

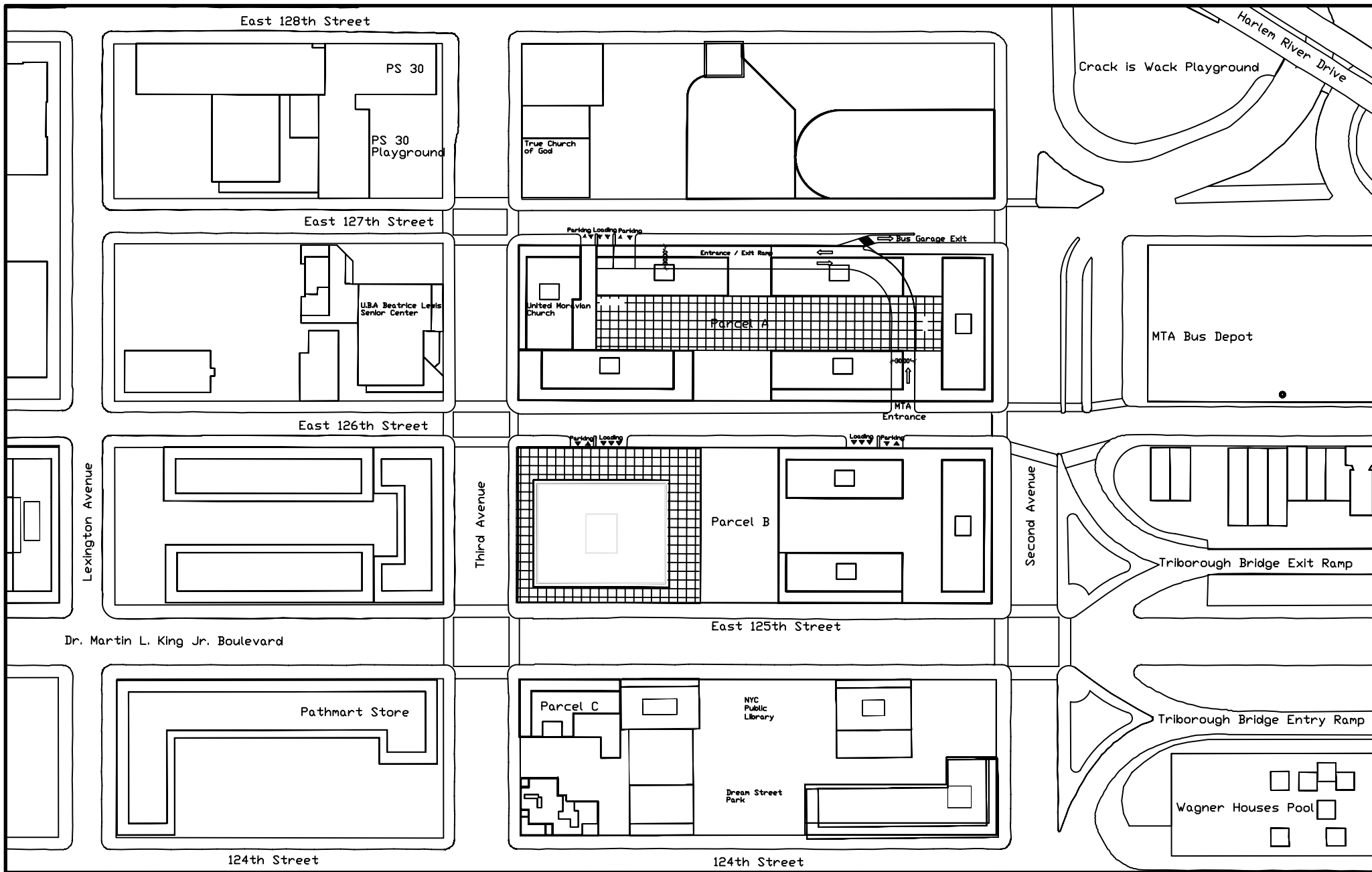
### 3.15 TRAFFIC AND PARKING

#### INTRODUCTION

This chapter examines the potential for impacts on traffic and parking associated with the proposed mixed-use development. As described in detail in the “Future with the Proposed Action” section of this chapter, the reasonable worst case proposed development project consists of up to 300,000 square feet of media/office space, up to 1,000 dwelling units, 470,000 square feet of destination retail/entertainment space, a 30,000-square foot cultural facility (500-seat auditorium), and a 100,000-square foot hotel with approximately 130 rooms. Two separate accessory parking garages would be located on the project site comprising of 600 total parking spaces. The north block of the project site would also include an 85-space MTA bus parking facility located in the basement. As shown on Figure 3.15-1, these development components would be distributed among three city blocks bounded by East 127<sup>th</sup> Street on the north, East 124<sup>th</sup> Street on the south, Second Avenue on the east, and Third Avenue on the west. It is anticipated that destination retail would be concentrated along East 125<sup>th</sup> Street, while residential uses would be located within the project site along East 126<sup>th</sup> Street and East 127<sup>th</sup> Street. As the proposed development would displace existing retail/commercial space currently present on the project site, the project’s transportation demands would be the net difference between the demand from the proposed development and demand from displaced existing uses. The proposed development project for both future “No-Build” and future “Build” conditions are analyzed for an analysis year of ~~2012~~2016.

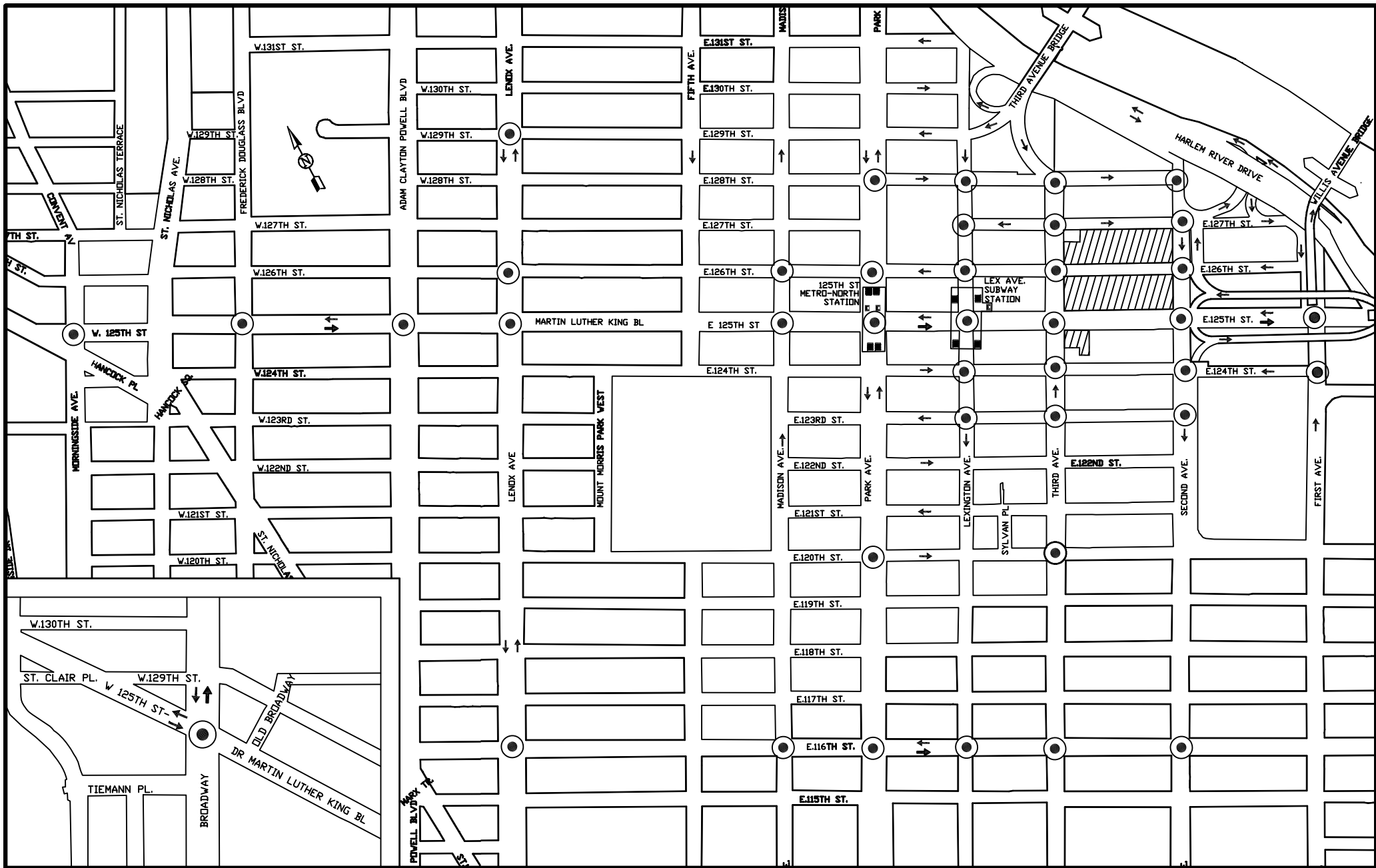
The traffic study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the proposed development area and is generally bounded on the north by East 129<sup>th</sup> Street, on the south by East 116<sup>th</sup> Street, on the east by First Avenue, and on the west by Broadway, as shown in Figure 3.15-2. This study area, for the most part is composed of a standard Manhattan grid of major north-south avenues and local east-west streets, except for 125<sup>th</sup> Street and 116<sup>th</sup> Street, which are major two-way cross-town arteries. Outside of this large study area, traffic would be substantially dispersed and impacts would therefore be unlikely. Forty intersections are analyzed in this study area.

As discussed later in this chapter, a trip generation forecast for the proposed action shows that an overall increment of 321 vehicle trips is expected during the AM (7:45-8:45 am) peak hour, 625 vehicle trips during the midday (1-2 pm) peak hour, 767 trips during the PM (4-5 pm) peak hour and 875 in the Saturday midday peak hour. Since the incremental vehicle trips generated by the proposed action in the AM, midday, PM and Saturday midday exceed the 50 vehicle-trips/peak hour threshold for a detailed analysis as established in the *CEQR Technical Manual*, detailed AM, midday PM and Saturday midday peak hour traffic impact analyses are provided in this EIS/FEIS. This chapter also provides an area-wide analysis of public parking due to the demand of parking associated with the proposed project.





**Figure 3.15-1 Project Site**

*East 125th Street Development FEIS  
Economic Development Corporation*



**Legend**

-  Intersections to be Analyzed
-  Project Site

*Figure 3.15-2 2007 Traffic Study Area*

*East 125th Street Development FEIS  
Economic Development Cooperation*

The following section describes the 2007 existing conditions for traffic and parking in the study area. The ~~2012~~2016 future conditions without the proposed development (the No-Build condition) are then described. Included are changes to study area transportation facilities, and increases in demand due to background growth and new developments in and around the study area that are expected by ~~2012~~2016. The change in travel demand resulting from the proposed development is then projected and added to No-Build conditions to develop the ~~2012~~2016 future with the proposed action (Build) condition. Potential significant impacts, if any, from project-generated trips are then identified and described in detail.

### 3.15.1 EXISTING CONDITIONS

#### TRAFFIC - DATA COLLECTION

The traffic study area shown in Figure 3.15-2, consists of 40 intersections (39 signalized and 1 unsignalized) being analyzed for the weekday AM, midday PM, and Saturday midday peak hours. The 40 intersections chosen for analysis are those expected to receive the highest concentrations of added vehicular traffic as a result of the proposed development. Data on the existing traffic conditions in the network were developed for 2007 conditions based on a combination of field counts conducted in May 2007, as well as the already developed traffic network from NYCDOT's 125<sup>th</sup> Street Corridor Rezoning and Related Actions Project (2006 data). The 2007 existing traffic network from the 125<sup>th</sup> Street Corridor Rezoning and Related Actions project was expanded using 2007 automatic traffic recorder (ATR) and manual turning-movement counts at the additional intersections. Traffic counts also included vehicle classification counts, and travel time surveys (to determine vehicle speeds for the air quality assessment). Intersection signal timings were provided by the New York City Department of Transportation (NYCDOT). Parking utilization studies were conducted in 2006 and 2007 for the midday and overnight periods at all public off-street parking facilities within a quarter-mile radius of the project boundary, as was an inventory of on-street weekday curbside supply. MTA Bus counts were also conducted in the fall of 2007 to determine the significance of the existing bus parking lots on the block between East 127<sup>th</sup> Street, East 126<sup>th</sup> Street, Second Avenue, and Third Avenue. These counts showed a negligible number of buses using the parking lot during the analyzed peak hours. The highest concentration of bus activity was between 4AM and 7AM and then again between 8PM and 11PM.

Figures 3.15-3 through 3.15-6 show the resulting peak hour traffic volumes for 2007 Existing conditions during the weekday AM, midday, PM and Saturday midday peak hours within the study area street network.

