

Stevenson Commons EIS

Chapter 18: Mitigation

A. INTRODUCTION

In accordance with the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are developed and evaluated. As discussed in previous chapters of this EIS, significant adverse impacts from the Proposed Actions were identified for operational traffic and transit (bus), and construction traffic and noise. Potential measures to mitigate these impacts were developed in consultation with the NYC Department of City Planning (DCP) and the NYC Department of Transportation (DOT), and are discussed below. Additional measures to mitigate these adverse impacts ~~may have been~~ evaluated between the DEIS and FEIS. Therefore, the FEIS will include more complete information and commitments on all practicable mitigation measures to be implemented with the Proposed Actions.

B. PRINCIPAL CONCLUSIONS

Transportation

Traffic

As described in Chapter 11, “Transportation,” the Proposed Actions would result in significant adverse traffic impacts at seven study area intersections during one or more analyzed peak hours; specifically, 1411 lane groups at seven intersections in the weekday AM peak hour, ~~three~~two lane groups at two intersections in the midday, seven lane groups at four intersections in the PM, and ~~five~~six lane groups at three intersections in the Saturday peak hour. As shown in Tables 18-1 and 18-2, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant adverse impacts to two lane groups at one intersection in the weekday AM peak hour, ~~two~~one lane groups at one intersection in the midday peak hour, two lane groups at one intersection during the PM peak hour, and ~~three~~four lane groups at two intersections in the Saturday peak hour. Impacts to a total of ~~12~~nine lane groups would remain unmitigated at six intersections in the weekday AM peak hour, one lane group at one intersection in the weekday midday peak hour, five lane groups at three intersections in the weekday PM peak hour, and two lane groups at one intersection in the Saturday peak hour.

Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified.

**TABLE 18-1
Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts**

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	60 59/13	46 48/6	14 11/7	2/1	12 9/6
Weekday MD	60 59/13	57/11	3 2/2	2 1/1	1/1
Weekday PM	60 59/13	53 52/9	7/4	2/1	5/3
Saturday	60 59/13	55 53/10	5 6/3	3 4/2	2/1

Note: This table has been updated for the FEIS.

**TABLE 18-2
Lane Groups With Unmitigated Significant Adverse Traffic Impacts**

Signalized Intersections	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Bruckner Boulevard EB & White Plains Road	-	=	EB-LTR, SB-L	-
Bruckner Boulevard WB & White Plains Road	NB-L, NB-LT, SB-TR	=	-	-
Bruckner Plaza & White Plains Road	NB-TR	=	-	-
Lafayette Avenue & White Plains Road	EB-L, WB-T	=	EB-L	-
Turnbull Avenue & White Plains Road	NB-TR	=	-	-
Story Avenue & White Plains Road	EB-LTR, WB-R, NB-T	NB-T	EB-LTR, WB-R, NB-T	EB-LTR, SB-L
Lafayette Avenue & Thieriot Avenue (Unsignalized)	NB-LTR, SB-LTR	=	-	-

Notes: This table has been updated for the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

Transit

BUS

The Proposed Actions would result in a capacity shortfall of 89 spaces on northbound Bx39 service and ~~1~~one space on southbound Bx39 service in the AM peak hour. This significant adverse impact to Bx39 local bus service could be fully mitigated by the addition of two standard buses in the northbound direction and one standard bus in the southbound direction in the AM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Construction

Traffic

As discussed in Chapter 17, “Construction,” ~~based on the results of a construction traffic screening analysis, seven under 2026 4Q construction conditions would result in significant adverse traffic impacts at three study area intersections that would have during one or more both analyzed construction peak hours; specifically, one lane group at one intersection in the AM construction peak hour, and three lane groups significantly adversely impacted by operational traffic in 2028 would also potentially have one or more lane groups adversely impacted by construction traffic in the AM and/or at three intersections in the PM construction peak hours. These~~ As shown in Tables 18-3 and 18-4, implementation of traffic engineering improvements such as signal timing changes and lane restriping would fully mitigate the significant

adverse impact in the construction AM peak hour, and two lane groups at two intersections would be fully mitigated in the construction PM peak hour. Impacts to one lane group would remain unmitigated at one intersection in the construction PM peak hour. include:

1. White Plains Road at Bruckner Boulevard Westbound (signalized)
2. White Plains Road at Bruckner Boulevard Eastbound (signalized)
3. White Plains Road at Story Avenue (signalized)
4. White Plains Road at Bruckner Plaza (signalized)
5. White Plains Road at Turnbull Avenue (signalized)
6. White Plains Road at Lafayette Avenue (signalized)
7. Thieriot Avenue at Lafayette Avenue (unsignalized)

Given the lower overall study area traffic volumes during the construction peak hours compared to the operational peak hours used for the screening analysis, some lane groups impacted by operational traffic may not be impacted by construction traffic under 2026 Q4 construction conditions. Also, given the differences in directional distributions between operational and construction vehicle trips, some lane groups at these intersections may be significantly impacted by construction traffic in 2026 Q4 that would not be impacted by operational traffic in 2028.

Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure may be identified.

TABLE 18-3

Summary of Lane Groups/Intersections with Significant Adverse Construction Traffic Impacts

<u>Peak Hour</u>	<u>Lane Groups/ Intersections Analyzed</u>	<u>Lane Groups/ Intersections With No Significant Impacts</u>	<u>Lane Groups/ Intersections With Significant Impacts</u>	<u>Mitigated Lane Groups/ Intersections</u>	<u>Unmitigated Lane Groups/ Intersections</u>
<u>Construction AM</u>	<u>45/10</u>	<u>44/9</u>	<u>1/1</u>	<u>1/1</u>	<u>0/0</u>
<u>Construction PM</u>	<u>45/10</u>	<u>42/7</u>	<u>3/3</u>	<u>2/2</u>	<u>1/1</u>

Note: This table has been added to the FEIS.

TABLE 18-4

Lane Groups With Unmitigated Significant Adverse Construction Traffic Impacts

<u>Signalized Intersections</u>	<u>Construction AM Peak Hour</u>	<u>Construction PM Peak Hour</u>
<u>Bruckner Boulevard EB & White Plains Road</u>	<u>=</u>	<u>SB-L</u>

Notes: This table has been added to the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound

L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

Between the Draft EIS and the Final EIS, further detailed analysis of traffic conditions in the 2026 Q4 peak construction period will be undertaken to confirm which, if any, lane groups at the seven intersections identified above would potentially experience significant adverse impacts due to construction traffic. If impacts are identified and no mitigation measures are found to be practicable, then construction traffic may result in temporary unmitigated significant adverse impacts at one or more of these seven intersections in the 2026 Q4 peak construction period.

Noise

As discussed in Chapter 17, “Construction,” the Proposed Project would have the potential to result in significant adverse construction noise impacts at sensitive receptors in the vicinity of the proposed construction work areas. There would be no feasible and practicable mitigation measures for the significant adverse construction noise impacts predicted to occur at outdoor spaces or at buildings or units that already have insulated glass windows and air conditioning units. For impacted buildings that do not have insulated glass windows and alternate means of ventilation, the predicted impacts could be partially mitigated with receptor controls (i.e., storm windows and air conditioning units at residences that do not already have air conditioning).

C. TRANSPORTATION

Traffic

As described in Chapter 11, “Transportation,” the Proposed Actions would result in significant adverse traffic impacts at seven study area intersections (six signalized and one unsignalized) during one or more analyzed peak hours; ~~1411~~ lane groups at seven intersections in the weekday AM peak hour, ~~three~~two lane groups at two intersections in the midday, seven lane groups at four intersections in the PM, and ~~five~~six lane groups at three intersections in the Saturday peak hour. These impacted lane groups are summarized in Table 18-~~35~~.

TABLE 18-~~35~~
Lane Groups With Significant Adverse Traffic Impacts

Signalized Intersections	Weekday AM Peak Hour	Weekday MD Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Bruckner Boulevard EB & White Plains Road	-NB-TR		EB-LTR, SB-LNB-TR	-NB-TR, SB-L
Bruckner Boulevard WB & White Plains Road	WB-LT, NB-L, NB-LT, SB-TR	WB-LT	-WB-LT, NB-L	-WB-LT, NB-L
Bruckner Plaza & White Plains Road	NB-TR		-	-
Lafayette Avenue & White Plains Road	EB-L, WB-TR		EB-L	-
Turnbull Avenue & White Plains Road	NB-TR		-	-
Story Avenue & White Plains Road	EB-LTR, WB-R, NB-TR	NB-TR	EB-LTR, WB-RNB-TR	EB-LTR, SB-L
Lafayette Avenue & Thieriot Avenue (Unsignalized)	NB-LTR, SB-LTR		-	-

Notes: This table has been updated for the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound
L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

As discussed below, some of these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of signal timing at the intersection of Buckner Boulevard (WB) and White Plains Road
- Restriping the westbound approach at the intersection of Buckner Boulevard (WB) and White Plains Road

