. As discussed below, pursuant to a Restrictive Declaration the Applicant would be required to work with DOE, the principal of P.S. 145 and the SCA, as applicable, in order to implement one of the potential mitigation measures. Upon implementation of either measure, ~~and therefore, If feasible mitigation is found,~~ the impacts upon elementary school seats in the study area will be considered mitigated. ~~Absent the implementation of such measures, the Proposed Action could have an unmitigated significant adverse impact.~~

Open Space

The Proposed Action would result in a significant open space impact. Potential partial mitigation measures ~~are currently being~~ were explored by the Applicant in consultation with the lead agency and the New York City Department of Parks and Recreation (DPR) ~~and will be refined~~ between Draft and Final EIS. In order to ~~address~~partially mitigate the significant adverse open space impact, the Applicant would be required –to provide a contribution of $350,000 to the DPR for an upgrade or new equipment at a neighborhood public park and provide approximately 17,850 square feet of publicly accessible on-site open space. These improvement measures would increase the utility of an existing open space resource

as well as add to amount of publicly accessible open space in the neighborhood. As discussed below, pursuant to a Restrictive Declaration that the Applicant will enter into, the Applicant would be required to provide the monetary contribution to DPR in advance of impact occurring. The Applicant will be required to provide the public access area in conjunction with the development of Sites 3 & 4. Upon implementation of the measures described above, the impacts to open space in the area would be considered partially mitigated.

~~If feasible mitigation is found, the impacts will be considered partially mitigated. These potential mitigation measures are discussed in detail below. As the significant adverse impact on open space would not be fully mitigated, the Proposed Action would result in an unavoidable adverse impact on open space.~~

Transportation

The traffic impact analysis indicates that there would be the potential for significant adverse impacts at four intersections – two in each of the weekday AM and Saturday midday peak hours, three in the weekday midday peak hour, and four in the weekday PM peak hour, as outlined below.

Weekday AM Peak Hour

- Melrose Street and Bushwick Avenue – westbound approach; and
- Noll Street and Bushwick Avenue –westbound left-right movement.

Weekday Midday Peak Hour

- Forrest Street and Bushwick Avenue – northbound approach;
- Arion Place/Beaver Street and Bushwick Avenue – northbound through movement; and
- Noll Street and Bushwick Avenue – westbound left-right movement.

Weekday PM Peak Hour

- Forrest Street and Bushwick Avenue – northbound approach;
- Arion Place/Beaver Street and Bushwick Avenue – eastbound left-right movement;
- Melrose Street and Bushwick Avenue – westbound approach; and
- Noll Street and Bushwick Avenue – westbound left-right movement.

Saturday Midday Peak Hour

- Arion Place/Beaver Street and Bushwick Avenue – northbound through movement; and
- Noll Street and Bushwick Avenue – westbound left-right movement.

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

C. COMMUNITY FACILITIES

Elementary Schools

Between Draft and Final EIS, the 2012-2013 Blue Book with updated school enrollment figures was released by SCA. The FEIS was updated to include the latest school data. As discussed below, the Proposed Action would still result in a significant adverse impact to elementary schools. However, instead of a shortfall of 75 seats and a impact trigger of 614 dwelling units, as identified in the DEIS, the updated analysis indentifies a shortfall of 73 seats and an impact trigger of 619 dwelling units.

As discussed in Chapter 4, "Community Facilities," the demand for elementary school seats within CSD 32, sub-district 2 would increase to ~~111.4~~110.3 percent utilization compared to No-Action conditions of 104 percent utilization. This would represent a 7.~~4~~ 3 percent increase in the deficiency of available seats in this portion of the study area. The 264 elementary school students generated by the Proposed Action in CSD 32, sub-district 2 would increase the shortfall of available seats to ~~408~~373, up from ~~143~~ 109 seats. This would constitute a significant adverse impact.