#### STREET NETWORK

The traffic study area in East Harlem is typically structured as part of the standard Manhattan grid of north-south avenues serving as major arteries, and one-way east-west streets serving mainly a local distribution/land service function. The study area also includes two major two-way east-west arteries – 125<sup>th</sup>, and 116<sup>th</sup> Streets as well as the Harlem River Drive to the north. The principal arteries carry the heaviest traffic, serve as local truck routes and also accommodate the NYC Transit bus system in the area. Pedestrians also concentrate on these arteries. The east-

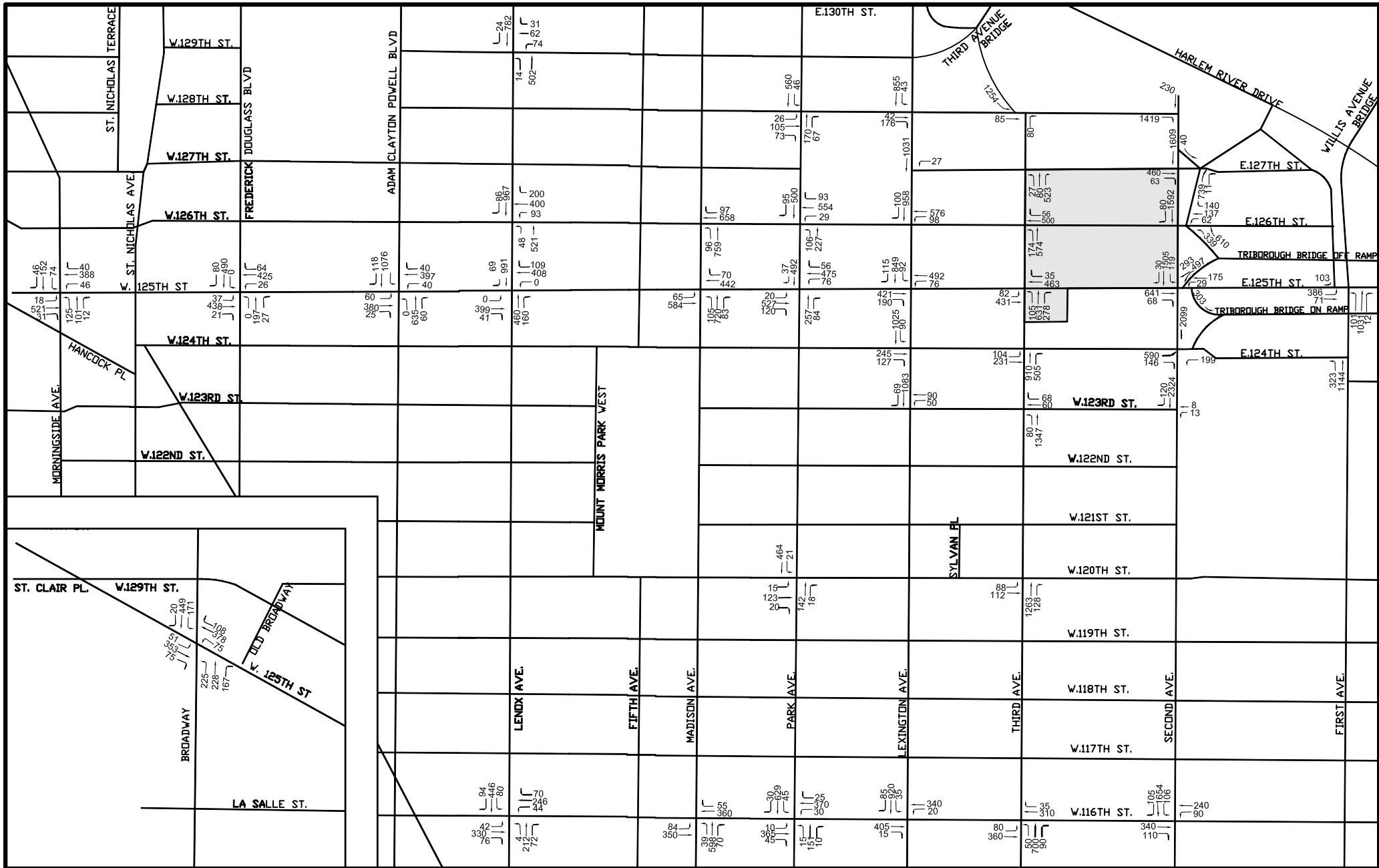
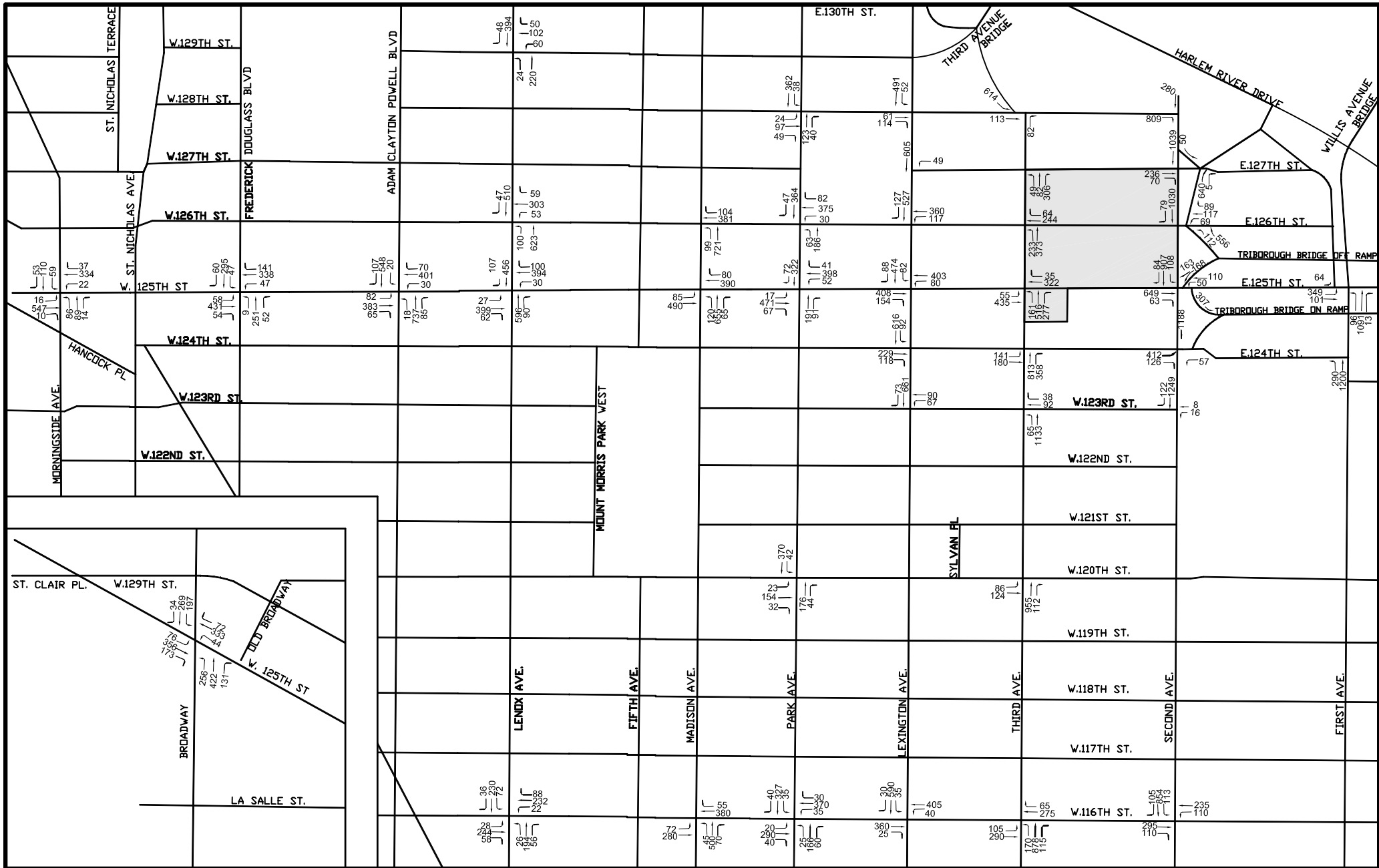
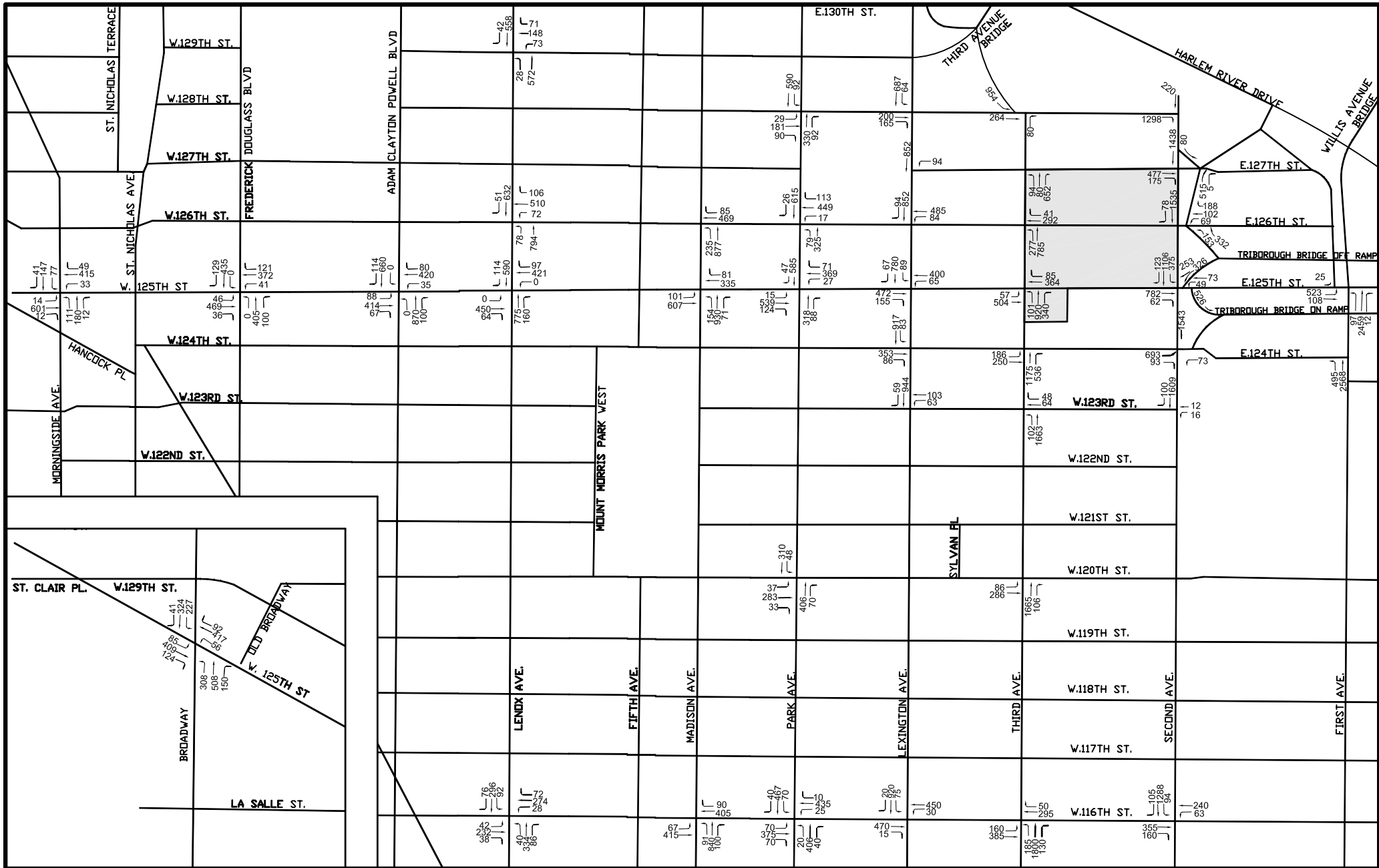