- Restriping the northbound approach at the intersection of Buckner Boulevard (EB) and White Plains Road

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. Table 18-46 summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during each analyzed peak hour. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Tables 18-57 and 18-68 show the peak hour v/c ratios, delays, and levels of service (LOS) at each impacted intersection with implementation of the recommended mitigation measures and compares them to No-Action and With-Action conditions for each analyzed peak hour. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting 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 Chapter 11, "Transportation." Tables 18-57 and 18-68 show that significant adverse impacts would be fully mitigated at two lane groups at one intersection in the weekday AM peak hour, ~~two~~one lane groups at one intersection in the midday peak hour, two lane groups at one intersection during the PM peak hour and ~~three~~four lane groups at two intersections in the Saturday peak hour. In total, impacts to ~~12~~nine lane groups would remain unmitigated at six intersections in the weekday AM peak hour, one lane group at one intersection in the weekday midday peak hour, five lane groups at three intersections in the weekday PM peak hour and two lane groups at one intersection in the Saturday peak hour. These would include the signalized intersections of Bruckner Boulevard EB/White Plains Road and Bruckner Boulevard WB/White Plains Road, Bruckner Plaza/White Plains Road, Lafayette Avenue/ White Plains Road, Story Avenue/White Plains Road, Turnbull Avenue/White Plains Road, and Lafayette Avenue/Thieriot Avenue where standard mitigation measures such as adjustments to signal phasing/timing, lane restriping and changes to curbside parking regulations were found to be infeasible and/or ineffective at mitigating the anticipated impacts. Consequently, the significant impacts to the seven intersections identified above would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions (refer to Chapter 20, "Unavoidable Adverse Impacts").

Proposed Schedule for Traffic Mitigation Measures

Subject to the approval of DOT, the mitigation measures summarized in Table 18-46 would be implemented to mitigate the significant adverse traffic impacts resulting from full build-out of the Proposed Development Project in 2028. As discussed in Chapter 1, "Project Description," construction of the Proposed Development Project would occur in three phases over an approximately 82-month period, with an anticipated start date in the second quarter of 2021. Based on ~~the anticipated construction schedule shown in Chapter 17, "Construction,"~~ a sensitivity analysis, the incremental vehicle trips associated with traffic generated by the Proposed Development Project could potentially result in significant adverse traffic impacts upon completion of approximately 10 dwelling units. As such, per the anticipated construction schedule shown in Chapter 17, "Construction," this would occur beginning in the fourth quarter of 2022 with the completion of Phase 1. This level of development would result in a net increase of 172 dwelling units and would generate more than the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trip ends in the weekday AM and PM, and Saturday peak hours. At this earlier point in time, implementation of some or all of the mitigation measures developed for full build-out of the Proposed Development Project in 2028 would be considered at impacted intersections in proximity to the Development Site.

TABLE 18-46
Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds) (1)				Proposed Signal Timing (Seconds) (1)				Recommended Mitigation
		AM	MD	PM	SAT	AM	MD	PM	SAT	
Bruckner Boulevard North (WB) @ White Plains Road (NB/SB)	WB	60	50	56	53	60	50	54	52	- Restripe WB approach from one 11-foot-wide left-through lane, one 11-foot-wide through lane and one 12-foot-wide right-turn only lane to one 11-foot-wide left-turn only lane, two 11-foot-wide through lanes, and one 11-foot-wide right-turn only lane. - Transfer 2s of green time from WB to NB in PM. - Transfer 1s of green time from WB to NB in Saturday.
	Peds	7	7	7	7	7	7	7	7	
	NB/SB	36	48	40	45	36	48	40	45	
	NB	17	15	17	15	17	15	19	16	
Bruckner Boulevard South (EB) @ White Plains Road (NB/SB)	EB	57	50	53	53	57	50	53	53	- Install "No Standing Anytime" regulation along the east curb of the NB approach for 100 feet to allow for a right-turn only lane. - Restripe NB approach from one 11-foot-wide through lane and one 11-foot-wide through-right lane to two 11-foot-wide through lanes and one 13-foot-wide right-turn only lane.
	Peds	7	7	7	7	7	7	7	7	
	NB/SB	36	48	40	45	36	48	40	45	
	SB	20	15	20	15	20	15	20	15	
Bruckner Plaza (EB) @ White Plains Road (NB/SB)	WB	41	41	41	41	41	41	41	41	-Unmitigatable
	NB/SB	49	49	49	49	49	49	49	49	
Lafayette Avenue (EB/WB) @ White Plains Road (NB/SB)	NB/SB	54	54	54	54	54	54	54	54	-Unmitigatable
	EB/WB	36	36	36	36	36	36	36	36	
Story Avenue (EB/WB) @ White Plains Road (NB/SB)	Peds	7	10	7	10	7	10	7	10	-Unmitigatable
	EB/WB	31	27	31	27	31	27	31	27	
	Peds	7	10	7	10	7	10	7	10	
	NB/SB	45	43	45	43	45	43	45	43	
Turnbull Avenue (WB) @ White Plains Road (NB/SB)	NB/SB	54	54	54	54	54	54	54	54	-Unmitigatable
	WB	36	36	36	36	36	36	36	36	
Lafayette Avenue (EB/WB) @ Thieriot Avenue (NB/SB) Unsignalized	NB/SB									-Unmitigatable
	WB									

