

## PUBLIC SAFETY ANSWERING CENTER II

### CHAPTER 18: MITIGATION

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#### A. INTRODUCTION

The preceding chapters of the EIS discuss the potential for significant adverse impacts to result from the Proposed Action. Where such significant adverse impacts have been identified, pursuant to *City Environmental Quality Review (CEQR) Technical Manual* guidelines measures are examined to minimize or eliminate the anticipated significant adverse impacts. This chapter provides a description of the measures needed to mitigate identified significant adverse impacts in the areas of hazardous materials and traffic. As discussed in detail in Chapter 2, “Land Use, Zoning, and Public Policy,” the Proposed Action would also result in an adverse zoning impact. According to the *CEQR Technical Manual*, a significant and adverse zoning impact would result if the action caused a substantial number of uses or structures to become nonconforming, or if it conflicted with another public policy to protect those uses. The Proposed Action would displace required accessory parking spaces causing non-conformance on the Hutchinson Metro Center office complex site, whereby the site would no longer comply with the site’s M1-1 zoning parking regulations. Therefore, the Proposed Action would result in an adverse, but not significant, zoning impact, and mitigation measures have not been developed for this adverse zoning impact, which would remain.

#### B. HAZARDOUS MATERIALS

Human exposure to hazardous material can be reduced or eliminated using proven remedial technologies and/or institutional and engineering controls. Typical hazardous materials mitigation measures include remedial activities (remediation) such as excavation of contaminated soil or the installation of a groundwater pump and treat system. Mitigation also includes institutional and engineering controls that may already be in place or may be inherent to the proposed redevelopment (e.g., paving an area for parking results in a “cap” that prevents direct contact with contaminated soil below). As discussed in Chapter 7, “Hazardous Materials,” the Phase II Environmental Subsurface Investigation (ESI) results for the Project Site indicated that fill soil throughout the site has elevated levels of Polycyclic Aromatic Hydrocarbons (PAHs) and Target Analyte List (TAL) Metals, which are characteristic of urban fill. The Phase II ESI results also indicated elevated levels of PAHs and TAL Metals in the groundwater, which can be attributed to the fill and the turbid nature of the groundwater samples that were collected.

Intrusive activities (construction) at most previously developed urban sites would involve mitigation in the form of proper soil handling and management, preparation and adherence to a site-specific Construction Health and Safety Plan (CHASP) that considers the presence of contaminants, and implementation of a Community Air Monitoring Plan (CAMP) to minimize the creation and dispersion of fugitive airborne dust.

All remediation measures would be undertaken pursuant to a Remediation Action Plan (RAP) approved by the New York City Department of Environmental Protection (NYCDEP). Prior to any excavation or construction activity at the Project Site, a CHASP would also need to be prepared that will meet the requirements set forth by the Occupational, Safety and Health Administration (OSHA), New York State Department of Health (NYSDOH), NYCDEP, and any other applicable regulations. The CHASP would identify the possible locations and risks associated with the potential contaminants that may be encountered, and the administrative and engineering controls that would be utilized to mitigate concerns. The New York State Department of Environmental Conservation (NYSDEC) must also approve any remedial plans related to spill cleanup. These measures would ensure that no significant adverse impact related to hazardous material would occur.

Impacted soil in the area of proposed excavation should be removed and disposed of in accordance with all applicable local, state, and federal regulations. Unpaved or landscaped surfaces should be covered with at least two feet of certified, clean fill and vegetative top soil. Due to the presence of Target Compound List (TCL) volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metal concentrations above applicable standards at several sampling locations, dust control procedures are recommended during excavation activities to minimize the creation and dispersion of fugitive airborne dust. The CAMP would require real-time monitoring for VOCs and particulates (i.e., dust) at the downwind perimeter of each designated work area when certain activities are in progress at contaminated site. The CAMP is intended to provide a measure of protection for the downwind community from potential airborne contaminant releases as a direct result of investigative and remedial work activities.

