

4.0 Mitigation Measures

4.1 HISTORIC RESOURCES MITIGATION

The SCA has undertaken consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) regarding the proposed project and will continue, through the consultation process, to identify ways of partially mitigating the impact. Potential mitigation measures would include design features incorporated into the proposed new school building, photo-documentation of the existing structure consistent with the requirements of the Historic American Building Survey (HABS), and preservation and/or salvage of existing historic features. After further consultation with the OPRHP, the SCA would enter into a letter of resolution with the OPRHP stipulating the specific mitigation measures that would be incorporated as part of the proposed project.

4.2 TRAFFIC MITIGATION

As described in Section 3.10: Traffic and Transportation, there would be one intersection with significant impacts during the AM and PM peak hours. At the intersection of Fourth Avenue and Baltic Street, the proposed project would result in an impact to the southbound Fourth Avenue left turn movement during the AM peak hour. To address this impact, it is proposed to add a new 5-second lead phase to the southbound approach during the AM peak hour. As shown in Table 17, with this signal timing and phasing adjustment, the southbound Fourth Avenue left turn movement would operate with a delay of 143.3 seconds (LOS F) in the AM peak hour compared to 173.6 seconds (LOS F) in the No-Action condition. The proposed project's impact during this time period would, therefore, be fully mitigated with this measure.

**TABLE 17:
BUILD WITH MITIGATION TRAFFIC CONDITIONS (2012)**

Signalized Intersection	Approach ¹	Lane Group ²	AM Peak Hour								
			No-Action			Build			Build with Mitigation		
			V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
Fourth Avenue (N-S) @ Baltic Street (E-W)	EB	LTR	0.51	25.8	C	0.56	27.0	C	0.56	27.0	C
	NB	TR	0.79	30.7	C	0.83	32.6	C	0.91	41.8	D
	SB	L	1.08	173.6	F	1.38	280.3	F *	0.99	143.3	F
		T	0.34	21.3	C	0.34	21.3	C	0.34	21.3	C
	Intersection			31.4	C	-	36.8	D	-	38.2	D

Signalized Intersection	Approach ¹	Lane Group ²	PM Peak Hour								
			No-Action			Build			Build with Mitigation		
			V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
Fourth Avenue (N-S) @ Baltic Street (E-W)	EB	LTR	1.06	107.8	F	1.18	150.0	F *	1.05	101.0	F
	NB	TR	0.44	10.3	B	0.45	10.5	B	0.55	19.4	B
	SB	L	0.98	81.2	F	1.13	127.6	F *	0.91	54.8	D
		T	0.42	10.2	B	0.42	10.2	B	0.45	12.2	B
	Intersection			28.0	C	-	37.2	D	-	30.3	C

Notes:

1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T - Through, R - Right, DefL - De Facto Left Turn

* Impacted intersection movement

During the PM peak hour, the southbound left turn movement and eastbound Baltic Street approach would be impacted. In order to mitigate these impacts, it is proposed to add a new 11-second lead phase to the southbound approach and also shift 4 seconds of green time from the north-south Fourth Avenue phase to the Baltic Street phase during the PM peak hour. As shown in Table 17, with these signal timing and phasing adjustments, the southbound Fourth Avenue left turn movement would operate with a delay of 54.8 seconds (LOS E) in the PM peak hour compared to 81.2 seconds (LOS F) in the No-Action. The eastbound Baltic Street approach would operate with a delay of 101.0 seconds (LOS F) compared to 107.8 seconds (LOS F) in the No-Action. All the proposed project's impacts at this intersection would therefore be fully mitigated.

The New York City Department of Transportation (NYCDOT) will review the proposed mitigation measures to evaluate the feasibility of their implementation. If the NYCDOT determines that the proposed mitigation measures are not practicable, the project's traffic impacts at the intersection of Fourth Avenue and Baltic Street would be unmitigated.