As discussed in Chapter 4, "Community Facilities," the Proposed Action would result in 909 dwelling units within CSD 32, sub-district 2, of which 872 would be generated by the Applicant's sites. In order for the Applicant to avoid a significant adverse impact, the project would have to be reduced to ~~612~~ 619 units, which would generate ~~178~~ 180 elementary school students. An increase of ~~178~~ 180 elementary school students in CSD 32, sub-district 2 would exacerbate the existing shortfall by 4.9% and would be below the CEQR threshold that would be considered a significant adverse impact. With the DEIS' assumption of 872 units on the Applicant's sites, the project would generate 253 elementary school students in CSD 32, sub-district 2. The difference between the CEQR threshold for significance and the Proposed Action results in a maximum shortfall of ~~75~~ 73 students.

The elementary school impact would be triggered and mitigation required after ~~612~~ 619 dwelling units are constructed. As shown in Table 16-1, after the completion of site 3 in September 2016, approximately 683 dwelling units would be added to CSD 32, sub-district 2.

Table 16-1:
Elementary School Mitigation Timing for Applicant Sites

Projected Development Site	Dwelling Units	Anticipated Completion**
1	132	June 2015
Site 2 (Buildings D, E, F)*	251	December 2015
3	300	September 2016
TOTAL	***683***	

*Building C is located within CSD 14
** Based on Figure 15-1 in Chapter 15, "Construction"

Two p~~P~~otential mitigation measures for this significant adverse impact have been identified as practicable and are further discussed below.

NYC Department of Education (DOE) and NYC School Construction Authority (SCA) would continue to monitor trends in demand for school seats in the area. DOE/SCA responses to identified demand could take place in stages and include administrative actions and/or enlargement of existing schools, followed by the later construction or lease of new school facilities at an appropriate time.

To eliminate or alleviate this significant adverse impact, the following mitigation measures ~~are currently being explored~~have been identified as practicable by the Applicant in consultation with the SCA/DOE and the principal of P.S. 145:

- Reconfiguration of certain existing unused administrative and support space within P.S. 145 (located at 100 Noll Street) to create additional classroom space for, at maximum, the 73 student shortfall resulting between the CEQR threshold for significance and projected elementary students generated by the ~~a~~Applicant's proposed development of the Applicant's sites; or
- Provide new classroom space within one of the Applicant's proposed buildings, preferably on Site 3, which is nearest to P.S. 145, for the 73 student shortfall resulting between the CEQR threshold for significance and projected elementary students generated by the ~~a~~Applicant's proposed development of the Applicant's site.

As discussed above, the significant adverse impact to schools would occur upon completion of 619 dwelling units, which is expected upon completion of Site 3 based on the anticipated construction scheduled. In order to address the Proposed Action's potential significant adverse impact on elementary schools, prior to any phase of development that will result in the Applicant's introduction of 619 residential units in the study area, the Applicant, in consultation with DOE/SCA and the principal of P.S. 145 will seek to implement one of the two mitigation measures outlined above. ~~These preliminary mitigation options will be further explored and refined with DOE/SCA and the principal of P.S. 145 in the future~~between the Draft and Final EIS. In accordance the terms of the Restrictive Declaration entered into by the Applicant, the Applicant will be required to work with DOE/SCA and the principal of P.S. 145 to implement one of these mitigation measures prior to commencing construction on any phase of development that would introduce 619 residential units. Implementation of either mitigation measure prior to the completion of 619 residential units in the study area would ~~are implemented, and therefore, the impact will be considered~~ fully mitigate the impact on elementary school seats resulting from the Applicants development of the Projected Development sites in the Applicants control.

D. OPEN SPACE

As discussed in Chapter 5, "Open Space," given the anticipated decrease in the active, passive, and total open space ratios in the residential study area and the fact that open space ratios in the study area would remain below the city guideline ratios, the Proposed Action would result in a significant adverse impact to the total open space resources in the residential study area.

In order for the Applicant to avoid a significant open space adverse impact, the project would have to be reduced to 260 units, which would generate 767 residents. An increase of 767 residents would result in a 0.99% decrease in the residential study area's total open space ratio. As discussed in the *CEQR Technical Manual*, in areas that are extremely lacking in open space, a reduction as small as 1 percent may be considered significant, depending on the area of the City. As such, the open space impact would occur after the completion of 260 dwelling units. For Applicant controlled properties, the completion of 260 dwelling units is anticipated to occur after sites 1 and 2 are constructed (see Table 16-1 above), in December of 2015.