Contract documents should identify provisions and a contingency plan for managing, handling, transporting and disposing of non-hazardous petroleum impacted soil and potentially hazardous soil for lead. The Contractor should be required to submit a Materials Handling Plan, to identify the specific protocol and procedures that will be employed to manage the waste in accordance with applicable regulations.

In addition, the removal of existing fencing on the site could involve the disturbance of surfaces with lead-based paint. To protect workers from exposure to lead, U.S. Occupational Safety and Health Administration (OSHA) regulations would be complied with.

### **C. TRAFFIC**

The Proposed Action's significant adverse traffic impacts are summarized in Chapter 12, "Traffic and Parking". As also described in Chapter 12, significant adverse impacts to parking are not anticipated. The proposed 500 space accessory parking facility would provide enough capacity to accommodate all of the demand generated by the proposed PSAC II development under both Typical and temporary Consolidated Operations. The results of the parking analysis also indicate that although the provided accessory parking capacity of the Hutchinson Metro Center office complex ("Hutchinson Metro Center") would no longer comply with the site's M1-1 zoning parking regulations (which, as discussed above and in Chapter 2, "Land Use, Zoning, and Public Policy" would result in an adverse, but not significant, zoning impact), the Hutchinson Metro Center would retain a sufficient number of parking spaces to accommodate all of its projected 2012 parking demand. Therefore, the possible mitigation measures discussed below only focus on significant adverse traffic impacts.

## Traffic

As discussed in Chapter 12, “Traffic and Parking”, the Proposed Action would result in significant adverse traffic impacts at a total of six signalized intersections (three in the AM, six in the midday) under Typical Operations of the proposed PSAC II development when the facility would normally operate with a staff size of approximately 850 employees (PSAC II staff only) that would work primarily in three main shifts throughout a 24-hour period. As proposed PSAC II development is expected to typically operate at this staffing level, a traffic mitigation plan was therefore developed to address these impacts. This mitigation plan, summarized in Table 18-1, consists of changes to signal timing and phasing, changes to curbside parking regulations on impacted approaches, and striping changes at some impacted intersection approaches.

According to the *CEQR Technical Manual*, a significant traffic impact can be considered mitigated if measures implemented return projected future conditions to what they would have been if the Proposed Action were not in place, or to an acceptable level. For a future No-Build LOS A, B or C, mitigating to mid-LOS D is required (45 seconds of delay for signalized intersection and 30 seconds for unsignalized intersections).

The effectiveness of the proposed traffic plan, in terms of addressing significant adverse impacts that would result from the proposed PSAC II development under Typical Operations is shown in Table 18-2. As discussed below, the proposed traffic mitigation measures would fully mitigate the traffic impacts that would occur as a result of the Proposed Action in both the AM (6:30 AM to 7:30 AM) and midday (2:30 PM to 3:30 PM) peak hours.

With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street, the mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of the facility (i.e., PSAC I employees would temporarily be relocated to PSAC II and staff members of PSAC I and PSAC II would be combined). As the proposed PSAC II development is expected to accommodate the staffs of both PSAC I and PSAC II on a temporary/emergency basis, measures to mitigate traffic impacts have been coordinated with the New York City Department of Transportation (NYCDOT) and would include New York City Police Department (NYPD) traffic enforcement agents.

### ***Waters Place at Eastchester Road***

The mitigation plan for this intersection would result in a dedicated right-turn lane at the northbound approach for Eastchester Road. As shown in Table 18-1, this would be achieved by implementing a no standing anytime regulation at the northbound approach that would extend approximately 100 feet along the east side of Eastchester Road (see Figure 18-1). This would result in the removal of approximately five existing parking spaces along the east side of Eastchester Road. As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the southbound de facto left-turn movement would be fully mitigated in both the AM and midday peak hours. Under this mitigation plan, the southbound de facto left-turn movement would operate with approximately 33.9 seconds of delay (LOS C) compared to 35.5 seconds of delay (LOS D) under the No-Build condition in the AM peak hour and approximately 30.4 seconds of delay (LOS C) compared to 44.5 seconds of delay (LOS D) under the No-Build condition in the midday peak hour.