Figure 3.15-3 2007 Existing Weekday AM Peak Hour Traffic Volumes



**Figure 3.15-4 2007 Existing Weekday MD Peak Hour Traffic Volumes**



**Figure 3.15-5 2007 Existing Weekday PM Peak Hour Traffic Volumes**

**East 125th Street Development FEIS  
Economic Development Cooperation**

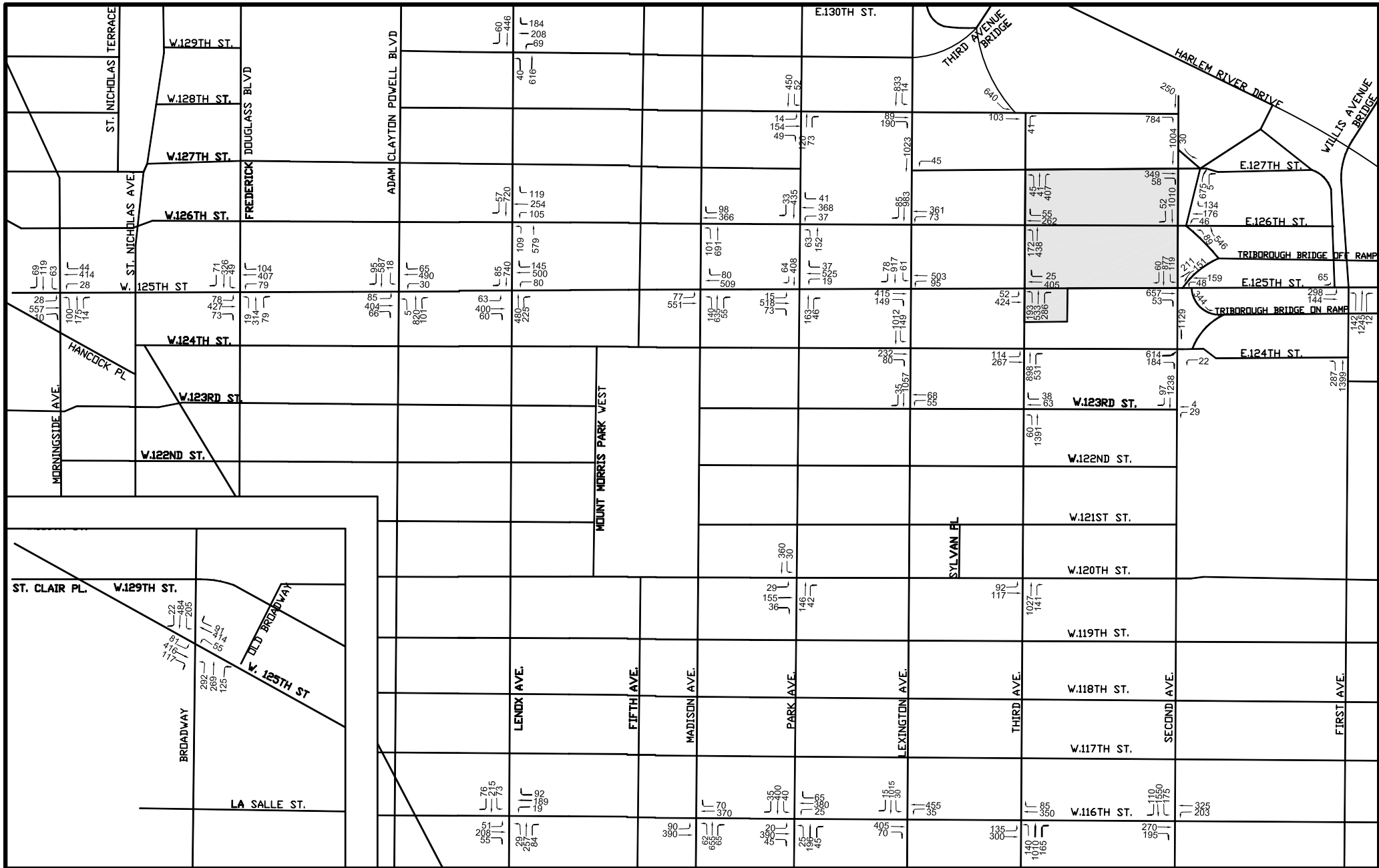


Figure 3.15-6 2007 Existing Saturday MD Peak Hour Traffic Volumes



west local streets, typically narrower and more numerous, provide land service and, in the study area, are sometimes discontinuous due to prior formation of super-blocks (e.g. there is no East 127th Street between Lexington Avenue and Park Avenue in the study area, and East 121<sup>st</sup>, East 122<sup>nd</sup> and East 123<sup>rd</sup> Streets are discontinuous west of Madison Avenue and east of Second Avenue). A description of the key study area roadways that are expected to the majority of project generated traffic and the 2007 existing peak hour traffic flows are discussed below.

#### *Harlem River Drive & Franklin D. Roosevelt Drive (FDR)*

The FDR Drive is a 6-lane divided roadway that traverses in a north-south direction along the eastern shore of Manhattan, connecting the Battery to the George Washington Bridge. The Drive accommodates only passenger cars and provides north-south access on the east side of Manhattan, as well as various bridges and tunnels that connect Manhattan to the Bronx, Queens, and Brooklyn. The Drive is expected to accommodate vehicles to and from the site in both the southbound and northbound directions. Within the study area, the Drive has a speed limit of 50 miles per hour (mph). The northbound Drive includes an East 125<sup>th</sup> Street exit lane that connects directly onto eastbound East 127<sup>th</sup> Street between Second Avenue and First Avenue. The southbound Drive has an exit lane onto Second Avenue at East 128<sup>th</sup> Street. The northbound Drive can be accessed from East 127<sup>th</sup> Street just east of Second Avenue and the southbound Drive can be accessed from East 125<sup>th</sup> Street directly east of First Avenue. The Drive handles between 7,600 and 7,000 vehicles per hour in the typical AM/PM periods.

#### *First Avenue*

First Avenue is a principal Manhattan arterial that traverses in a northbound direction from East Houston Street to the south and terminates at the Willis Avenue Bridge leading to the Bronx in the north. First Avenue, which provides the northbound couplet to southbound Second Avenue and the Harlem River Drive, is typically 70 feet wide and consists mostly of four to five travel lanes plus parking on each side. The parking lane on the east side of the avenue becomes a travel lane north of East 123<sup>rd</sup> Street for vehicles traveling north to the Bronx across the Willis Avenue Bridge. First Avenue serves as a principal northbound commercial route along Manhattan's east side. This arterial also accommodates the heavily used M15 bus route. Existing traffic flows on First Avenue just south of East 125<sup>th</sup> Street are approximately 1150 vph during the AM peak hour, 1200 vph during the midday peak hour, 2570 vph during the PM peak hour and 1400 vph during the Saturday midday peak hour. The heavy PM peak reflects traffic exiting Manhattan in the after-work period, headed to the Bronx and I-87 via the Willis Avenue Bridge.

#### *Second Avenue*

Second Avenue is a principal arterial that traverses in a southbound direction from East 128<sup>th</sup> Street/Harlem River Drive to the north and terminates at East Houston Street to the south. The majority of traffic at the north end of Second Avenue (north of East 125<sup>th</sup> Street) originates from the Bronx via the Third Avenue Bridge and the exit from the Harlem River Drive. In the vicinity of the project site, Second Avenue is approximately 70 feet wide and consists of five travel lanes. This roadway, which also serves as a major commercial vehicle corridor, accommodates the M15 bus route in the southbound direction. Existing traffic flows on Second Avenue just north of East 125<sup>th</sup> Street are approximately 1650 vph during the AM peak hour, 1100 vph during the midday peak hour, 1600 vph during the PM peak hour and 1060 vph during the Saturday midday peak hour.

### *Third Avenue*

Third Avenue is a major arterial that traverses primarily in a northbound direction (there are portions that are two-way) from East Sixth Street to the south to terminate at East 128<sup>th</sup> Street, one block north of the project site. Third Avenue accommodates portions of the M101, M103, and M98 bus routes in the northbound direction. In the vicinity of the site, Third Avenue consists of five lanes plus parking on each side. Existing traffic flows on Third Avenue just north of East 125<sup>th</sup> Street are approximately 750 vph during the AM peak hour, 610 vph during the midday peak hour, 1060 vph during the PM peak hour and 610 vph during the Saturday midday peak hour. This avenue is relatively lightly used in the study area as it close to its terminus and does not provide a direct connection to the Bronx street system

### *Lexington Avenue*

Lexington Avenue is an arterial that traverses in a southbound direction between East 21<sup>st</sup> Street (Gramercy Park) to the south to East 131<sup>st</sup>-131<sup>st</sup> Street, several blocks north of the project site. Lexington Avenue couples with Third Avenue to accommodate portions of the M101, M103, and M98 bus routes in the southbound direction. In the vicinity of the site, Lexington Avenue is 40 feet wide and -consists of two travel lanes plus parking on each side. Existing traffic flows on Lexington Avenue just north of East 125<sup>th</sup> Street are approximately 1,060 vph during the AM peak hour, 640 vph during the midday peak hour, 940 vph during the PM peak hour and 1060 vph during the Saturday midday peak hour. Most of this traffic exits onto the Avenue from the Third Avenue Bridge.

### *East 125<sup>th</sup> Street*

East 125<sup>th</sup> Street is a major east-west Manhattan thoroughfare that extends approximately 2.4 miles from the FDR Drive to the east to Riverside Drive to the west. This heavily traveled roadway comprises a variety of mixed storefront/retail uses as well as major retail and theater attractions. In the vicinity of the project site, East 125<sup>th</sup> Street has a roadway width of approximately 60 feet and provides two travel lanes and parking in each direction. At its eastern end, East 125<sup>th</sup> Street provides access to the Triborough Bridge, the Willis Avenue Bridge, and the FDR drive. Existing two-way traffic flows on East 125<sup>th</sup> Street near the project site between Second and Third Avenues are approximately 1210 vph during the AM peak hour, 1070 vph during the midday peak hour, 1290 vph during the PM peak hour and 1140 vph during the Saturday midday peak hour. East 125<sup>th</sup> Street accommodates the M100, M101, M60, M103, and the Bx15 in the vicinity of the project site. The M60 and Bx 15 are the main cross town buses that use 125<sup>th</sup> Street, while the M100, M102, and M103 only travel along a portion of East 125<sup>th</sup> Street before continuing their route either north or south along the Avenues.

### *East 116<sup>th</sup> Street*

East 116<sup>th</sup> Street is another principal thoroughfare in Upper Manhattan that traverses in an east-west direction for approximately 1.8 miles between Morningside Avenue and the FDR Drive. East 116<sup>th</sup> Street comprises mixed storefront retail and low rise residential uses with on-street metered parking generally between First and Park Avenues. In the vicinity of the project site, East 116<sup>th</sup> Street has a roadway width of approximately 60 feet and provides two travel lanes and parking in each direction. East 116<sup>th</sup> Street provides access to and from the southbound FDR Drive at exit and entry ramps located at its easterly terminus. Existing two-way traffic flows on

East 116<sup>th</sup> Street between Second and Third Avenues are approximately 800 vph during the AM peak hour, 750 vph during the midday peak hour, 860 vph during the PM peak hour and 900 vph during the Saturday midday peak hour. East 116<sup>th</sup> Street accommodates portions of the M116 and M102 in the study area. West of Lenox Avenue the M18 and M7 use West 116<sup>th</sup> Street outside of the project study area.

Other cross streets within the study area typically function as one-way, providing one travel lane and parking on both sides. East 126<sup>th</sup> Street has no parking regulations posted on the north side of the street to achieve a second travel lane between 7AM-10AM during the westbound AM peak period. East 126<sup>th</sup> Street serves as an exit from the Triborough Bridge for vehicles traveling westbound. The AM period can have close to 700 vehicles traveling westbound along East 126<sup>th</sup> Street near the project site.

### *CAPACITY ANALYSIS*

The capacity analyses at study area intersections are based on the methodology presented in the *Highway Capacity Manual (HCM) Software 2000 Release 4.1f*. Traffic data required for these analyses include volumes on each approach and various other physical and operational characteristics. Signal timing plans for each signalized intersection were obtained from the NYCDOT. Field inventories were conducted to document curbside parking regulations, vehicle classifications, shared lane usage, and other relevant characteristics needed for the analysis.

The *HCM* methodology provides a volume-to-capacity (v/c) ratio for each signalized intersection approach. The v/c ratio represents the traffic volumes on an approach to the approach's carrying capacity. At a v/c ratio of between 0.90 and 1.0, near-capacity conditions are reached and delays can become substantial. Ratios of greater than 1.05 indicate saturated conditions with queuing. The *HCM* methodology also expresses quality of flow in terms of level of service (LOS), which is based on the amount of delay that a driver typically experiences at an intersection. Levels of service range from A, with minimal delay (10 seconds or less per vehicle), to F, which represents long delays (80 seconds or greater per vehicle).

For unsignalized intersections, the *HCM* methodology generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected by the opposing, or oncoming major street flow. Minor street traffic is obviously affected by all conflicting movements. Similar to signalized intersections, the *HCM* methodology expresses the quality of flow at unsignalized intersections in terms of level of service based on the amount of delay that a driver experiences. This relationship differs somewhat from the criteria used for signalized intersections, primarily because drivers expect somewhat different levels of performance from the two different kinds of transportation facilities. For unsignalized intersections, levels of service range from A, with minimal delay (10 seconds or less per vehicle), to F, which represents long delays (over 50 seconds per vehicle).

Table 3.15-1 shows the LOS/delay relationship for signalized and unsignalized intersections using the *HCM* methodology. Levels of service A, B and C generally represent extremely favorable to fair levels of traffic flow; at LOS D the influence of congestion becomes noticeable as delay increases; LOS E is considered to be the limit of acceptable delay; and LOS F is considered to be unacceptable to most drivers, with traffic operations at or over capacity. In this

study, a signalized lane grouping operating at LOS E or F and/or with a v/c ratio of 0.90 or above is identified as congested. For unsignalized intersections, a movement with LOS E or worse is also identified as congested.

**Table 3.15-1  
Intersection Level of Service Criteria**

Level of Service (LOS)	Average Delay per Vehicle (seconds)	
	Signalized Intersections	Unsignalized Intersections
A	less than 10.1	less than 10.1
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	greater than 80.0	greater than 50.0

**Source:** 2000 Highway Capacity Manual.

Table 3.15-2 shows the results of the 2007 Existing conditions capacity analysis at the 40 analyzed intersections in the AM, midday, PM and Saturday midday peak hours. As shown in this table, the study area in East Harlem generally operates at acceptable levels of service because of its unique edge location within the Manhattan grid. Of the 40 intersections studied, eight intersections have one or more congested movements in the AM peak hour, three intersections in the midday peak hour, 12 intersections in the PM peak hour and nine intersections in the Saturday midday peak hour. These congested locations are discussed more fully below. The high number of congested locations during the Saturday peak period can sometimes be attributed to weekday parking regulations typically expiring on Saturday, which leads to fewer travel lane and reduced capacity.

Along the 125<sup>th</sup> Street corridor, there are three congested intersections in the AM peak hour at Lenox Avenue, Lexington Avenue, and Second Avenue. In the midday, Broadway and Lexington Avenue are congested, as are Broadway, Lenox Avenue, Madison Avenue, Lexington Avenue and Second Avenue in the PM. During the Saturday peak period Broadway, Frederick Douglas Blvd. and Lenox Avenue are congested intersections.

Along the 116<sup>th</sup> Street corridor, the AM period only has one congested intersection at Park Avenue and there are none during the midday. During the PM peak hour there are two congested locations at Park Avenue and Lexington Avenue. Second Avenue is the only congested intersection during the Saturday midday peak hour.

Other congested locations south of the project site include East 124<sup>th</sup> Street and Lexington Avenue during the midday and Saturday midday peak hours. The PM peak hour includes three other congested intersections south of the project site, which include East 124<sup>th</sup> Street and First Avenue, East 120<sup>th</sup> Street and Park Avenue, and East 120<sup>th</sup> Street and Third Avenue.