The *CEQR Technical Manual* lists potential mitigation measures for open space impacts. These measures include, but are not limited to, creating new open space within the study area; funding for improvements, renovation, or maintenance at existing local parks; or improving existing open spaces to increase their utility or capacity to meet identified open space needs in the area, such as through the provision of additional active open space facilities.

Mitigation measures ~~are currently being~~ were explored by the Applicant in consultation with the New York City Department of Parks (DPR) and the lead agency, DCP between the Draft and Final EIS. The DEIS identified two practicable mitigation measures that would collectively partially mitigate the impact

upon open space in the study area. The DEIS identified the provision of an approximately 17,850 sf publicly accessible on-site open space in addition to funding provided by the Applicant for improvements to Green Central Knoll Park in the form of adult fitness equipment. In response to comments received on the DEIS, the Applicant, DPR, and DCP reviewed other possible mitigation measures within the surrounding study area in lieu of funding improvements to Green Central Knoll Park. After revisiting and reviewing the potential mitigation measures, in consultation with DPR and DCP, the use of funding for improvement of adult fitness equipment or other active open space improvements to Green Central Knoll Park, or for other improvements or enhancements of active open spaces in the study area to increase their utility, safety and capacity to meet identified needs in the study area as may be determined by DPR, in consultation with DCP as the lead agency, at a time when the funding becomes available, would be most effective at partially mitigating the significant adverse impact to active open space.

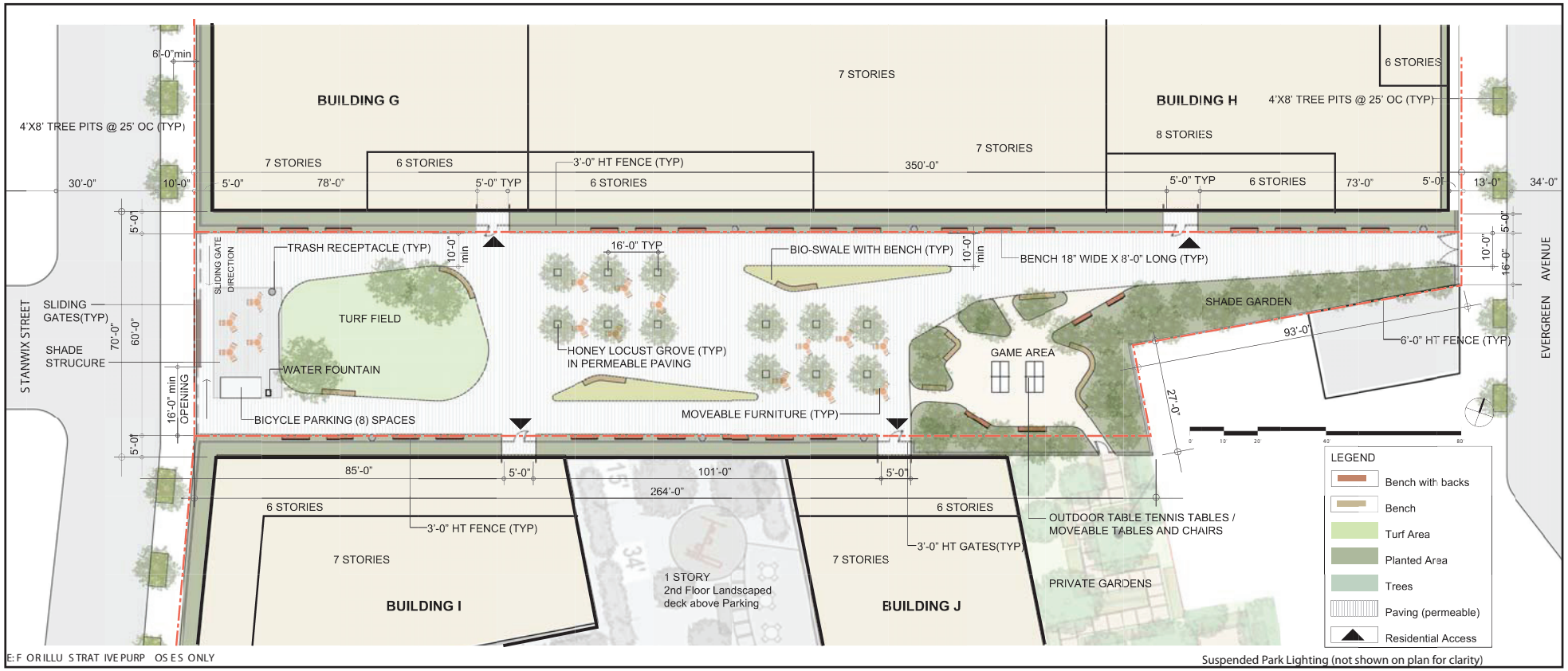
The Applicant ~~is proposing~~will be required to implement the following ~~possible~~ measures to partially mitigate the Proposed Action's significant adverse open space impact:

- Prior to the occupancy of 260 new residential units developed by the Applicant, the Applicant shall p~~P~~rovide ~~funding~~ a contribution to DPR of $350,000 for improvement of adult fitness equipment or other active open space improvements to Green Central Knoll Park, or for other improvements or enhancements of active open spaces in the study area to increase their utility, safety and capacity to meet identified needs in the study area as may be determined by DPR, in consultation with DCP as the lead agency, at a time when the funding becomes available~~an upgrade to or provision of new adult fitness equipment or other active open space improvements at Green Central Knoll Park, a neighborhood public parkthe creation of adult fitness equipment at Green Central Knoll~~ and;
- Prior to the occupancy of Sites 3 & 4, the Applicant shall p~~P~~rovide approximately 17,~~235~~ 850 sf ft (0.4 acres) of publicly accessible on-site open space;

~~Other mitigation options, to be determined, identified by DPR.~~

In accordance with the provisions of a Restrictive Declaration entered into by the Applicant, t~~T~~he required ~~proposed~~ publicly accessible on-site open space ~~would~~ shall be located on the Applicant's property, on site 3, between sites 3 & 4, with access from both ~~-~~Stanwix Street and Evergreen Avenue (see Figure 16-1 for preliminary illustrative plan), and ~~would~~ shall be accessible to~~by~~ the public during all hours of operation. ~~from Stanwix Street and Evergreen Avenue.~~ The publicly accessible open space shall meet minimum standard requirements for publicly accessible open space as set forth in the Restrictive Declaration, ~~-~~including but not limited to minimum amount and type of landscaping, a minimum amount and type of seating areas and shall include open spaces for passive recreation. In accordance with the provisions of the Restrictive Declaration, prior to the implementation of the publicly accessible open space, the Applicant shall propose a final design, subject to review and Certification of the Chair of the Department of City Planning that the open space complies with the minimum standard requirements set forth in the Restrictive Declaration. The proposed publicly accessible open space would be accessible to the public during the hours set forth in the Restrictive Declaration.~~The details of the proposed on-site open space will be refined between the Draft and Final EIS. The Final EIS will include an analysis of how the proposed residential buildings would affect the proposed open space.~~

While the identified significant adverse impact to open space would be partially mitigated with the measures proposed above, it would still constitute an unavoidable significant adverse impact on open space resources. As the significant adverse impact on open space would not be fully mitigated, the Proposed Action would result in an unavoidable significant adverse impact on open space.



Rheingold Rezoning FEIS

Figure 16-1

Proposed On-Site Public Open Space
For Illustriative Purposes Only

~~These mitigation measures and others will be explored further by the Applicant in consultation with DCP and DPR between the Draft and Final EIS. If feasible mitigation is found, the impacts will be considered partially mitigated. As the significant adverse impact on open space would not be fully mitigated, the Proposed Action would result in an unavoidable adverse impact on open space.~~

E. TRANSPORTATION

As discussed in Chapter 10, "Transportation," 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 two intersections each in the weekday AM and Saturday MD peak hours, three intersections each in the weekday midday peak hour, and four intersections each in the PM peak hour. Table 16-2 summarizes the recommended mitigation measures to address these impacts, which are subject to review and approval by NYCDOT. As shown in Table 16-2, 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.* In addition, a new warranted traffic signal would be installed at the Bushwick Avenue/Noll Street intersection reflecting of the change in street direction of Noll Street to westbound and its extension east of Evergreen Avenue due to the newly mapped segment of the street.