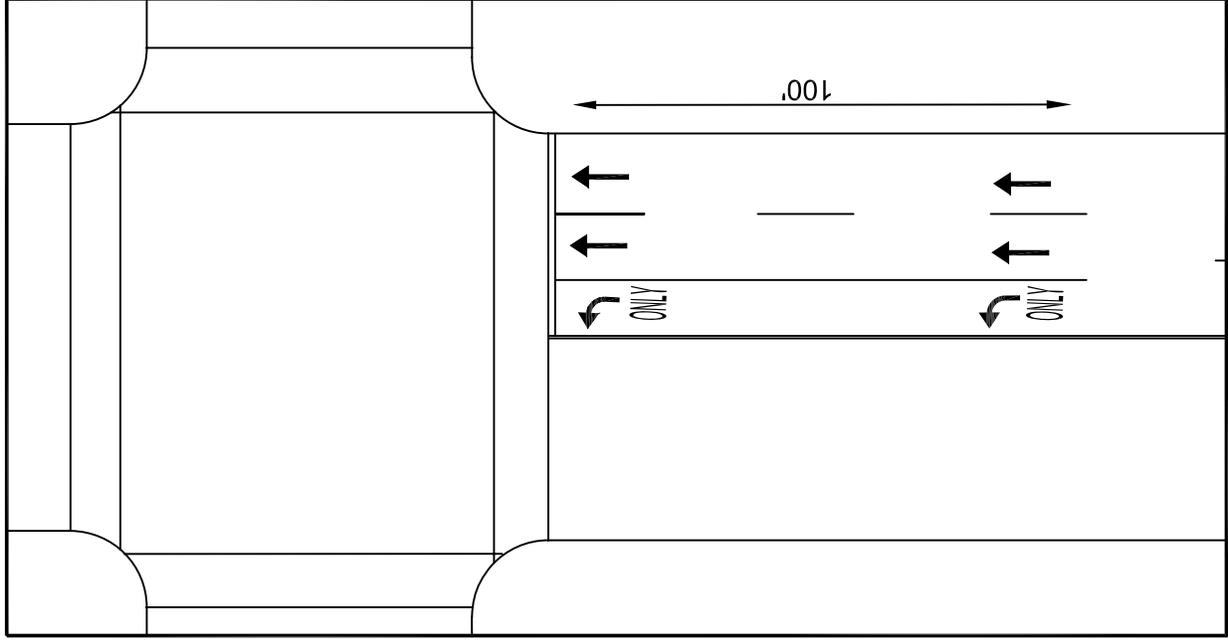
**TABLE 18-1  
Proposed Traffic Mitigation Measures under Typical Operating Conditions of PSAC II  
(PSAC II employees only)**