Intersections located north and west of the project site include various congested intersections during the AM peak hour, which include East 128<sup>th</sup> Street and Second Avenue, West 126<sup>th</sup> Street and Lenox Avenue, East 126<sup>th</sup> Street and Park Avenue, and East 126<sup>th</sup> Street and Second Avenue. The PM peak hour includes congested locations at East 128<sup>th</sup> Street and Park Avenue and East 126<sup>th</sup> Street and Lexington Avenue. The Saturday midday peak hour also includes

congested locations at East 129<sup>th</sup> Street and Lenox Avenue, West 126<sup>th</sup> Street and Lenox Avenue, East 126<sup>th</sup> Street and Lexington Avenue, and East 126<sup>th</sup> Street and Second Avenue.

## **PARKING**

Public off-street public parking lots and garages within a quarter-mile radius of the project site boundary were assessed for their capacities and approximate utilization during the weekday and Saturday midday and overnight periods. Figure 3.15-7 shows the locations of the nine off-street parking facilities in the study area and Table 3.15-3 shows their estimated weekday and Saturday midday and overnight utilization levels for existing conditions based on field observations conducted in November 2007. As shown in Table 3.15-3, the eight public off-street parking facilities have a total of 910 spaces within a quarter-mile radius of the area. seven of these facilities remain open during the overnight and Saturday time periods, and provide a total of 851 spaces.

As shown in Figure 3.15-7, one of the public off-street parking facilities are closed during the overnight period, as it is primarily filled by transient vehicles driven by daily commuters. Overall, the weekday utilization of all study area facilities under Existing conditions was found to be approximately 73 percent during the midday period, 72 percent during the overnight period and 71 percent during the Saturday midday. The various parking facilities in the area are split among residential lots, which are typically highly utilized during the overnight period, versus commercial and commuter lots, which are more likely to be filled during the midday.

Along East 125<sup>th</sup> Street and most of the north-south avenues, there is a number of curbside parking spaces available for autos in the study area during weekdays and weekends. In addition, several blocks have alternate side parking regulations typical of residential districts. Most other curbside regulations expire at 7PM for overnight parking and, on Saturdays and Sundays, almost all curb-side space in the study area has unrestricted parking except at the meters. Figure 3.15-8 shows the weekday midday utilization of each block and Figure 3.15-9 shows the Saturday midday utilization. Overall, there are approximately 71 metered spaces, concentrated along Third Avenues. These spaces are utilized with an observed aggregate utilization rate of approximately 72 percent during the weekday midday and 40 percent during the Saturday midday. In addition to the metered spaces, most spaces in East Harlem are alternate-side parking which provide about 1,056 spaces during the weekday midday and 1,444 during the Saturday midday. These spaces are over 94 percent utilized during the midday weekday and 70 percent utilized during the Saturday midday.

Table 3.15-2 2007 Existing Condition Level of Service

Intersection	Lane Group	EXISTING CONDITION											
		Weekday AM Peak Hour			Weekday MD Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour		
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS
1 W. 129th St (WB) @ Lenox Ave (N-S)	WB-LTR	0.34	21.6	C	0.51	25.2	C	0.68	30.5	C	0.97	60.4	E
	NB-L	0.08	12.0	B	0.11	12.0	B	0.18	13.2	B	0.13	12.4	B
	NB-T	0.44	14.9	B	0.18	12.2	B	0.39	14.2	B	0.48	15.4	B
	SB-TR	0.68	19.5	B	0.37	14.1	B	0.41	14.5	B	0.35	13.7	B
2 E. 128th St (EB) @ Park Av (N-S)	EB-LTR	0.56	32.2	C	0.51	31.0	C	0.84	47.3	D	0.60	33.7	C
	NB-TR	0.31	10.3	B	0.21	9.2	A	0.55	13.8	B	0.27	9.9	A
	SB-LT	0.75	19.7	B	0.50	12.8	B	0.99	49.5	D	0.64	15.8	B
3 E. 128th St (EB) @ Lexington Ave (SB)	EB-TR	0.55	28.6	C	0.44	25.8	C	0.89	49.4	D	0.67	32.5	C
	SB-TR	0.66	17.1	B	0.40	12.8	B	0.54	14.6	B	0.61	15.9	B
4 (unsignalized) E. 128th St (EB) @ Third Ave (NB/)	NB-R	0.20	15.7	C	0.14	11.6	B	0.19	15.2	C	0.07	11.0	B
5 E. 128th St (EB) @ Second Ave (SB)	EB-R	0.93	34.9	C	0.58	20.3	C	0.85	27.7	C	0.53	19.5	B
	SB-T	0.31	17.1	B	0.39	18.2	B	0.34	17.7	B	0.38	18.2	B
6 E. 127th St (EB) @ Lexington Ave (SB)	WB-L	0.07	20.1	C	0.13	21.0	C	0.24	22.4	C	0.12	20.7	C
	SB-T	0.74	19.0	B	0.41	12.8	B	0.62	16.1	B	0.76	19.6	B
7 E. 127th St (EB) @ Third Ave (NB)	NB-LTR	0.28	11.3	B	0.16	10.3	B	0.28	11.3	B	0.17	10.4	B
8 E. 127th St (EB) @ Second Ave (SB)	EB-TR	0.85	41.7	D	0.68	32.5	C	0.84	40.4	D	0.85	43.0	D
	EB-T	0.14	20.9	C				0.44	26.1	C			
	EB-R	0.65	15.7	B	0.46	13.1	B	0.71	17.3	B	0.49	13.5	B
	SB-TR												
9 W. 126th St (WB) @ Lenox Av (N-S)	WB-LTR	0.61	19.7	B	0.65	24.2	C	0.89	36.9	D	1.01	66.3	E
	NB-L	0.56	41.7	D	0.51	25.9	C	0.59	34.5	C	0.73	46.5	D
	NB-T	0.48	19.1	B	0.52	19.6	B	0.85	30.5	C	0.51	19.6	B
	SB-TR	0.93	37.1	D	0.51	19.6	B	0.72	24.6	C	0.64	21.7	C
10 E. 126th St (WB) @ Madison Ave (NB)	WB-TR	0.87	38.4	D	0.58	26.8	C	0.70	30.0	C	0.56	26.3	C
	NB-LT	0.64	16.6	B	0.61	16.0	B	0.82	22.2	C	0.58	15.3	B
11 E. 126th St (WB) @ Park Av (N-S)	WB-LTR	0.93	56.1	E	0.78	37.1	D	0.82	39.6	D	0.67	32.1	C
	NB-DefL	0.41	13.7	B									
	NB-T	0.31	10.1	B	0.19	8.9	A	0.38	10.6	B	0.18	8.7	A
	SB-TR	0.43	11.1	B	0.59	15.1	B	0.44	11.1	B	0.69	17.8	B
12 E. 126th St (WB) @ Lexington Ave (SB)	WB-LT	0.68	33.0	C	0.87	43.4	D	0.98	65.7	E	0.96	61.0	E
	SB-TR	0.77	23.1	C	0.52	14.4	B	0.66	17.9	B	0.85	25.4	C
13 E. 126th St (WB) @ Third Ave (NB)	WB-TR	0.60	26.8	C	0.28	22.0	C	0.28	22.0	C	0.27	21.8	C
	NB-LT	0.30	11.5	B	0.24	10.9	B	0.33	11.7	B	0.17	10.4	B
14 E. 126th St (WB) @ Triboro Off-Ramp (NB) Second Av (SB)	WB-LTR	0.64	35.8	D	0.46	31.5	C	0.58	34.0	C	0.58	33.7	C
	NB-L	0.99	80.3	F	0.42	35.7	D	0.41	32.4	C	0.36	34.5	C
	NB-T	0.90	53.7	D	0.88	50.7	D	0.46	31.7	C	0.94	61.1	E
	SB-TR	0.71	24.4	C	0.34	19.2	B	0.59	22.2	C	0.44	20.2	C
15 W. 125th St (E-W) @ Broadway (N-S)	EB-L	0.31	26.1	C	0.42	29.1	C	0.45	29.7	C	0.51	33.9	C
	EB-TR	0.55	26.4	C	0.75	32.9	C	0.59	26.9	C	0.70	30.7	C
	WB-L	0.41	28.4	C	0.31	26.8	C	0.32	25.8	C	0.37	29.2	C
	WB-TR	0.61	27.8	C	0.55	26.5	C	0.57	26.5	C	0.63	28.5	C
	NB-L	0.78	49.3	D	0.80	49.0	D	0.82	49.1	D	1.02	92.1	F
	NB-TR	0.47	30.7	C	0.97	62.9	E	0.98	63.2	E	0.46	30.5	C
	SB-L	0.59	38.2	D	0.60	37.2	D	0.53	33.9	C	0.73	45.2	D
	SB-TR	0.76	39.7	D	0.55	33.3	C	0.55	32.6	C	0.80	41.9	D
16 W. 125th St (E-W) @ Morningside Ave (N-S)	EB-LTR	0.60	16.1	B	0.53	14.8	B	0.54	15.0	B	0.56	15.4	B
	WB-LTR	0.54	15.3	B	0.43	13.3	B	0.59	16.2	B	0.45	13.5	B
	NB-DefL	0.70	41.7	D	0.42	27.2	C				0.60	34.9	C
	NB-TR	0.32	23.7	C	0.24	22.1	C				0.45	26.1	C
	NB-LTR							0.54	26.8	C			
	SB-LTR	0.52	26.7	C	0.37	23.5	C	0.41	24.3	C	0.46	25.2	C
17 W. 125th St (E-W) @ Frederick Douglas Blvd. (N-S)	EB-LTR	0.69	32.3	C	0.60	16.5	B	0.47	13.9	B	0.91	46.6	D
	WB-LTR	0.66	23.7	C	0.57	15.9	B	0.35	14.4	B	0.93	50.3	D
	NB-LTR	0.27	16.4	B	0.59	27.9	C	0.66	28.8	C	0.31	11.8	B
	SB-LTR	0.52	19.7	B	0.63	30.5	C	0.66	28.4	C	0.36	12.3	B
18 W. 125th St (E-W) @ Adam Clayton Powell Blvd. (N-S)	EB-LTR	0.57	21.2	C	0.73	30.9	C	0.78	36.6	D	0.76	27.8	C
	WB-LTR	0.58	21.5	C	0.63	24.5	C	0.63	25.5	C	0.65	23.0	C
	NB-LTR	0.42	17.8	B	0.57	20.2	C	0.58	20.2	C	0.57	19.9	B
	SB-LTR	0.67	21.8	C	0.46	18.4	B	0.43	17.8	B	0.45	18.2	B
19 W. 125th St (E-W) @ Lenox Ave. (N-S)	EB-LTR	0.39	17.8	B	0.55	20.6	C	0.54	20.4	C	0.69	24.6	C
	WB-LTR	0.54	24.2	C	0.65	24.0	C	0.60	21.8	C	0.97	49.5	D
	NB-LTR	0.62	21.7	C	0.67	23.2	C	0.96	44.9	D	0.74	25.4	C
	SB-LTR	0.94	39.5	D	0.59	21.3	C	0.76	26.7	C	0.80	27.6	C
20 E. 125th St (E-W) @ Madison Av (NB)	EB-LT	0.78	28.3	C	0.78	28.6	C	0.90	38.1	D	0.86	34.1	C
	WB-TR	0.52	20.0	B	0.54	20.3	C	0.46	18.9	B	0.63	22.2	C
	NB-LTR	0.59	20.4	C	0.57	20.0	B	0.74	23.7	C	0.54	19.6	B