Notes: **This table has been updated for the FEIS.**

(1) Signal timings shown indicate green plus yellow (including all red) for each phase.

TABLE 18-79
Action-With-Mitigation Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point	Peak Hour Buses ¹	No- Action Available Capacity ²	Project Increment	Available Capacity w/ Proposed Actions ²	Additional Peak Hour Buses Needed to Accommodate Project- Generated Demand	Available Capacity With Mitigation ²
AM	Bx39	NB	White Plains Rd & Gleason Ave	15	7	96	-89*	2	19
		SB	White Plains Rd & Morris Park Ave	11	3	4	-1*	1	53

Notes:
¹ Assumes service levels adjusted to address capacity shortfalls in the No-Action condition.
² Available capacity based on MTA loading guidelines of 54 passengers per standard bus.
* Denotes a significant adverse impact.

D. CONSTRUCTION

Traffic

As discussed in Chapter 17, “Construction,” ~~based on the results of a construction traffic screening analysis, seven under 2026 4Q construction conditions would result in significant adverse traffic impacts at three signalized study area intersections that would have during one or more lane groups significantly adversely impacted by operational traffic in 2028 would also potentially have both analyzed peak hours; specifically, one or more lane group at one intersection in the AM construction peak hour, and three lane groups adversely impacted by construction traffic in the AM and/or at three intersections in the PM construction peak hours. These impacted lane groups are summarized in Table 18-10. These would include:~~

- ~~1. White Plains Road at Bruckner Boulevard Westbound (signalized)~~
- ~~2. White Plains Road at Bruckner Boulevard Eastbound (signalized)~~
- ~~3. White Plains Road at Story Avenue (signalized)~~
- ~~4. White Plains Road at Bruckner Plaza (signalized)~~
- ~~5. White Plains Road at Turnbull Avenue (signalized)~~
- ~~6. White Plains Road at Lafayette Avenue (signalized)~~
- ~~7. Thieriot Avenue at Lafayette Avenue (unsignalized)~~

TABLE 18-10
Lane Groups With Significant Adverse Construction Traffic Impacts

<u>Signalized Intersections</u>	<u>Construction AM Peak Hour</u>	<u>Construction PM Peak Hour</u>
<u>Bruckner Boulevard EB & White Plains Road</u>	<u>NB-TR</u>	<u>NB-TR</u>
<u>Bruckner Boulevard WB & White Plains Road</u>	<u>=</u>	<u>WB-LT</u>
<u>Lafayette Avenue & White Plains Road</u>	<u>=</u>	<u>EB-L</u>

Notes: This table has been added to the FEIS.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound (signalized)

L – Left-turn, T – Through, R – Right-turn, DefL – Defacto left-turn

As discussed below, some of these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of signal timing at the intersection of Lafayette Avenue and White Plains Road
- Restriping the westbound approach at the intersection of Bruckner Boulevard (WB) and White Plains Road
- Restriping the northbound approach at the intersection of Bruckner Boulevard (EB) and White Plains Road

~~Given the lower overall study area traffic volumes during the construction peak hours compared to the operational peak hours used for the screening analysis, some lane groups impacted by operational traffic may not be impacted by construction traffic under 2026 Q4 construction conditions. Also, given the differences in directional distributions between operational and construction vehicle trips, some lane groups at these intersections may be significantly impacted by construction traffic in 2026 Q4 that would not be impacted by operational traffic in 2028.~~