Intersection	Approach	Period	Current Signal Timing (Seconds)	Mitigation Signal Timing (Seconds)	Description of Mitigation
1 Waters Place (WB) @ Eastchester Road (N-S)	WB NB/SB SB	AM/MD	36/23 45/45 9/22	36/23 45/45 9/22	Prohibit parking on the east side of the NB approach for 100 ft and stripe for a right-turn only lane.
2 Waters Place (E-W) @ Industrial Street (N-S) (Future Marconi Street)	EB/WB NB	AM/MD	59/59 31/31	59/59 31/31	Prohibit parking on the north side of the WB approach for 100 ft and stripe for a right-turn only lane.
10 East Tremont Ave (E-W) @ Silver Street (N-S) (Eastchester Road)	EB/WB NB SB	AM/MD	59/46 27/16 34/28	63/49 27/16 30/25	Prohibit parking on the west side of the SB approach for 100 ft to restripe to a left and right only lane. Transfer 4 and 3 sec of green time from SB phase to East Tremont EB/WB phase in the AM and midday peak hours, respectively.
11 East Tremont Ave (E-W) @ Castle Hill Ave. (N-S)	EB/WB WB NB PED	MD	42/29 18/11 32/22 28/28	42/29 18/11 32/22 28/28	Align the centerline of the WB approach to southern edge of the median of the EB approach. Restripe the WB approach to include a left turn lane and 2 through lanes.
20 Eastchester Road (N-S) @ Ives Street (E-W)	EB NB/SB	MD	24/24 36/36	24/22 36/38	Transfer 2 seconds of green time from EB phase to NB/SB phase in the midday peak hour.
22 Eastchester Road (N-S) @ Morris Park Avenue (E-W)	EB/WB NB/SB NB	MD	36/36 40/40 14/14	36/36 40/36 14/18	Prohibit parking on the east side of the NB approach from 2:00 - 4:00 PM for 100 ft and transfer 4 sec of green time from NB/SB phase to NB phase in the midday peak period.

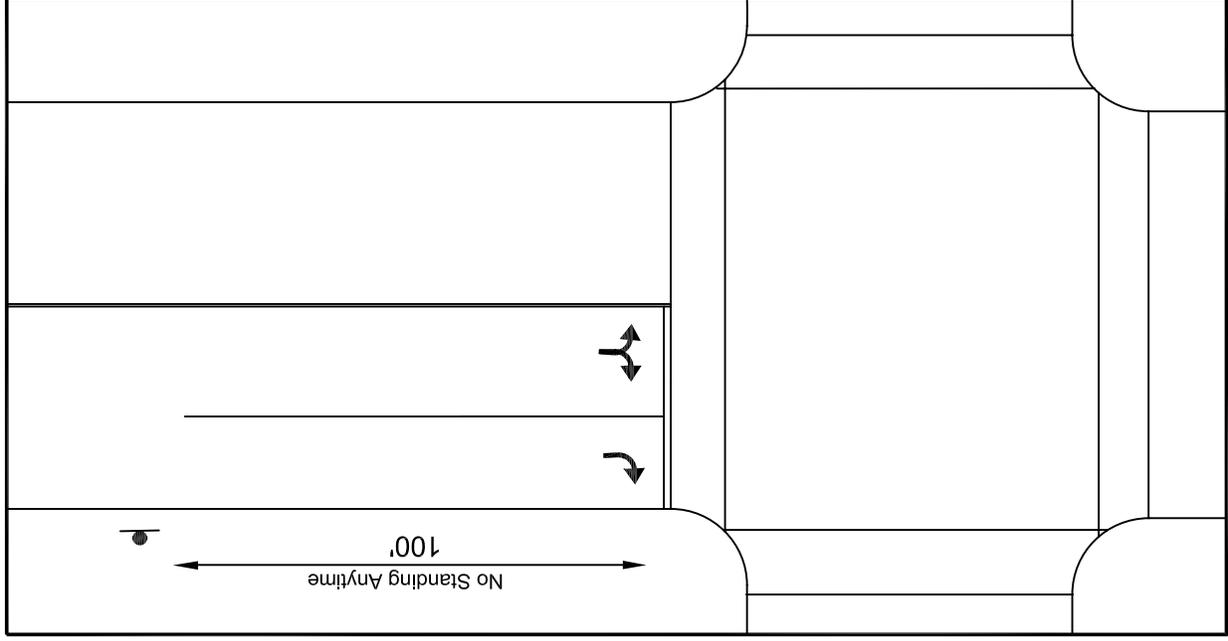
**Notes:**

Signal timings indicate green plus yellow (including all-red) for each phase.  
EB - eastbound, WB - westbound, NB - northbound, SB - southbound