Table 3.15-2 2007 Existing Condition Level of Service

Intersection	Lane Group	EXISTING CONDITION											
		Weekday AM Peak Hour			Weekday MD Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour		
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS
21 E. 125th St (E-W) @ Park Av (N-S)	EB-LTR	0.59	16.0	B	0.51	14.5	B	0.67	30.7	C	0.51	14.5	B
	WB-LTR	0.72	20.5	C	0.56	15.6	B	0.49	14.4	B	0.52	14.6	B
	NB-TR	0.45	24.7	C	0.36	23.2	C	0.49	25.5	C	0.25	21.8	C
	SB-TR	0.57	29.0	C	0.54	26.0	C	0.70	29.7	C	0.56	26.3	C
22 E. 125th St (E-W) @ Lexington Av (SB)	EB-TR	0.71	27.8	C	0.71	28.4	C	0.78	68.8	E	0.65	25.6	C
	WB-LT	0.93	48.2	D	0.90	45.4	D	0.77	32.2	C	0.89	41.1	D
	SB-LT	0.70	20.2	C	0.45	15.6	B	0.72	21.0	C	0.72	20.8	C
	SB-R	0.22	13.5	B	0.19	13.2	B	0.12	12.4	B	0.13	12.5	B
23 E. 125th St (E-W) @ Third Av (NB)	EB-LT	0.79	33.0	C	0.68	27.7	C	0.79	32.2	C	0.67	27.2	C
	WB-TR	0.62	25.5	C	0.50	22.9	C	0.64	26.0	C	0.59	24.7	C
	NB-LTR	0.38	14.3	B	0.40	14.5	B	0.55	16.3	B	0.42	14.7	B
24 E. 125th St (E-W) @ Second Av (SB1) Triboro off-ramp (SB2)	EB-T	0.73	34.5	C	0.75	31.7	C	0.71	48.7	D	0.82	39.1	D
	EB-R	0.27	29.9	C	0.24	25.1	C	0.18	23.9	C	0.26	30.3	C
	WB-LT	0.41	30.8	C	0.35	25.8	C				0.60	37.0	D
	WB-DefL							0.51	42.1	D			
	WB-T							0.16	23.2	C			
	SB1-LTR	0.80	28.5	C	0.66	31.6	C	0.88	44.4	D	0.49	23.3	C
SB2-TR	1.03	74.2	E	0.61	51.8	D	0.97	63.3	E	0.62	36.6	D	
25 E. 125th St (E-W) @ First Av (NB)	EB-LT	0.57	24.2	C	0.51	22.7	C	0.67	26.1	C	0.48	22.4	C
	NB-L	0.20	13.2	B	0.20	13.3	B	0.17	16.4	B	0.27	14.0	B
	NB-TR	0.37	14.1	B	0.38	14.3	B	0.83	37.7	D	0.40	14.4	B
	SB-R	0.20	19.1	B	0.13	18.2	B	0.05	17.3	B	0.13	18.2	B
26 E. 124th St (EB) @ Lexington Ave (SB)	EB-TR	0.88	48.3	D	0.94	60.9	E	0.35	22.8	C	0.76	37.5	D
	SB-LT	0.88	25.7	C	0.60	15.9	B	0.78	20.8	C	0.94	32.3	C
27 E. 124th St (EB) @ Third Ave (NB)	EB-L	0.23	22.1	C	0.30	23.0	C	0.36	24.0	C	0.25	22.3	C
	EB-T	0.52	27.6	C	0.39	24.4	C	0.28	23.6	C	0.56	27.8	C
	NB-TR	0.50	13.4	B	0.44	12.7	B	0.54	14.1	B	0.47	13.1	B
28 E. 124th St (EB) @ Second Ave (SB)	EB-L	0.64	28.1	C	0.53	26.1	C	0.86	39.3	D	0.81	36.0	D
	EB-R	0.54	30.7	C	0.35	24.4	C	0.27	37.5	D	0.53	29.0	C
	SB-T	0.74	17.4	B	0.43	12.7	B	0.52	13.7	B	0.38	12.2	B
29 E. 124th St (WB) @ First Ave (NB)	NB-LT	0.51	13.5	B	0.52	13.7	B	0.94	25.1	C	0.52	13.6	B
30 E. 123rd St (WB) @ Lexington Ave (SB)	WB-LT	0.31	23.3	C	0.36	24.2	C	0.39	24.7	C	0.28	22.9	C
	SB-TR	0.86	24.9	C	0.56	15.1	B	0.72	18.5	B	0.79	20.9	C
31 E. 123rd St (WB) @ Third Ave (NB)	WB-TR	0.33	23.9	C	0.31	23.4	C	0.30	23.4	C	0.24	22.4	C
	NB-LT	0.46	12.9	B	0.38	12.1	B	0.53	13.7	B	0.43	12.6	B
32 E. 123rd St (WB) @ Second Ave (SB)	WB-LT	0.04	19.7	B	0.05	19.8	B	0.05	19.9	B	0.06	20.0	B
	SB-TR	0.89	22.9	C	0.54	14.0	B	0.63	15.3	B	0.51	13.5	B
33 E. 120th St (EB) @ Park Ave (NB)	EB-LTR	0.45	29.2	C	0.65	36.0	D	0.94	60.7	E	0.65	36.3	D
	NB-TR	0.21	9.2	A	0.25	9.5	A	0.55	13.7	B	0.22	9.3	A
	SB-LT	0.61	15.0	B	0.42	11.3	B	0.40	11.2	B	0.40	11.0	B
34 E. 120th St (EB) @ Third Ave (NB)	EB-LT	0.48	26.8	C	0.56	29.1	C	0.92	53.9	D	0.53	28.2	C
	NB-TR	0.45	12.8	B	0.35	11.8	B	0.55	14.0	B	0.36	11.9	B
35 W. 116th St (E-W) @ Lenox Ave (N-S)	EB-LTR	0.79	39.2	D	0.57	30.8	C	0.54	30.0	C	0.54	30.3	C
	WB-LTR	0.64	33.4	C	0.59	31.5	C	0.60	31.3	C	0.49	29.1	C
	NB-L	0.01	7.3	A	0.05	7.6	A	0.10	8.1	A	0.07	7.8	A
	NB-TR	0.19	8.4	A	0.17	8.3	A	0.30	9.2	A	0.25	8.9	A
	SB-L	0.19	9.1	A	0.15	8.4	A	0.22	9.3	A	0.20	9.4	A
	SB-TR	0.36	9.8	A	0.18	8.3	A	0.26	9.0	A	0.24	8.8	A
36 E. 116th St (E-W) @ Madison Av (NB)	EB-LT	0.66	27.4	C	0.48	22.6	C	0.66	26.8	C	0.67	27.4	C
	WB-TR	0.53	23.3	C	0.47	22.0	C	0.57	24.2	C	0.46	22.0	C
	NB-LTR	0.37	14.4	B	0.32	13.9	B	0.61	17.8	B	0.42	14.8	B
37 E. 116th St (E-W) @ Park Ave (N-S)	EB-LTR	0.57	24.4	C	0.47	22.2	C	0.74	29.5	C	0.54	23.6	C
	WB-LTR	0.58	24.9	C	0.54	23.5	C	0.53	23.3	C	0.54	23.5	C
	NB-LTR	0.33	14.9	B	0.45	16.8	B	0.71	23.4	C	0.43	16.3	B
	SB-LTR	0.98	49.9	D	0.66	21.8	C	0.94	44.2	D	0.72	23.9	C
38 E. 116th St (E-W) @ Lexington Ave (SB)	EB-TR	0.48	22.4	C	0.43	21.5	C	0.51	22.7	C	0.46	21.9	C
	WB-LT	0.47	22.4	C	0.58	24.5	C	0.57	24.0	C	0.54	23.3	C
	SB-LTR	0.85	27.1	C	0.58	17.9	B	0.90	30.8	C	0.85	26.6	C
39 E. 116th St (E-W) @ Third Ave (NB)	EB-LT	0.61	24.9	C	0.52	22.4	C	0.69	27.1	C	0.58	24.1	C
	WB-TR	0.43	21.1	C	0.35	19.7	B	0.38	20.3	C	0.43	20.8	C
	NB-LTR	0.30	14.0	B	0.47	15.8	B	0.76	20.5	C	0.46	15.6	B
40 E. 116th St (E-W) @ Second Ave (SB)	EB-TR	0.58	27.2	C	0.47	23.5	C	0.66	29.1	C	0.59	27.2	C
	WB-LT	0.68	32.1	C	0.62	29.9	C	0.55	27.4	C			
	WB-DefL										0.85	55.1	E
	WB-T										0.78	39.3	D
SB-LTR	0.75	17.9	B	0.37	12.5	B	0.43	12.6	B	0.55	14.0	B	

Abbreviations

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound  
 L-Left, T-Through, R-Right, Df-Defacto Left  
 E-W: East-West Roadway, N-S: North-South Roadway

sec/veh - Seconds per Vehicle  
 LOS-Level of Service, V/C Ratio-Volume to Capacity Ratio  
 \* - Denotes Congested Location (LOS E or F, or v/c ratio > 0.90)

**Table 3.15-3**  
**2007 Existing Off-Street Public Parking Utilization Rates**

No.	Name	Address/Location	License Number	Licensed Capacity	Weekday Midday Condition			Overnight Condition			Saturday Midday Condition		
					Utilization Rate	Spaces Occupied	Spaces Available	Utilization Rate	Spaces Occupied	Spaces Available	Utilization Rate	Spaces Occupied	Spaces Available
1	EZ Park East Inc.	1845-65 Park Ave.	1157097	275	50%	138	137	80%	220	55	75%	206	69
2	Aspire One LLC	Park Avenue & 127th St	1204195	59	60%	35	24	---	---	---	---	---	---
3	Champion 126 LLC	162 E 126th St.	1125593	204	75%	153	51	80%	163	41	70%	143	61
4	Taino Tours Garage Corp.	221 E 122nd St.	293445	200	100%	200	0	90%	180	20	85%	170	30
5	North Gen. Hosp., Standard Park. Corp. Lot A	1875 Madison Ave	1177771	24	100%	24	0	20%	5	19	45%	11	13
6	North Gen. Hosp., Standard Park. Corp. Lot B	1875 Madison Ave	N/A	40	100%	40	0	20%	8	32	45%	18	22
7	North Gen. Hosp., Standard Park. Corp. Lot C	1875 Madison Ave	N/A	50	80%	40	10	20%	10	40	40%	20	30
8	100 Parking Corp	1831 Madison Ave	1129272	58	60%	35	23	50%	29	29	55%	32	26
<b>Total</b>				<b>910</b>	<b>73%</b>	<b>665</b>	<b>245</b>	<b>72%</b>	<b>615</b>	<b>236</b>	<b>71%</b>	<b>600</b>	<b>251</b>

Source: Weekday midday and overnight conditions from PHA field study, November, 2006, confirmed 2007. Saturday midday conditions from PHA field survey, November, 2007.





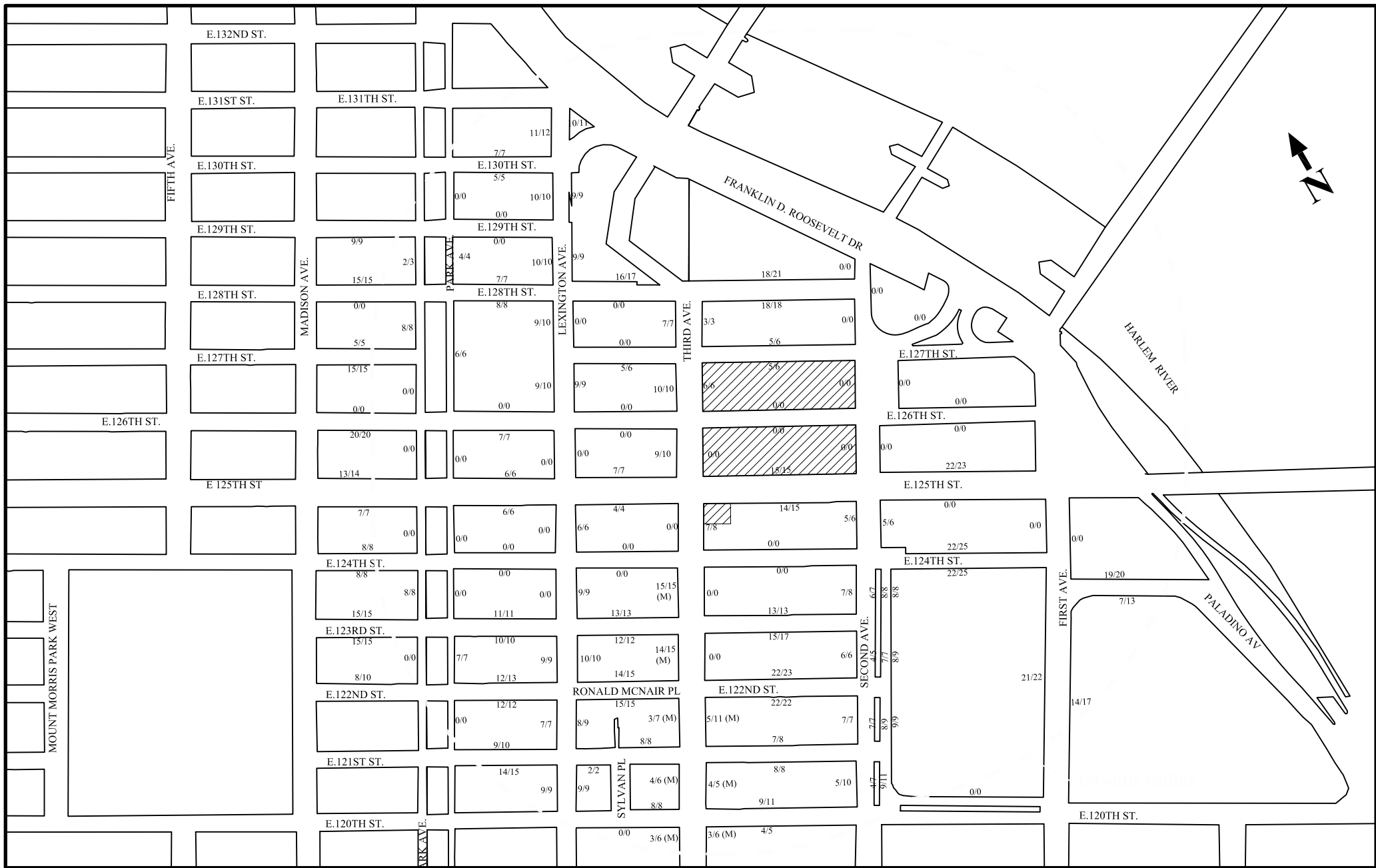
### Off-Street Parking Facility

- ① EZ Park East Inc.  
1845-65 Park Avenue
- ② Aspire One LLC  
Under Metro-North btw 127th and 128th Street
- ③ Champion 126 LLC  
162 E. 126th Street
- ④ Taino Tours Garage Corp.  
221 E. 122nd Street
- ⑤ North Gen. Hosp.,  
Standard Park. Corp. Lot A  
1875 Madison Avenue
- ⑥ North Gen. Hosp.,  
Standard Park. Corp. Lot B  
1875 Madison Avenue
- ⑦ North Gen. Hosp.,  
Standard Park. Corp. Lot C  
1875 Madison Avenue
- ⑧ 100 Parking Corp.  
1831 Madison Avenue