~~Between the Draft EIS and the Final EIS, further detailed analysis of traffic conditions in the 2026 Q4 peak construction period will be undertaken to confirm which, if any, lane groups at the seven intersections identified above would potentially experience significant adverse impacts due to construction traffic. If impacts are identified and no mitigation measures are found to be practicable, then construction traffic may result in temporary unmitigated significant adverse impacts at one or more of these seven intersections in the 2026 Q4 peak construction period.~~

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. Table 18-11 summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during both analyzed construction peak hours. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Table 18-12 shows the peak hour v/c ratios, delays, and levels of service (LOS) at each impacted intersection with implementation of the recommended mitigation measures and compares them to No-Action and With-Action conditions for each analyzed peak hour. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting 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 Chapter 11, "Transportation." Table 18-12 shows that significant adverse impacts would be fully mitigated at in the construction AM peak hour, and two lane groups at two intersections would be fully mitigated in the construction PM peak hour. Impacts to one lane group would remain unmitigated at the intersection of Bruckner Boulevard EB/White Plains Road in the construction PM peak hour where standard mitigation measures such as adjustments to signal phasing/timing, lane restriping and changes to curbside parking regulations were found to be infeasible and/or ineffective at mitigating the anticipated impacts. Consequently, the significant impacts to this intersection identified above would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions (refer to Chapter 20, "Unavoidable Adverse Impacts").

TABLE 18-11
Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds) (1)		Construction Proposed Signal Timing (Seconds) (1)		Recommended Mitigation for Construction	Impacted Periods
		AM	PM	AM	PM		
Bruckner Boulevard North (WB) @ White Plains Road (NB/SB)	WB	60	56	60	56*	- Restripe WB approach from one 11-foot-wide left-through lane, one 11-foot-wide through lane and one 12-foot-wide right-turn only lane to one 11-foot-wide left-turn only lane, two 11-foot-wide through lanes, and one 11-foot-wide right-turn only lane.	AM/PM
	Peds	7	7	7	7		
	NB/SB	36	40	36	40		
	NB	17	17	17	17*		
Bruckner Boulevard South (EB) @ White Plains Road (NB/SB)	EB	57	53	57	53	- Install "No Standing Anytime" regulation along the east curb of the NB approach for 100 feet to allow for a right-turn only lane. - Restripe NB approach from one 11-foot-wide through lane and one 11-foot-wide through-right lane to two 11-foot-wide through lanes and one 13-foot-wide right-turn only lane.	AM/PM
	Peds	7	7	7	7		
	NB/SB	36	40	36	40		
	SB	20	20	20	20		
Lafayette Avenue (EB/WB) @ White Plains Road (NB/SB)	NB/SB	54	54	54	52	- Transfer 2s of green time from NB/SB to EB/WB in PM.*	PM
	EB/WB	36	36	36	38		

Notes: This table has been added to the FEIS.

Signal timings shown indicate green plus yellow (including all red) for each phase.

(1) * - Proposed construction mitigation differs from proposed operational mitigation

TABLE 18-12
Construction Action-With-Mitigation Conditions at Impacted Lane Groups