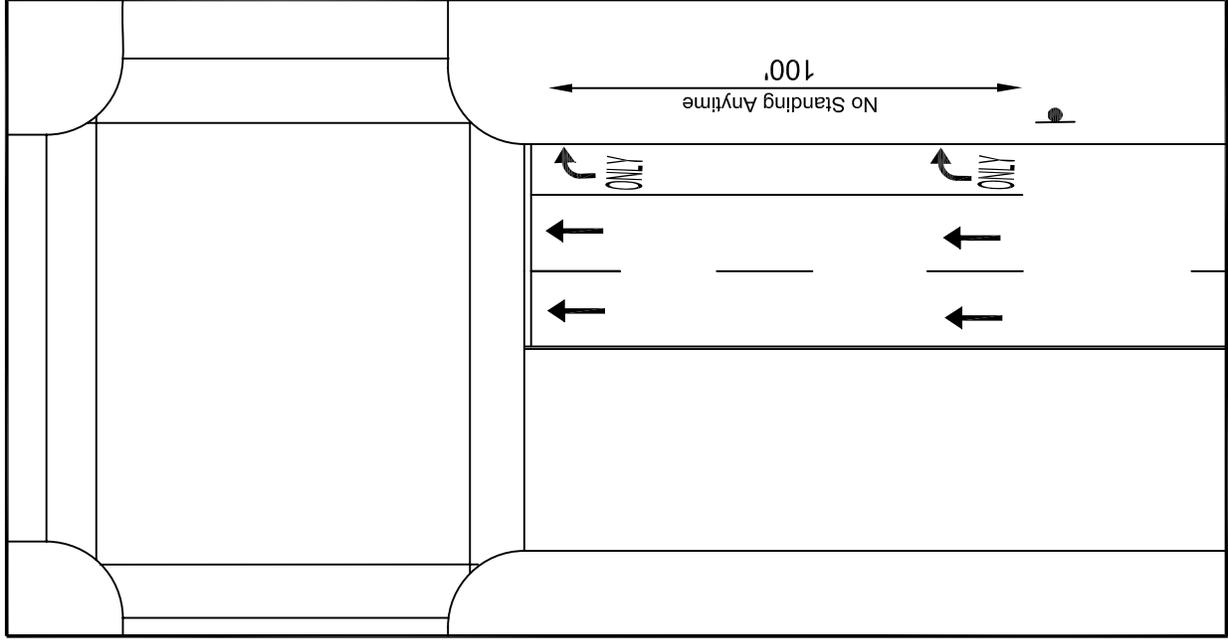
Striping for Left-Turn Lane



Striping for Right-Turn Lane and a shared Left-Right Lane



Striping for Right-Turn Lane



LEGEND  
No Standing Anytime

FIGURE 18-1  
Typical Striping Plans

**TABLE 18-2**  
**2012 Level of Service under Typical Operations of PSAC II with Mitigation**  
**(PSAC II Employees Only)**

INTERSECTIONS	Lane Group	AM Peak Hour										
		2012 No Build			2012 Build			2012 Build with Mitigation				
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS		
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.42	24.0	C	0.45	24.4	C	0.45	24.4	C		
	WB-R	0.58	22.3	C	0.70	25.8	C	0.70	25.8	C		
	NB-TR	0.46	18.9	B	0.50	19.5	B	NB-TR	0.29	17.1	B	
								NB-T	0.33	16.7	B	
								NB-R	0.33	18.0	B	
								NB-L	0.80	35.1	D	
	SB-Defl	0.76	35.5	D	1.02	83.4	F					
	SB-T	0.25	11.7	B	0.25	11.7	B		0.25	11.7	B	
2. Waters Place (E-W) at Industrial Street (N-S)					EB-Defl	1.29	182.5	F	0.83	38.0	D	
					EB-T	0.56	13.5	B	0.27	9.0	A	
	EB-LT	0.56	12.9	B						18.6	B	
	WB-TR	0.57	12.2	B	EB-LT	0.66	13.8	B			10.3	B
										0.42	10.3	B
										0.36	10.3	B
	SB-L	0.05	23.2	C	0.21	25.1	C		0.21	25.1	C	
	SB-R	0.06	23.4	C	0.31	26.6	C		0.31	26.6	C	
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-Defl	0.88	55.2	E	0.99	76.5	E	0.90	55.0	D		
	EB-T	0.36	23.2	C	0.36	23.2	C	0.34	20.4	C		
	WB-T	0.29	21.4	C	0.29	21.4	C	0.27	18.9	B		
	NB-L	0.33	43.4	D	0.33	43.4	D	0.33	43.4	D		
	NB-TR	0.24	42.3	D	0.24	42.3	D	0.24	42.3	D		
	SB-LR	1.04	106.1	F	1.13	135.8	F	SB-LR	0.38	41.7	D	
								SB-LR-shared	0.38	41.7	D	
								SB-R	0.95	85.9	F	