### Legend

 Project Site

**Figure 3.15-7 Location of Off-Street Public Parking Garages**



**Legend**

- 5/6 Occupied Spaces/Available Spaces
- (M) Metered Parking
- ▨ Project Site

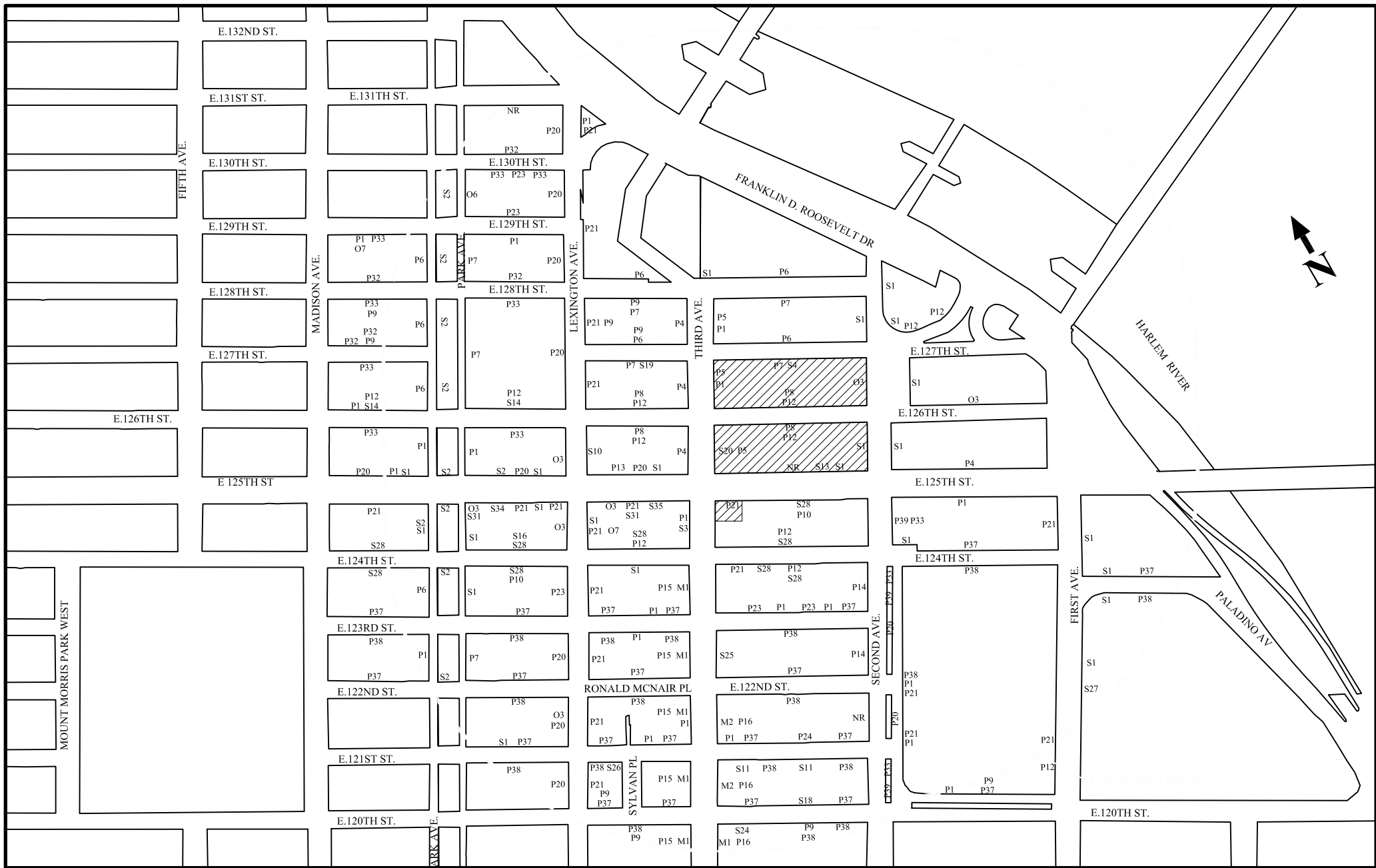
**Figure 3.15-8 Existing Weekday Midday On-Street Parking Utilization**



**Legend**

- 5/6 Occupied Spaces/Available Spaces
- (M) Metered Parking
- ▨ Project Site

**Figure 3.15-9 Existing Saturday Midday On-Street Parking Utilization**



**Legend**

 Project Site

**Figure 3.15-10 Existing On-Street Parking Regulations**

*East 125th Street Development FEIS  
Economic Development Cooperation*

**Figure 3.15-10 (continued) On-Street Parking Regulations**

NO PARKING REGULATIONS				
Code		Regulations	Code	Regulations
P 1	No Parking	Anytime	P 22	No Parking 8am-6pm Except Sun
P 2	No Parking	Active Driveway	P 23	No Parking 8am-6pm Mon thru Fri
P 3	No Parking	Construction	P 24	No Parking 8am-8pm
P 4	No Parking	4:30am-6am Mon & Thurs	P 25	No Parking 8:30am-9am Except Sun
P 5	No Parking	4:30am-6am Tues & Fri	P 26	No Parking 8:30am-10am Mon & Thurs
P 6	No Parking	5:30am-7am Mon & Thurs	P 27	No Parking 8:30am-10am Tues & Fri
P 7	No Parking	5:30am-7am Tues & Fri	P 28	No Parking 9am-10:30am Mon & Thurs
P 8	No Parking	7am-10am Mon thru Fri	P 29	No Parking 9am-10:30am Tues & Fri
P 9	No Parking	7am-4pm School Days	P 30	No Parking 9:30am-11am Mon & Thurs
P 10	No Parking	7am-4pm Mon thru Fri	P 31	No Parking 9:30am-11am Tues & Fri
P 11	No Parking	7am-6pm Mon thru Fri Construction	P 32	No Parking 10am-11:30am Mon & Thurs
P 12	No Parking	7am-7pm Mon thru Fri	P 33	No Parking 10am-11:30am Tues & Fri
P 13	No Parking	7am-7pm Except Sun	P 34	No Parking 11am-12pm Mon & Thurs
P 14	No Parking	7am-10pm Mon & Fri	P 35	No Parking 11am-12:30pm Mon & Thurs
P 15	No Parking	7:30am-8am Except Sun	P 36	No Parking 11am-12:30pm Tues & Fri
P 16	No Parking	8am-8:30am Except Sun	P 37	No Parking 11:30am-1pm Mon & Thurs
P 17	No Parking	8am-8:30am Mon & Thurs	P 38	No Parking 11:30am-1pm Tues & Fri
P 18	No Parking	8am-8:30am Tues & Fri	P 39	No Parking 4pm-7pm Mon thru Fri
P 19	No Parking	8am-9am Except Sun	P 40	No Parking 4pm-7pm Except Sun
P 20	No Parking	8am-9:30am Mon & Thurs	P 41	No Parking 4pm-7pm Except Sun
P 21	No Parking	8am-9:30am Tues & Fri		

NO STANDING REGULATIONS		
Code		Regulations
S 1	No Standing	Anytime
S 2	No Standing	Anytime Taxi Stand
S 3	No Standing	Fire Zone
S 4	No Standing	Anytime Bus Layover Area No engine Idling Max Fine \$2000
S 5	No Standing	Anytime Except Vehicles with NYD License Plates
S 6	No Standing	Except Authorized Vehicles
S 7	No Standing	Except Authorized Vehicles/Police Dept Vehicles
S 8	No Standing	Except Authorized Vehicles Ambulance
S 9	No Standing	Except Vehicles with Council C Diplomat - A & D License Plates D/S Decals Only
S 10	No Standing	Except Trucks Loading & Unloading
S 11	No Standing	Except Trucks Loading & Unloading 6am-6pm Mon thru Fri
S 12	No Standing	Except Trucks Loading & Unloading 7am-10am Mon thru Fri
S 13	No Standing	7am-10am Except Sun
S 14	No Standing	7am-10am Mon thru Fri
S 15	No Standing	7am-4pm School Days Except School Buses
S 16	No Standing	Except Trucks Loading & Unloading 7am-4pm Mon thru Fri
S 17	No Standing	Except Trucks Loading & Unloading 7am-5pm Tues July thru November
S 18	No Standing	Except Trucks Loading & Unloading 7am-6pm Except Sun
S 19	No Standing	Except Authorized Vehicles 7am-7pm Mon thru Fri
S 20	No Standing	Except Trucks Loading & Unloading 7am-7pm Mon thru Fri
S 21	No Standing	Except Trucks Loading & Unloading 7am-7pm Except Sun
S 22	No Standing	7am-7pm Except Sun
S 23	No Standing	7am-7pm Mon thru Fri
S 24	No Standing	8am-6pm Mon thru Fri Except Trucks Loading & Unloading
S 25	No Standing	8am-6pm Mon thru Fri Except Authorized Vehicles
S 26	No Standing	8am-6pm Mon thru Fri Except Authorized Vehicles (dept of Sanitation)
S 27	No Standing	10am-10pm Mon thru Fri
S 28	No Standing	4pm-7pm Mon thru Fri
S 29	No Standing	7am-6pm Mon thru Fri Except Authorized Vehicles
S 30	No Standing	8am-6pm Except Sunday Except Trucks Loading & Unloading
S 31	Snow Route	---No Standing During Emergencies
S 32	No Standing	Except Authorized Vehicles Doctor's vehicles only
S 33	No Standing	8am-8pm Mon thru Sat Except Authorized Vehicles (Ambulette)
S 34	No Standing	Except Authorized Vehicles (Ambulette)
S 35	No Standing	7am-7pm Mon thru Fri Except Authorized Vehicles (Department of Motor Vehicles)

METERED REGULATIONS	
Code	Regulations
M 1	1 Hour Parking 8am-7pm Except Sunday
M 2	1 Hour Parking 830am-7pm Except Sunday
M 3	1 Hour Parking 9am-4pm Except Sunday
M 4	1 Hour Parking 9am-7pm Except Sunday
M 5	1 Hour Parking 9am-10pm Except Sunday
M 6	2 Hour Parking 830am-7pm Except Sunday
M 7	2 Hour Parking 9am-7pm Except Sunday
M 8	2 Hour Parking 10am-7pm Except Sunday

OTHER REGULATIONS	
Code	Regulations
O 1	No Stopping
O 2	Pay at Muni Meter
O 3	Bus Parking/Thruway
O 4	Taxi 1 hour Limit Relief Standing
O 5	Parallel Parking Only
O 6	Construction No Sign
O 7	Clear Fire Lane for Emergency Vehicles
O 8	Back in Angle Parking Only

### 3.15.2 FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD)

In the future without the proposed development (also referred to as the No-Build condition), the proposed project would not occur. During the 2007 to ~~2012~~2016 period, it is expected that transportation demands in the study area would change due to development projects in the area as well as general background growth. In order to forecast these future demands without the proposed action, the development projects listed in Chapter 3.1, “Land Use, Zoning, and Public Policy,” were considered in addition to an annual growth rate of 0.5 percent per year applied to Existing conditions. The analysis for the DEIS assumed a Build Year of 2012 with five years of background growth at 0.5 percent per year from 2007 to 2012 (total 2.5 percent). However, in the past year overall traffic has declined. A Technical Memorandum discussing this reduction in traffic is located in Appendix N and the findings of the memo are as follows. The traffic crossing the Triborough Bridge Manhattan Plaza has declined 4.5 percent between 2007 and 2008. This reduction of traffic in the area attributable to high fuel cost and a declining economy demonstrates that the approximately 2.5 percent growth that was analyzed between 2007 and the 2012 (DEIS Build Year) would still be valid, if not conservative, for the revised 2016 FEIS Build Year analysis. As such, future No Build traffic conditions in the FEIS remain unchanged from those presented in the DEIS.

As shown in Chapter 3.1, the principal No-Build development is the 125<sup>th</sup> Street Corridor Rezoning and Related Actions, along with other No-Build projects such as the Manhattanville Project northwest of West 125<sup>th</sup> Street and Broadway, the East River Plaza Development at East 116<sup>th</sup> Street, and the Kalahari Apartments at East 124<sup>th</sup> Street. Transportation demand from these and other No-Build development projects, along with the annual background growth to account for other smaller developments, were added to Existing conditions to form the ~~2012~~2016 No-Build transportation conditions. In addition, where appropriate, mitigation measures associated with No-Build development sites were also incorporated into the transportation analyses. Lastly, also where appropriate, the parking demand and supply were adjusted to reflect No-Build development. The most significant mitigation measure from the 125<sup>th</sup> Street Corridor Rezoning includes the prohibition of all left-turns between Third Avenue and Morningside Avenue along the 125<sup>th</sup> Street corridor.

### VEHICULAR TRAFFIC

Figures 3.15-11 through 3.15-14 show the expected ~~2012~~2016 No-Build weekday AM, midday PM and Saturday midday peak hour traffic volumes, respectively, at analyzed intersections within the study area, while Table 3.15-4 shows the corresponding ~~2012~~2016 No-Build v/c ratios, delays, and levels of service and compares them to Existing conditions. As shown in Table 3.15-4, presently congested locations generally become worse, while there are some newly congested locations in the study area. Overall, under No-Build conditions, of the 40 intersections studied, 12 intersections have one or more congested movements in the AM peak hour (versus 8 under Existing conditions), 5 intersections in the midday peak hour (versus 3 under Existing conditions), 16 in the PM peak hour (versus 12 under Existing conditions) and 7 in the Saturday midday peak hour (versus 9 under Existing conditions). Newly congested intersections are discussed below.

Along the 125<sup>th</sup> Street corridor a few of the congested locations have become alleviated by mitigation measures from No-Build projects, including the prohibition of left-turns, therefore there is only one newly congested intersection along this corridor during the PM peak hour at First Avenue.

Along the 116<sup>th</sup> Street corridor, Second Avenue has become congested during all peak hours in the westbound direction due to the addition of the traffic from the East River Plaza development. No other locations along East 116<sup>th</sup> Street have become congested in the No-Build Condition.