Table 16-3 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 D in Chapter 10, "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 16-3, 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.

Table 16-2
Proposed Traffic Mitigation Measures

Intersection	Approach	No Build Signal Timing (Seconds) (1)				Build With Mitigation Signal Timing (Seconds) (1)				Proposed Mitigations
		AM	MD	PM	SAT MD	AM	MD	PM	SAT MD	
1. Forrest Street (E) @	WB	34	47	28	47	-	-	-	-	- Implement a no standing 7 AM-7 PM, Mon-Fri regulation for 100' on east
Bushwick Ave (N-S)	NB/SB	86	73	92	73	86	73	92	73	curb of NB approach.
	PED					34	47	28	47	
2. Noll Street (W) @	WB	-	-	-	-	34	47	30	47	- Install new traffic signal with 120s cycle length.
Bushwick Ave (N-S)	NB/SB	-	-	-	-	86	73	90	73	
3. Arion Place (E)/ Beaver Street (S) @	EB	24	31	24	31	24	30	24	29	- Implement a no standing 7 AM-7 PM, Mon-Fri regulation for 100' on south
Bushwick Ave (N-S)	SB (Beaver St)	24	29	24	29	24	28	24	29	curb of EB approach.
	NB/SB	72	60	72	60	72	62	72	62	- Transfer 1s of green time from EB and SB (Beaver St) to NB/SB in MD peak hour.
										- Transfer 2s of green time from EB to NB/SB in Saturday midday peak hour.
4. Melrose Street (W) @	WB	28	35	28	35	31	35	31	35	- Implement a no standing 7-10 AM, Mon-Fri regulation for 100' on north
Bushwick Ave (N-S)	NB/SB	92	85	92	85	89	85	89	85	curb of WB approach.
										- Transfer 3s of green time from NB/SB to WB in AM and PM peak hours.

Notes :
(1) Signal timings shown indicate Green plus Yellow (including All Red) for each phase.

Table 16-3

2016 Build With Mitigation Level of Service Analysis

		Weekday AM Peak Hour										
		2016 No-Build			2016 Build				2016 Build Mitigation			
INTERSECTION	LANE GROUP	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS			V/C Ratio	Delay (sec.)	LOS
2. Noll Street (W) @	WB-LR	--	--	--	0.88	137.10	F	*	WB-LR	0.24	38.3	D
Bushwick Avenue (N-S)	SB-LT	0.04	12.0	B	--	--	--		NB-T	0.64	12.6	B
									SB-T	0.36	9.3	A
		(Unsignalized)			(Unsignalized)					(Signalized)		
3. Arion Place (E)/ Beaver Street (S) @									EB-L	0.47	52.8	D
Bushwick Ave (N-S)	EB-LR	0.68	62.6	E	0.71	65.8	E		EB-R	0.28	48.0	D
	NB-T	0.66	20.4	C	0.73	22.4	C			0.73	22.4	C
Bushwick Avenue	SB-T	0.49	17.8	B	0.47	17.5	B			0.47	17.5	B
Beaver Street	SB-LT	0.58	55.6	E	0.58	55.6	E			0.58	55.6	E
4. Melrose Street (W) @	WB-LTR	0.38	46.4	D	0.97	99.1	F	*	WB-LT	0.40	44.4	D
Bushwick Ave (N-S)									WB-R	0.44	45.6	D
	NB-LT	0.58	9.0	A	0.60	9.3	A			0.62	11.0	B
	SB-TR	0.55	9.4	A	0.54	9.1	A			0.56	10.7	B