INTERSECTIONS	Lane Group	Midday Peak Hour										
		2012 No Build			2012 Build			2012 Build with Mitigation				
		V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS	V/C Ratio	Delay (sec)	LOS		
1. Waters Place (E-W) at Eastchester Road (N-S)	WB-L	0.61	37.7	D	0.66	39.2	D	0.66	39.2	D		
	WB-R	0.71	26.5	C	0.85	34.4	C	0.85	34.4	C		
	NB-TR	0.70	23.7	C	0.73	24.5	C	NB-TR	0.46	18.9	B	
								NB-T	0.42	18.8	B	
								NB-R	0.42	19.4	B	
								NB-L	0.90	30.4	C	
	SB-Defl	0.93	44.5	D	1.07	82.5	F					
	SB-T	0.33	6.4	A	0.33	6.4	A		0.33	6.4	A	
2. Waters Place (E-W) at Industrial Street (N-S)	EB-Defl				EB-Defl	1.26	166.6	F	0.78	29.0	C	
	EB-T				EB-T	0.78	20.6	C	0.78	20.6	C	
	EB-LT	0.85	23.7	C						23.1	C	
	WB-TR	0.51	11.4	B	EB-LT	0.58	12.4	B			9.9	A
										0.33	9.4	A
										0.41	10.9	B
	SB-L	0.33	26.7	C	0.50	29.8	C		0.50	29.8	C	
	SB-R	0.44	28.9	C	0.70	36.6	D		0.70	36.6	D	
10. East Tremont Avenue (E-W) at Silver Street (N-S) (Eastchester Road)	EB-Defl	0.81	40.9	D	0.91	54.0	D	0.82	38.9	D		
	EB-T	0.46	19.2	B	0.46	19.2	B	0.43	16.7	B		
	WB-T	0.38	16.9	B	0.38	16.9	B	0.35	14.9	B		
	NB-L	0.07	35.1	D	0.07	35.1	D	0.07	35.1	D		
	NB-TR	0.18	35.9	D	0.18	35.9	D	0.18	35.9	D		
	SB-LR	0.86	49.1	D	0.95	65.0	E	SB-LR	0.44	31.1	C	
								SB-LR-shared	0.44	31.1	C	
								SB-R	0.66	36.8	D	
11. East Tremont Avenue (E-W) at Castle Hill Avenue (N-S)	EB-T	0.54	30.6	C	0.57	31.2	C	0.57	31.2	C		
	EB-R	0.51	20.5	C	0.51	20.5	C	0.51	20.5	C		
	WB-LT	1.05	70.3	E	1.10	87.2	F	WB-LT	0.47	28.8	C	
								WB-L	0.47	31.9	C	
								WB-T	0.76	28.3	C	
								WB-R	0.78	43.9	D	
	NB-L	0.78	43.9	D	0.78	43.9	D		0.78	43.9	D	
	NB-R	0.20	32.4	C	0.20	32.4	C		0.20	32.4	C	
20. Eastchester Road (N-S) at Ives Street (E-W)	EB-LR	0.18	14.5	B	0.18	14.5	B	0.20	16.0	B		
	NB-LT	0.98	35.0	C	1.07	62.4	E	0.99	36.5	D		
	SB-TR	0.49	10.0	A	0.52	10.4	B	0.49	9.0	A		
22. Eastchester Road (N-S) at Morris Park Avenue (E-W)	EB-Defl	0.84	47.8	D	0.84	47.8	D	0.84	47.8	D		
	EB-TR	0.43	24.6	C	0.43	24.6	C	0.43	24.6	C		
	WB-LTR	0.21	22.4	C	0.21	22.4	C	0.21	22.4	C		
	NB-Defl	1.04	88.5	F	1.11	112.5	F	1.00	81.8	F		
	NB-TR	1.01	55.5	E	1.13	97.2	F	0.96	42.9	D		
	SB-LT	0.59	24.0	C	0.64	25.2	C	0.73	30.5	C		
	SB-R	0.52	24.8	C	0.52	24.8	C	0.59	29.9	C		