Signalized Intersections	No-Action AM Peak Hour					With-Action AM Peak Hour					Action-with-Mitigation AM Peak Hour					No-Action PM Peak Hour					With-Action PM Peak Hour					Action-with-Mitigation PM Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Bruckner Blvd EB & White Plains Rd	EB	L	0.50	28.1	C	EB	L	0.50	28.1	C	EB	L	0.50	28.1	C	EB	L	0.66	35.6	D	EB	L	0.66	35.6	D	EB	L	0.66	35.6	D	
	EB	LTR	0.66	30.6	C	EB	LTR	0.68	31.3	C	EB	LTR	0.68	31.3	C	EB	LTR	0.96	55.6	E	EB	LTR	0.97	56.8	E	EB	LTR	0.97	56.8	E	
	NB	TR	0.71	46.8	D	NB	TR	0.84	54.3	D	NB	T	0.70	45.8	D	NB	TR	0.98	69.6	E	NB	TR	1.09	101.1	F	NB	T	0.76	45.0	D	
												NB	R	0.19	36.3	D						NB	R	0.49	40.3	D	NB	R	0.49	40.3	D
												NB	Approach	45.0	D							NB	Approach	44.1	D						
	SB	L	0.26	31.4	C	SB	L	0.27	34.0	C	SB	L	0.26	32.4	C	SB	Def L	0.57	40.3	D	SB	Def L	0.54	40.0	D	SB	L	0.84	56.5	E	
	SB	LT	0.32	23.8	C	SB	LT	0.40	25.1	C	SB	LT	0.40	24.9	C	SB	T	0.61	28.2	C	SB	T	0.66	30.0	C	SB	LT	0.62	27.6	C	
Bruckner Blvd WB & White Plains Rd	WB	LT	0.79	31.2	C	WB	LT	0.83	33.6	C	WB	L	0.31	22.3	C	WB	LT	0.97	49.9	D	WB	LT	0.99	55.8	E	WB	L	0.53	29.2	C	
												T	0.69	27.7	C						WB	T	0.75	32.0	C	WB	T	0.75	32.0	C	
	WB	R	0.30	22.6	C	WB	R	0.30	22.6	C	WB	R	0.31	22.8	C	WB	R	0.10	21.6	C	WB	R	0.10	21.6	C	WB	R	0.10	21.7	C	
	WB	Approach	71.2	E							WB	Approach	26.4	C	WB	Approach	86.8	F			WB	Approach	31.0	C	WB	Approach	31.0	C			
	NB	L	0.56	37.9	D	NB	L	0.64	42.1	D	NB	L	0.64	42.1	D	NB	L	0.69	46.9	D	NB	L	0.75	51.5	D	NB	L	0.75	51.5	D	
	NB	LT	0.57	30.5	C	NB	LT	0.60	31.2	C	NB	LT	0.60	31.2	C	NB	LT	0.69	31.3	C	NB	LT	0.71	32.1	C	NB	LT	0.71	32.1	C	
	SB	TR	0.42	38.8	D	SB	TR	0.44	39.1	D	SB	TR	0.44	39.1	D	SB	TR	0.59	39.3	D	SB	TR	0.59	39.3	D	SB	TR	0.59	39.3	D	
	SB	R	0.54	46.5	D	SB	R	0.55	47.4	D	SB	R	0.55	47.4	D	SB	R	0.59	43.8	D	SB	R	0.60	44.8	D	SB	TR	0.60	44.8	D	
White Plains Rd & Lafayette Ave	EB	L	0.19	22.3	C	EB	L	0.55	34.0	C	EB	L	0.55	34.0	C	EB	L	0.33	26.1	C	EB	L	0.78	53.8	D	EB	L	0.70	42.7	D	
	EB	TR	0.15	21.2	C	EB	TR	0.19	21.9	C	EB	TR	0.19	21.9	C	EB	TR	0.43	25.7	C	EB	TR	0.50	27.4	C	EB	TR	0.47	25.2	C	
	WB	L	0.09	20.7	C	WB	L	0.13	21.9	C	WB	L	0.13	21.9	C	WB	L	0.16	21.9	C	WB	L	0.21	23.6	C	WB	L	0.20	21.7	C	
	WB	TR	0.58	30.2	C	WB	TR	0.66	33.9	C	WB	TR	0.66	33.9	C	WB	TR	0.66	32.4	C	WB	TR	0.71	35.5	D	WB	T	0.66	31.2	C	
	NB	L	0.03	9.6	A	NB	L	0.05	9.9	A	NB	L	0.05	9.9	A	NB	L	0.08	10.2	B	NB	L	0.10	10.5	B	NB	L	0.10	11.6	B	
	NB	TR	0.29	12.1	B	NB	TR	0.30	12.1	B	NB	TR	0.30	12.1	B	NB	TR	0.38	13.1	B	NB	TR	0.40	13.4	B	NB	TR	0.42	14.8	B	
	SB	L	0.10	10.4	B	SB	L	0.11	10.7	B	SB	L	0.11	10.7	B	SB	L	0.30	13.6	B	SB	L	0.33	14.5	B	SB	L	0.35	16.3	B	
	SB	TR	0.48	15.3	B	SB	TR	0.63	19.2	B	SB	TR	0.63	19.2	B	SB	TR	0.52	15.9	B	SB	TR	0.60	18.1	B	SB	TR	0.63	20.3	C	

Note: This table has been added to the FEIS.

Noise

As described in Chapter 17, "Construction," construction of the Proposed Project would be required to follow the requirements of the *New York City Noise Control Code* (also known as Chapter 24 of the *Administrative Code of the City of New York*, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) as required under the *New York City Noise Control Code*. These measures could include a variety of source and path controls.

In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented in accordance with and beyond what is required by the *New York City Noise Code*:

- Equipment that meets the sound level standards specified in Subchapter 5 of the *New York City Noise Control Code* would be utilized from the start of construction. Table 17-610 shows the noise levels for typical construction equipment and the mandated noise levels for the equipment that would be used for construction of the Proposed Project.

- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable. Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable.
- Where feasible and practicable, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than 3 minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.
- Pile installation will be drilled rather than impact driven.

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures for construction would be implemented:

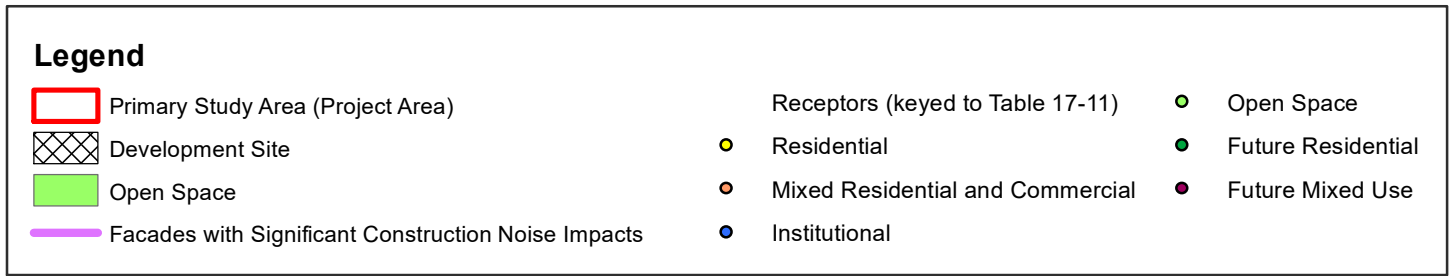
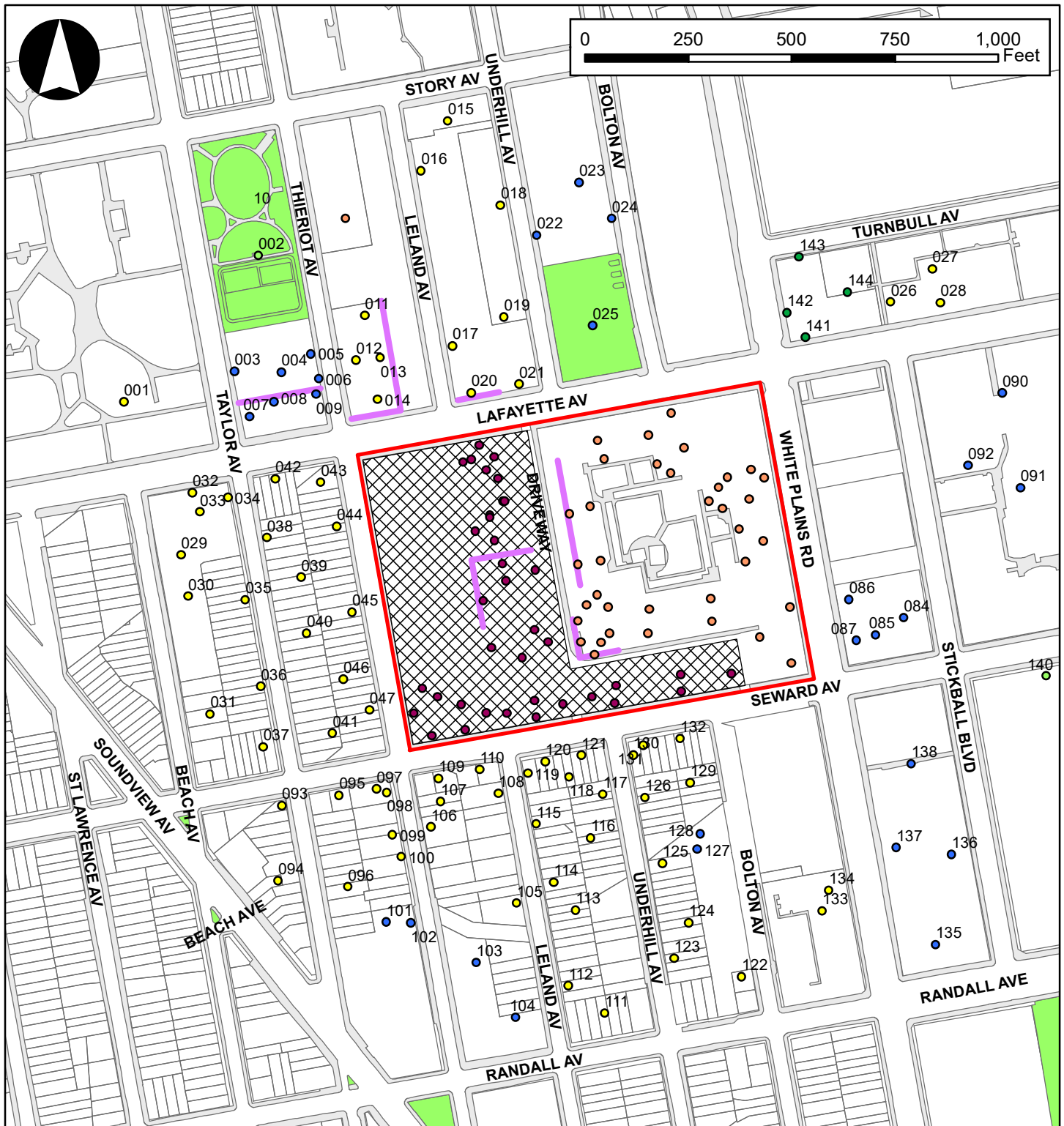
- Where logistics allow, noisy equipment—such as cranes, concrete pumps, concrete trucks, and delivery trucks—would be located away from and shielded from sensitive receptor locations;
- Noise barriers constructed from plywood or other materials would be utilized to provide shielding (e.g., the construction sites would have a minimum 10-foot tall barrier); and
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents) for certain dominant noise equipment to the extent feasible and practical based on the results of the construction noise calculations. The requirements for construction of portable noise barriers, enclosures, tents, etc. are set forth in DEP’s “Rules for Citywide Construction Noise Mitigation.”