		Weekday Midday Peak Hour										
		2016 No-Build			2016 Build				2016 Build Mitigation			
INTERSECTION	LANE GROUP	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS			V/C Ratio	Delay (sec.)	LOS
1. Forrest Street (E) @	WB-LTR	0.17	27.6	C	--	--	--			--	--	--
Bushwick Ave (N-S)	NB-LT	0.88	35.1	D	NB-LTR 1.04	67.8	E	*	NB-LTR	0.91	37.4	D
	SB-TR	0.55	18.5	B	SB-LTR 0.55	18.6	B		SB-LTR	0.55	18.6	B
2. Noll Street (W) @	WB-LR	--	--	--	0.40	33.8	D	*	WB-LR	0.15	27.3	C
Bushwick Avenue (N-S)	SB-LT	0.02	9.9	A	--	--	--		NB-T	0.81	27.8	C
									SB-T	0.49	17.4	B
		(Unsignalized)			(Unsignalized)					(Signalized)		
3. Arion Place (E)/ Beaver Street (S) @									EB-L	0.26	42.3	D
Bushwick Ave (N-S)	EB-LR	0.51	47.3	D	0.59	51.5	D		EB-R	0.37	45.2	D
	NB-T	0.83	38.5	D	0.94	51.1	D	*		0.91	44.5	D
Bushwick Avenue	SB-T	0.65	29.3	C	0.63	28.7	C			0.61	26.7	C
Beaver Street	SB-LT	0.66	53.7	D	0.66	54.0	D			0.69	56.5	E

		Weekday PM Peak Hour										
		2016 No-Build			2016 Build				2016 Build Mitigation			
INTERSECTION	LANE GROUP	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS			V/C Ratio	Delay (sec.)	LOS
1. Forrest Street (E) @	WB-LTR	0.40	46.5	D	--	--	--			--	--	--
Bushwick Ave (N-S)	NB-LT	0.73	14.6	B	NB-LTR 1.03	56.1	E	*	NB-LTR	0.90	26.6	C
	SB-TR	0.45	7.4	A	SB-LTR 0.48	7.7	A		SB-LTR	0.48	7.7	A
2. Noll Street (W) @	WB-LR	--	--	--	0.51	33.4	D	*	WB-LR	0.37	44.2	D
Bushwick Avenue (N-S)	SB-LT	0.04	9.7	A	--	--	--		NB-T	0.62	11.4	B
									SB-T	0.42	7.9	A
		(Unsignalized)			(Unsignalized)					(Signalized)		
3. Arion Place (E)/ Beaver Street (S) @									EB-L	0.46	54.1	D
Bushwick Ave (N-S)	EB-LR	0.78	70.9	E	0.90	90.5	F	*	EB-R	0.45	52.5	D
	NB-T	0.63	21.1	C	0.72	24.1	C			0.72	24.1	C
Bushwick Avenue	SB-T	0.58	18.5	B	0.57	18.4	B			0.57	18.4	B
Beaver Street	SB-LT	1.05	118.5	F	1.05	118.5	F			1.05	118.5	F
4. Melrose Street (W) @	WB-LTR	0.33	44.8	D	0.57	52.7	D	*		0.50	47.1	D
Bushwick Ave (N-S)	NB-LT	0.62	11.0	B	0.67	12.1	B			0.69	14.3	B
	SB-TR	0.60	9.1	A	0.60	9.1	A			0.62	10.7	B

		Saturday Midday Peak Hour										
		2016 No-Build			2016 Build				2016 Build Mitigation			
INTERSECTION	LANE GROUP	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS			V/C Ratio	Delay (sec.)	LOS
2. Noll Street (W) @	WB-LR	--	--	--	0.42	45.8	E	*	WB-LR	0.11	26.8	C
Bushwick Avenue (N-S)	SB-LT	0.01	9.9	A	--	--	--		NB-T	0.79	26.3	C
									SB-T	0.50	17.5	B
		(Unsignalized)			(Unsignalized)					(Signalized)		
3. Arion Place (E)/ Beaver Street (S) @	EB-LR	0.33	42.4	D	0.37	43.8	D			0.41	46.6	D
Bushwick Ave (N-S)	NB-T	0.85	39.1	D	0.95	51.7	D	*		0.92	44.8	D
Bushwick Avenue	SB-T	0.67	29.4	C	0.64	28.6	C			0.62	26.7	C
Beaver Street	SB-LT	0.74	57.4	E	0.74	57.4	E			0.74	57.4	E

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

Forrest Street and Bushwick Avenue

The significant adverse impact to the northbound approach in the MD and PM peak hours could be fully mitigated by implementing a no standing 7AM-7PM, Monday through Friday regulation for 100' on the east curb of the northbound approach.