NOTES:  
 EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound  
 L-Left, T-Through, R-Right, Defl-Analysis considers a De facto Left Lane on this approach  
 V/C Ratio-Volume to Capacity Ratio, SEC/VEH-Seconds per Vehicle  
 LOS- Level of Service  
 \* - Denotes Impacted Intersection  
 Analysis is based on the 2000 Highway Capacity Manual Methodology (HCS 2000)

### ***Waters Place at Industrial Street***

The mitigation plan for this intersection would also result in a dedicated right-turn lane at the westbound approach of Waters Place. As shown in Table 18-1, this would be achieved by implementing a no standing anytime regulation at the westbound approach that would extend approximately 100 feet along the north side of Waters Place (see Figure 18-1). This would result in the removal of approximately five existing parking spaces along the north side of Waters Place. As shown in Table 18-2, with this mitigation plan, the added westbound capacity would also eliminate the significant adverse impact at the eastbound approach would be fully mitigated in both the AM and midday peak hours. Under this mitigation plan, the eastbound approach would operate with approximately 18.6 seconds of delay (LOS B) compared to 12.9 seconds of delay (LOS B) under the No-Build condition in the AM peak hour and approximately 23.1 seconds of delay (LOS C) compared to 23.7 seconds of delay (LOS C) under the No-Build condition in the midday peak hour.

### ***East Tremont Avenue at Silver Street***

The mitigation plan for this intersection would result in dedicated right-turn as well as a shared left-right lanes at the southbound approach of Silver Street. As shown in Table 18-1, this would be achieved by implementing a no standing anytime regulation at the southbound approach that would extend approximately 100 feet along the west side of Silver Street. This would result in the removal of approximately five existing parking spaces from the west side of Silver Street. The mitigation plan for this intersection also includes a signal timing adjustment that would transfer four and three seconds of green time from the southbound (Silver Street) phase to the eastbound/westbound (East Tremont Avenue) phase, in the AM and midday peak hours, respectively.

As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the eastbound de facto left-turn movement and the southbound approach would be fully mitigated in both the AM and midday peak hours. Under this mitigation plan, the eastbound de facto left-turn movement and the southbound approach would respectively operate with approximately 55.0 and 73.0 seconds of delay (LOS D and LOS E) compared to 55.2 and 106.1 seconds of delay (LOS E and LOS F) under the No-Build condition in the AM peak hour. In the midday peak hour, under this mitigation plan, the eastbound de facto left-turn movement and the southbound approach would respectively operate with approximately 38.9 and 34.5 seconds of delay (LOS D and LOS C) compared to 40.9 and 49.1 seconds of delay (LOS D and LOS D) under the No-Build condition.