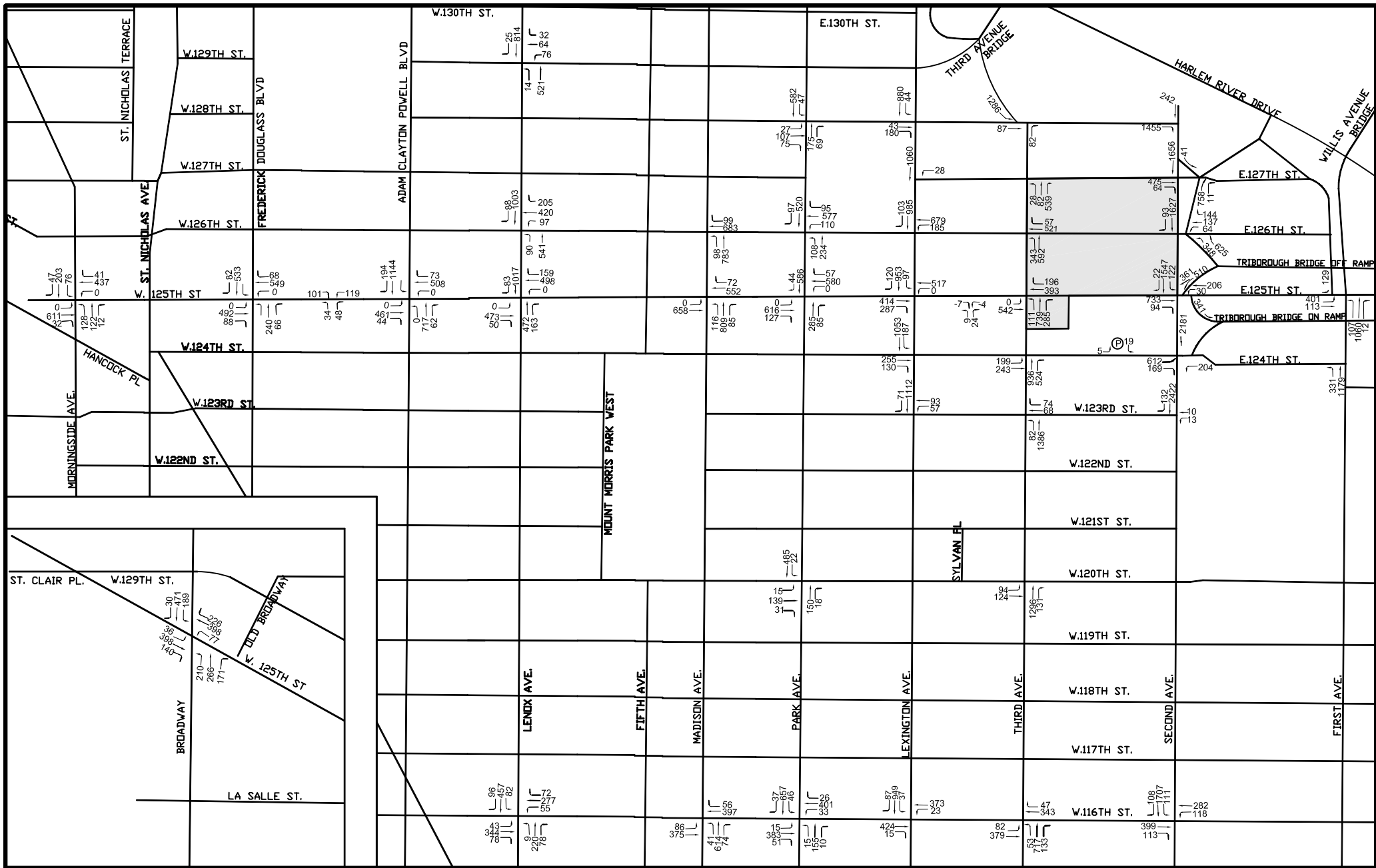


Figure 3.15-11 2016 No Build Weekday AM Peak Hour Traffic Volumes



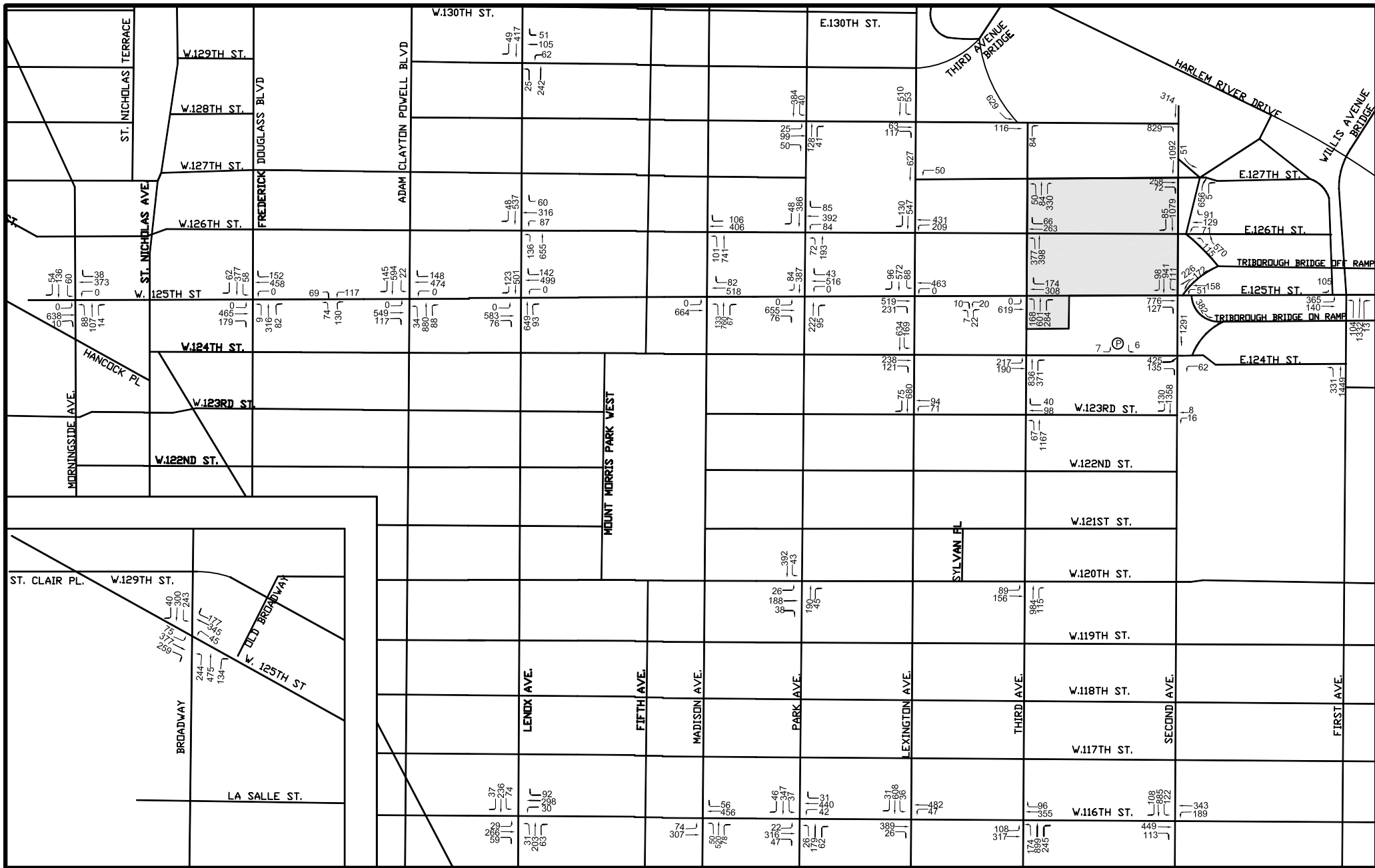


Figure 3.15-12 2016 No Build Weekday MD Peak Hour Traffic Volumes

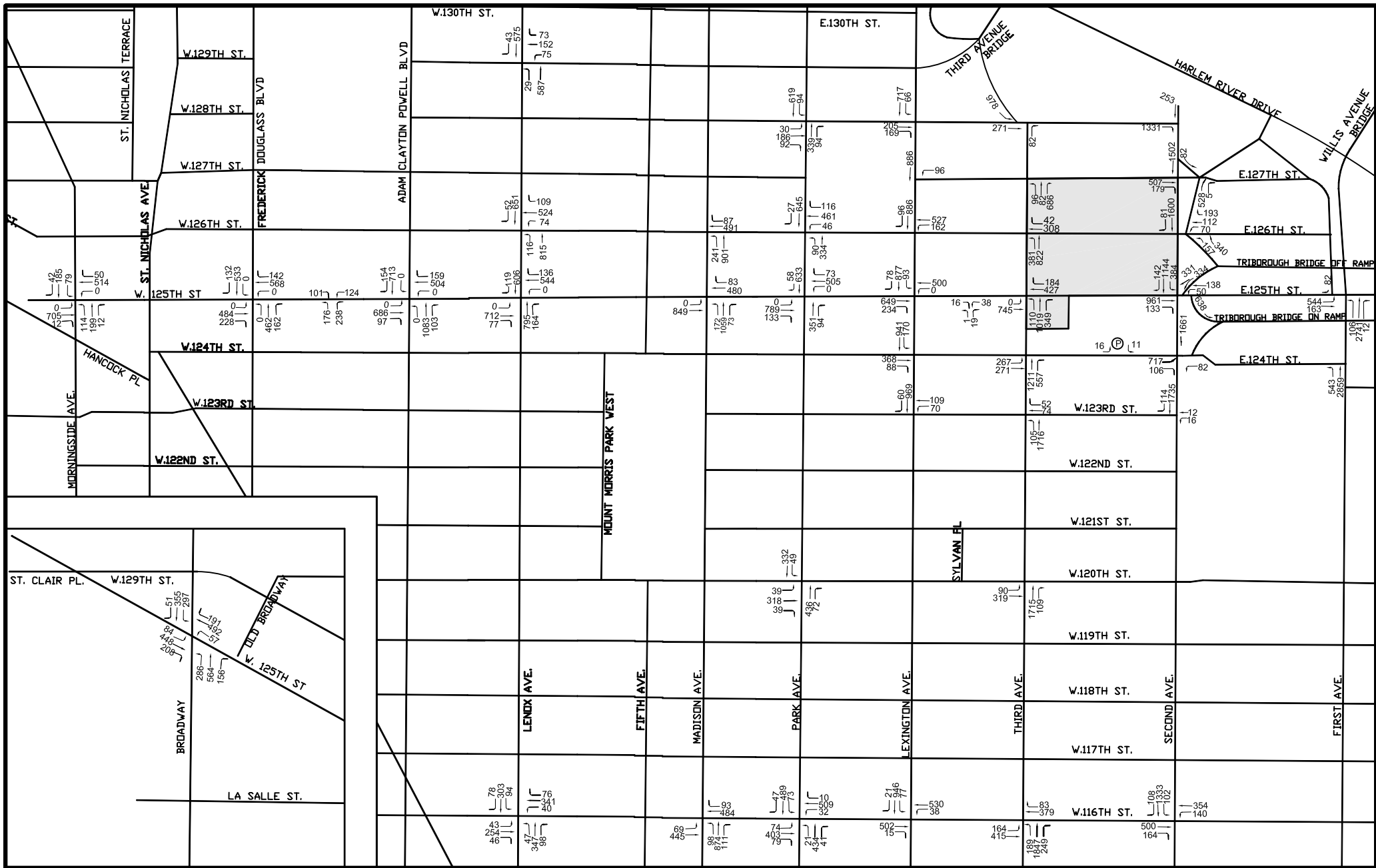


Figure 3.15-13 2016 No Build Weekday PM Peak Hour Traffic Volumes

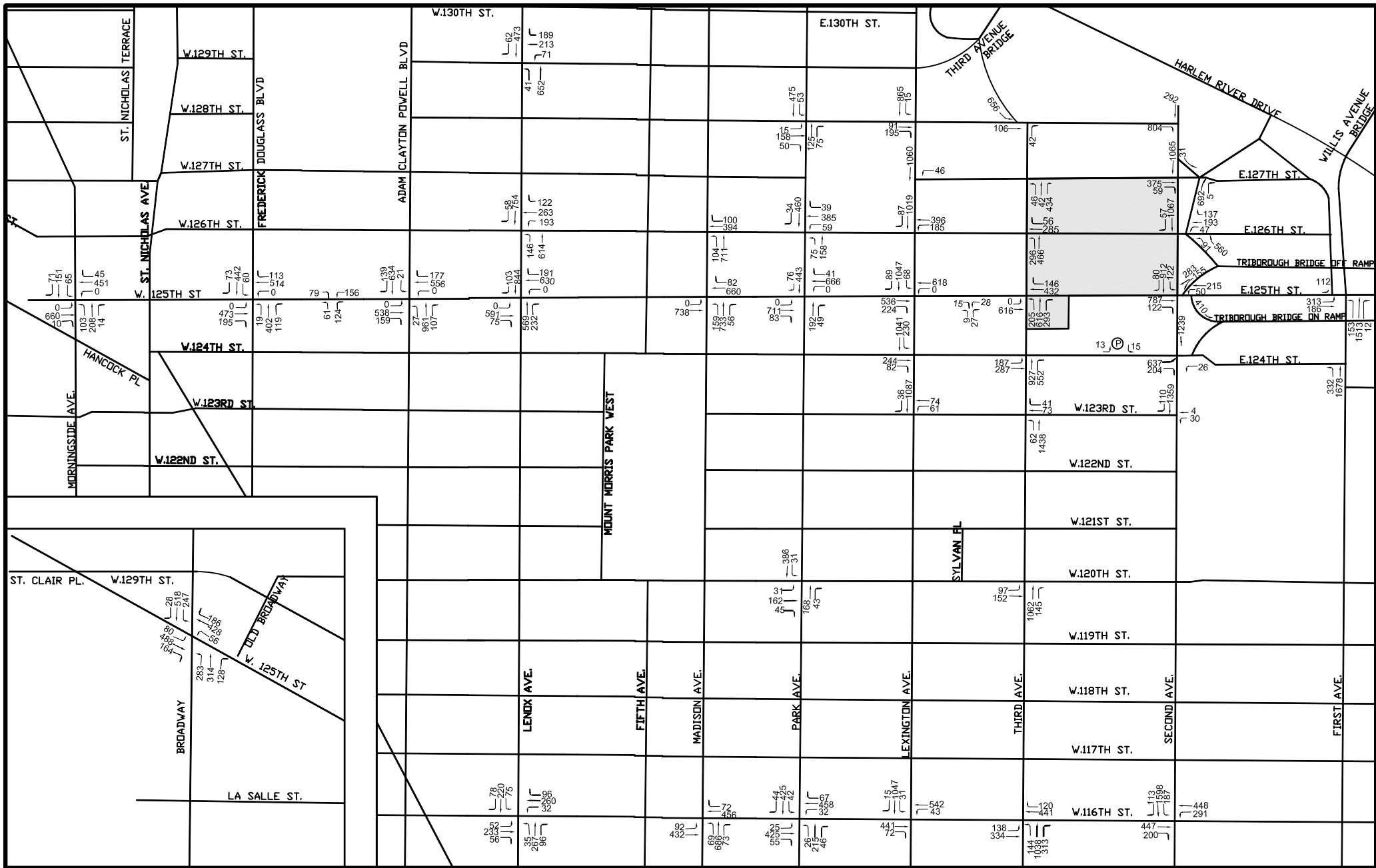


Figure 3.15-14 2016 No Build Saturday MD Peak Hour Traffic Volumes

**Table 3.15-4 2016 No-Build Condition Level of Service**

This table was revised subsequent to the release of the DEIS

Intersection	Lane Group	Weekday AM Peak Hour						Weekday MD Peak Hour						Weekday PM Peak Hour						Weekday Sat MD Peak Hour					
		2007 Existing Condition			2016 No-Build Condition			2007 Existing Condition			2016 No-Build Condition			2007 Existing Condition			2016 No-Build Condition			2007 Existing Condition			2016 No-Build Condition		
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS
1 W. 129th St (WB) @ Lenox Ave (N-S)	WB-LTR	0.34	21.6	C	0.35	21.9	C	0.51	25.2	C	0.53	25.8	C	0.68	30.5	C	0.70	31.7	C	0.97	60.4	E	1.01	69.6	E
	NB-L	0.08	12.0	B	0.09	12.2	B	0.11	12.0	B	0.12	12.2	B	0.18	13.2	B	0.20	13.5	B	0.13	12.4	B	0.14	12.6	B
	NB-T	0.44	14.9	B	0.45	15.2	B	0.18	12.2	B	0.20	12.3	B	0.39	14.2	B	0.40	14.3	B	0.48	15.4	B	0.50	15.8	B
	SB-TR	0.68	19.5	B	0.71	20.3	C	0.37	14.1	B	0.39	14.3	B	0.41	14.5	B	0.43	14.6	B	0.35	13.7	B	0.37	14.0	B
2 E. 128th St (EB) @ Park Av (N-S)	EB-LTR	0.56	32.2	C	0.60	33.5	C	0.51	31.0	C	0.54	31.8	C	0.84	47.3	D	0.89	54.1	D	0.60	33.7	C	0.63	34.8	C
	NB-TR	0.31	10.3	B	0.33	10.4	B	0.21	9.2	A	0.21	9.3	A	0.55	13.8	B	0.57	14.3	B	0.27	9.9	A	0.28	10.0	A
	SB-LT	0.75	19.7	B	0.78	21.2	C	0.50	12.8	B	0.53	13.4	B	0.99	49.5	D	1.05	65.7	E	0.64	15.8	B	0.67	16.8	B
3 E. 128th St (EB) @ Lexington Ave (SB)	EB-TR	0.55	28.6	C	0.57	29.2	C	0.44	25.8	C	0.45	26.2	C	0.89	49.4	D	0.93	55.7	E	0.67	32.5	C	0.69	33.8	C
	SB-TR	0.66	17.1	B	0.68	17.6	B	0.40	12.8	B	0.42	13.0	B	0.54	14.6	B	0.56	15.0	B	0.61	15.9	B	0.63	16.3	B
4 (unsignalized) E. 128th St (EB) @ Third Ave (NB/)	NB-R	0.20	15.7	C	0.22	16.1	C	0.14	11.6	B	0.14	11.7	B	0.19	15.2	C	0.20	15.6	C	0.07	11.0	B	0.08	11.8	B
5 E. 128th St (EB) @ Second Ave (SB)	EB-R	0.93	34.9	C	0.96	38.3	D	0.58	20.3	C	0.60	20.6	C	0.85	27.7	C	0.87	29.0	C	0.53	19.5	B	0.55	19.7	B
	SB-T	0.31	17.1	B	0.32	17.3	B	0.39	18.2	B	0.43	19.0	B	0.34	17.7	B	0.39	18.4	B	0.38	18.2	B	0.44	19.2	B
6 E. 127th St (EB) @ Lexington Ave (SB)	WB-L	0.07	20.1	C	0.07	20.1	C	0.13	21.0	C	0.14	21.0	C	0.24	22.4	C	0.26	22.7	C	0.12	20.7	C	0.12	20.8	C
	SB-T	0.74	19.0	B	0.76	19.7	B	0.41	12.8	B	0.42	13.0	B	0.62	16.1	B	0.65	16.7	B	0.76	19.6	B	0.78	20.6	C
7 E. 127th St (EB) @ Third Ave (NB)	NB-LTR	0.28	11.3	B	0.29	11.4	B	0.16	10.3	B	0.17	10.4	B	0.28	11.3	B	0.30	11.5	B	0.17	10.4	B	0.19	10.5	B
8 E. 127th St (EB) @ Second Ave (SB)	EB-TR	0.85	41.7	D	0.85	44.7	D	0.68	32.5	C	0.74	35.2	D	0.84	40.4	D	0.80	36.5	C	0.85	43.0	D	0.79	38.2	D
	EB-T	0.14	20.9	C	0.15	21.0	C	0.46	13.1	B	0.49	13.4	B	0.44	26.1	C	0.41	25.3	C	0.15	21.1	C	0.15	21.1	C
	SB-R	0.65	15.7	B	0.67	16.1	B	0.46	13.1	B	0.49	13.4	B	0.71	17.3	B	0.67	16.2	B	0.49	13.5	B	0.52	13.9	B
9 W. 126th St (WB) @ Lenox Av (N-S)	WB-LTR	0.61	19.7	B	0.65	24.2	C	0.65	24.2	C	0.78	32.2	C	0.89	36.9	D	0.89	36.9	D	1.01	66.3	E	1.01	66.3	E
	WB-L	0.16	18.5	B	0.16	18.5	B	0.16	18.5	B	0.16	18.5	B	0.16	18.5	B	0.16	18.5	B	0.16	18.5	B	0.16	18.5	B
	WB-TR	0.52	20.9	C	0.52	20.9	C	0.52	20.9	C	0.52	20.9	C	0.52	20.9	C	0.52	20.9	C	0.52	20.9	C	0.52	20.9	C
	NB-L	0.56	41.7	D	0.55	29.7	C	0.51	25.9	C	0.53	21.6	C	0.59	34.5	C	0.70	36.4	D	0.73	46.5	D	0.63	28.7	C
10 E. 126th St (WB) @ Madison Ave (NB)	NB-T	0.48	19.1	B	0.35	14.3	B	0.52	19.6	B	0.44	16.4	B	0.85	30.5	C	0.75	24.1	C	0.51	19.6	B	0.44	16.4	B
	SB-TR	0.93	37.1	D	0.92	39.2	D	0.51	19.6	B	0.70	32.7	C	0.72	24.6	C	0.97	56.4	E	0.64	21.7	C	0.85	38.1	D
11 E. 126th St (WB) @ Park Av (N-S)	WB-TR	0.87	38.4	D	0.90	41.7	D	0.58	26.8	C	0.61	27.6	C	0.70	30.0	C	0.73	31.2	C	0.56	26.3	C	0.59	27.0	C
	NB-LT	0.64	16.6	B	0.66	17.0	B	0.61	16.0	B	0.63	16.3	B	0.82	22.2	C	0.84	23.4	C	0.58	15.3	B	0.59	15.6	B