Notwithstanding the above measures, construction activities generated by the Proposed Project ~~that~~ would have the potential to result in significant adverse construction noise impacts at sensitive receptors in the vicinity of the construction work areas. The detailed modeling analysis concluded that project construction has the potential to result in construction noise levels exceeding *CEQR Technical Manual* construction noise impact criteria for an extended period of time at the locations shown below in Table 18-~~8~~13 and Figure 18-1.

TABLE 18-813
Locations with Significant Construction Noise Impacts

Location	Block	Lot(s)	<u>Project Buildings Contributing to Impact</u>
1850 Lafayette Avenue (façades facing construction only)	3600	4	<u>B2, B3, B4, B5, B6</u>
1856-1860 Lafayette Avenue (façades facing construction only)	3600	4	<u>B2, B3, B4, B5, B6</u>
800 Taylor Avenue	3641	1	<u>B1, B2</u>
820 Thieriot Avenue	3642	30	<u>B1, B2</u>
1861-1865 Lafayette Avenue (street-facing façades)	3643	7501	<u>B1, B2</u>
Proposed Building B3	3600	4	<u>B1, B2</u>

At any outdoor residential balconies located within the impact zone (i.e., residential balconies at 820 Thieriot Avenue), there are no feasible or practicable mitigation measures to avoid the significant adverse construction noise impacts identified in Chapter 17, “Construction.” Therefore, at these receptors, the significant adverse construction noise would be unavoidable. However, as construction would not regularly occur during evening or weekend hours, the balconies would be free of construction noise during these times.



This figure has been updated for the FEIS.

Many of the existing buildings at these locations feature modern façade construction including insulated glass windows and an alternate means of ventilation that would allow for the maintenance of a closed-window condition. At impacted residential buildings' facades that do not already have one or both of these features, the Applicant would be required to make mitigation measures (i.e., storm windows and/or alternative means of ventilation in the form of window air conditioners) available on facades that ~~experience significant~~face ~~construction noise impact~~ at no cost for purchase and installation. The mitigation would be installed prior to construction activity at any of the Project Buildings contributing to the predicted construction noise impact. Building facades 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 dBA less than exterior noise levels. Proposed Building B3 is expected to be constructed using standard façade construction techniques, which would also result in interior noise levels approximately 25 dBA less than exterior noise levels.

Even with such measures, these locations (identified in Table 18-13) would be expected to experience interior $L_{10(1)}$ noise levels during portions of construction that would exceed the 45 dBA guideline recommended for residential and community facility spaces according to CEQR noise exposure guidelines. Interior noise levels at these units would exceed the acceptable threshold level by up to 13 dBA at times during the nearest and most noise-intensive construction activities associated with the ~~Proposed~~ Project. During times when total exterior $L_{10(1)}$ noise levels would be less than 70 dBA (see Appendix E for levels at each receptor during each phase of construction), interior levels at residential buildings with the above-described measures would be below the threshold considered acceptable for residential and community facility spaces according to CEQR noise exposure guidelines. Consequently, significant adverse noise impacts predicted to occur at the above-mentioned residences would be only partially mitigated.