### ***East Tremont Avenue at Castle Hill Avenue***

The mitigation plan for this intersection would create a dedicated left-turn lane at the westbound approach of East Tremont Avenue. As shown in Table 18-1, this would be achieved by aligning the centerline of the westbound approach with the median of the eastbound approach, and restriping the westbound approach for a left-turn lane as well as two through lanes (see Figure 18-1). As shown in Table 18-2, with this mitigation plan, the significant adverse impact at the westbound left-through movement in the midday peak hour would be fully mitigated. Under this mitigation plan, the westbound left-through movement would operate with approximately 28.8 seconds of delay (LOS C) compared to 70.3 seconds of delay (LOS E) under the No-Build condition in the midday peak hour.

### ***Eastchester Road at Ives Street***

At the intersection of Eastchester Road and Ives Street, signal timing adjustments are sufficient to address the impact present in the midday peak hour. The mitigation plan for this intersection includes a signal timing adjustments that would transfer two seconds of green time from the eastbound (Ives Street) phase to the northbound/southbound (Eastchester Road) phase in the midday peak hour. As

shown in Table 18-2, with this mitigation plan, the significant adverse impact at the northbound left-through movement of Eastchester Road in the midday peak hour would be fully mitigated. Under this mitigation plan, the northbound left-through movement would operate with approximately 36.5 seconds of delay (LOS D) compared to 35.0 seconds of delay (LOS C) under the No-Build condition in the midday peak hour.

### ***Eastchester Road at Morris Park Avenue***

The mitigation plan for this intersection includes implementing a no standing anytime regulation along approximately 100 of the eastern curb of the northbound approach of Eastchester Road from 7:00 AM to 7:00 PM, and the transfer of four seconds of green time from the northbound/southbound (Eastchester Road) phase to the exclusive northbound phase. As shown in Table 18-2, with this mitigation plan, the significant adverse impacts at the northbound de facto left-turn and through-right movements would be fully mitigated. Under this mitigation plan, the northbound de facto left-turn and through-right movements in the midday peak hour would respectively operate with approximately 81.6 and 42.9 seconds of delay (LOS F and LOS D) compared to 88.5 and 55.5 seconds of delay (LOS F and LOS E) under the No-Build condition in the midday peak hour.

### ***Temporary Consolidated Operations***

With the exception of the eastbound de facto left-turn movement at the intersection of East Tremont Avenue and Silver Street, the mitigation plan proposed for the six signalized intersections significantly impacted by the proposed PSAC II development under Typical Operations would also fully mitigate the traffic impacts at these intersections under the temporary Consolidated Operations of the facility (i.e., PSAC I employees would temporarily be relocated to PSAC II and staff members of PSAC I and PSAC II would be combined). As discussed in more detail in Chapter 12, "Traffic and Parking" three additional signalized intersections (Waters Place at the entrance to the Bronx Psychiatric Center, Little League Place at Westchester Avenue, and East Tremont Avenue at Ericson Place) would also be significantly impacted in both the AM and midday peak hours under Consolidated Operations when PSAC II would operate with a staff size of up to approximately 1,700 employees that would work primarily three main shift throughout the 24-hour period. As the proposed PSAC II development is expected to accommodate the consolidated staffs of both PSAC I and PSAC II only on a temporary emergency basis, the New York City Police Department (NYPD) is committed to mitigating additional significant adverse traffic impacts at these three signalized intersections, as well as the eastbound de facto left-turn movement at the signalized intersection of East Tremont Avenue and Silver Street, through the use of traffic enforcement agents. This approach has been recommended by the New York City Department of Transportation (NYCDOT) as the appropriate method of addressing temporary/emergency conditions when all of the City's PSAC workers are at the proposed development site.

Application and implementation of the traffic engineering improvements described above would require the approval of the New York City Department of Transportation (NYCDOT) and coordination with the NYCDOT would be undertaken in order to implement the proposed mitigation measures. Approval of each proposed mitigation measure would depend upon the applicable agency. In the absence of the implementation of the mitigation plans discussed above, a total of up to six signalized intersections (three in the AM and six in the midday) would remain unmitigated.