Noll Street and Bushwick Avenue

The significant adverse impact to the westbound left-right movement on Noll Street in all peak hours could be fully mitigated by installing a new traffic signal with a 120 second cycle length. As discussed above, the installation of the traffic signal reflects the change in street direction of Noll Street to westbound and its extension east of Evergreen Avenue due to the newly mapped segment of the street.

Arion Place/Beaver Street and Bushwick Avenue

The significant adverse impact to the northbound through movement on Bushwick Avenue in the weekday MD peak period could be fully mitigated by shifting one second of green time from the eastbound and southbound approaches to the northbound/southbound approaches. The significant adverse impact to the northbound through movement on Bushwick Avenue could be fully mitigated by shifting two seconds of green time from the eastbound approach to the northbound/southbound approach in the Saturday MD peak period. The significant adverse impact to the eastbound left-right movement in the PM peak period could be fully mitigated by implementing a no standing 7AM-7PM, Monday through Friday regulation for 100' on the south curb of the eastbound approach. It should be noted that while the Proposed Action would not result in a significant adverse impact in the AM peak period at this location, because the no standing 7AM-7PM Monday through Friday standard regulation being proposed would be required to be implemented during the AM peak period as well, the LOS for the eastbound left-right movement would be improved as a result.

Melrose Street and Bushwick Avenue

The significant adverse impacts to the westbound through movement on Melrose Street in the weekday AM and PM peak periods could be fully mitigated by shifting three seconds of green time from the northbound/southbound approaches to the westbound approach as well as implementing a no standing 7AM-10AM, Monday through Friday regulation for 100' on north curb of the westbound approach.

Implementation of Mitigation Measures

Each of the traffic capacity improvements described above fall within the jurisdiction of NYCDOT for implementation. All expenses related to the design and installation of the traffic signal at Noll Street and Bushwick Avenue and geometric modifications, signs and pavement marking removal/installation at the traffic signal location will be funded by the Applicant. Because the Proposed Action would result in development of a limited number of parcels over a short period of time, it is necessary for the implementation of traffic mitigation measures immediately. The Applicant will be responsible for notifying NYCDOT upon seeking building permits for any of the Applicant-owned or controlled sites within the Rezoning Area.

Upon implementation of the traffic capacity improvements described above the adverse impacts upon traffic would be fully mitigated. ~~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 two intersections and the installation of a new traffic signal at one intersection where significant adverse traffic impacts are forecast. With these recommended changes, pedestrians would continue to have sufficient time to cross the street at all locations.

Effects of Traffic Mitigation on Parking Conditions

The recommended traffic mitigation plan for the intersection of Forrest Street and Bushwick Avenue includes supplementing an existing no standing 7AM-10AM, Monday through Friday regulation with a no standing 7AM-7PM, Monday-Friday regulation for 100 feet along the east curb on the Bushwick Avenue approach. This would result in the elimination of up to five curbside parking spaces during the weekday midday and PM peak periods. As this proposed parking restriction would be limited to the weekday midday and PM peak period, it would not affect parking conditions during the overnight period. As discussed above, in addition to signal timing changes, the recommended traffic mitigation plan for the intersection of Melrose Street and Bushwick Avenue includes supplementing an existing no parking 8AM-9:30AM Monday and Thursday regulation with a no standing 7AM-10AM, Monday-Friday regulation for 100 feet along the north curb on the Melrose Street approach. This would result in the elimination of up to five curbside parking spaces during the weekday AM peak period. As this proposed parking restriction would be limited to the weekday AM peak period, it would not affect parking conditions during the midday, PM, and overnight periods. In addition, given the relatively small number of parking spaces displaced and the availability of alternative modes of transportation in this area, any potential on-street parking shortfall resulting from this recommended traffic mitigation would not be considered a significant adverse impact under *CEQR Technical Manual* criteria.