12 E. 126th St (WB) @ Lexington Ave (SB)	WB-LTR	0.93	56.1	E	0.93	50.4	D	0.78	37.1	D	0.83	43.0	D	0.82	39.6	D	0.81	35.8	D	0.67	32.1	C	0.69	34.5	C
	NB-DefL	0.41	13.7	B	0.40	14.8	B	0.19	8.9	A	0.26	9.5	A	0.38	10.6	B	0.49	13.7	B	0.18	8.7	A	0.24	9.3	A
	NB-T	0.31	10.1	B	0.35	12.2	B	0.19	8.9	A	0.26	9.5	A	0.38	10.6	B	0.49	13.7	B	0.18	8.7	A	0.24	9.3	A
	SB-TR	0.43	11.1	B	0.44	12.6	B	0.59	15.1	B	0.31	9.8	A	0.44	11.1	B	0.49	13.2	B	0.69	17.8	B	0.35	10.2	B
13 E. 126th St (WB) @ Third Ave (NB)	WB-LT	0.68	33.0	C	0.71	26.9	C	0.87	43.4	D	0.52	21.1	C	0.98	65.7	E	0.61	26.2	C	0.96	61.0	E	0.47	20.2	C
	SB-TR	0.77	23.1	C	0.90	38.4	D	0.52	14.4	B	0.60	22.4	C	0.66	17.9	B	0.76	24.6	C	0.85	25.4	C	0.94	45.7	D
14 E. 126th St (WB) @ Triboro Off-Ramp (NB) Second Av (SB)	WB-TR	0.60	26.8	C	0.89	43.1	D	0.28	22.0	C	0.84	43.6	D	0.28	22.0	C	0.77	36.7	D	0.27	21.8	C	0.80	39.9	D
	NB-LT	0.30	11.5	B	0.37	12.0	B	0.24	10.9	B	0.30	11.4	B	0.33	11.7	B	0.38	12.1	B	0.17	10.4	B	0.22	10.8	B
14 E. 126th St (WB) @ Triboro Off-Ramp (NB) Second Av (SB)	WB-LTR	0.64	35.8	D	0.65	36.2	D	0.46	31.5	C	0.48	31.9	C	0.58	34.0	C	0.60	34.5	C	0.58	33.7	C	0.61	34.4	C
	NB-L	0.99	80.3	F	1.02	86.6	F	0.42	35.7	D	0.44	36.1	D	0.41	32.4	C	0.42	32.6	C	0.36	34.5	C	0.37	34.7	C
	NB-T	0.90	53.7	D	0.93	57.4	E	0.88	50.7	D	0.91	53.3	D	0.46	31.7	C	0.47	31.9	C	0.94	61.1	E	0.97	65.6	E
	SB-TR	0.71	24.4	C	0.73	24.9	C	0.34	19.2	B	0.36	19.4	B	0.59	22.2	C	0.62	22.6	C	0.44	20.2	C	0.47	20.5	C





Other newly congested locations south of the project site include East 124<sup>th</sup> Street and Lexington Avenue and East 123<sup>rd</sup> Street and Second Avenue during the AM peak hour. The PM peak hour has one newly congested intersection at East 124<sup>th</sup> Street and Second Avenue. Intersections located north and west of the project site include newly congested intersections during the AM peak hour, which include East 126<sup>th</sup> Street and Madison Avenue and East 126<sup>th</sup> Street and Lexington Avenue. The midday peak hour includes one newly congested intersection at East 126<sup>th</sup> Street and Second Avenue. During the PM peak period two intersections are newly congested, which are East 128<sup>th</sup> Street and Lexington Avenue and West 126<sup>th</sup> Street and Lenox Avenue. The Saturday midday peak hour does not include any additional newly congested locations.

## **PARKING**

Demand for public parking spaces in the study area is not expected to change significantly as a result of new developments as well as background growth. This area requires parking for certain land-uses and therefore it is assumed that the No-Build projects would provide parking thereby not increasing demand to the existing public parking facilities in the study area. Table 3.15-5 shows the future No-Build public parking supply and demand in the study area expected for typical weekday midday, overnight period and Saturday midday. The table shows that the parking demand would only slightly increase due to growth in the area. The weekday midday utilization would rise from 73% to 75%, the overnight demand would rise from 72% to 74% and the Saturday utilization rate would rise from 71% to 72%. The curbside metered and alternate-side parking spaces in the study area would also have some increased use under No-build conditions raising demand to almost capacity during the weekday midday, but the Saturday midday would still be well under capacity in the No-Build Condition.

**Table 3.15-5**  
**2016 No-Build Off-Street Public Parking Conditions**

Period	Existing Condition				No-Build Condition			
	Total Capacity	Approximate Demand	Spaces Available	Utilization	Total Capacity	Estimated Demand (1)	Spaces Available	Utilization
Weekday Midday	910	665	245	73%	910	682	228	75%
Overnight	851	615	236	72%	851	631	220	74%
Saturday Midday	851	600	251	71%	851	615	236	72%

**Notes:**

(1) Includes approximately 2.5 percent growth for the 2007 through 2016 period.

This table was revised subsequent to the release of the DEIS



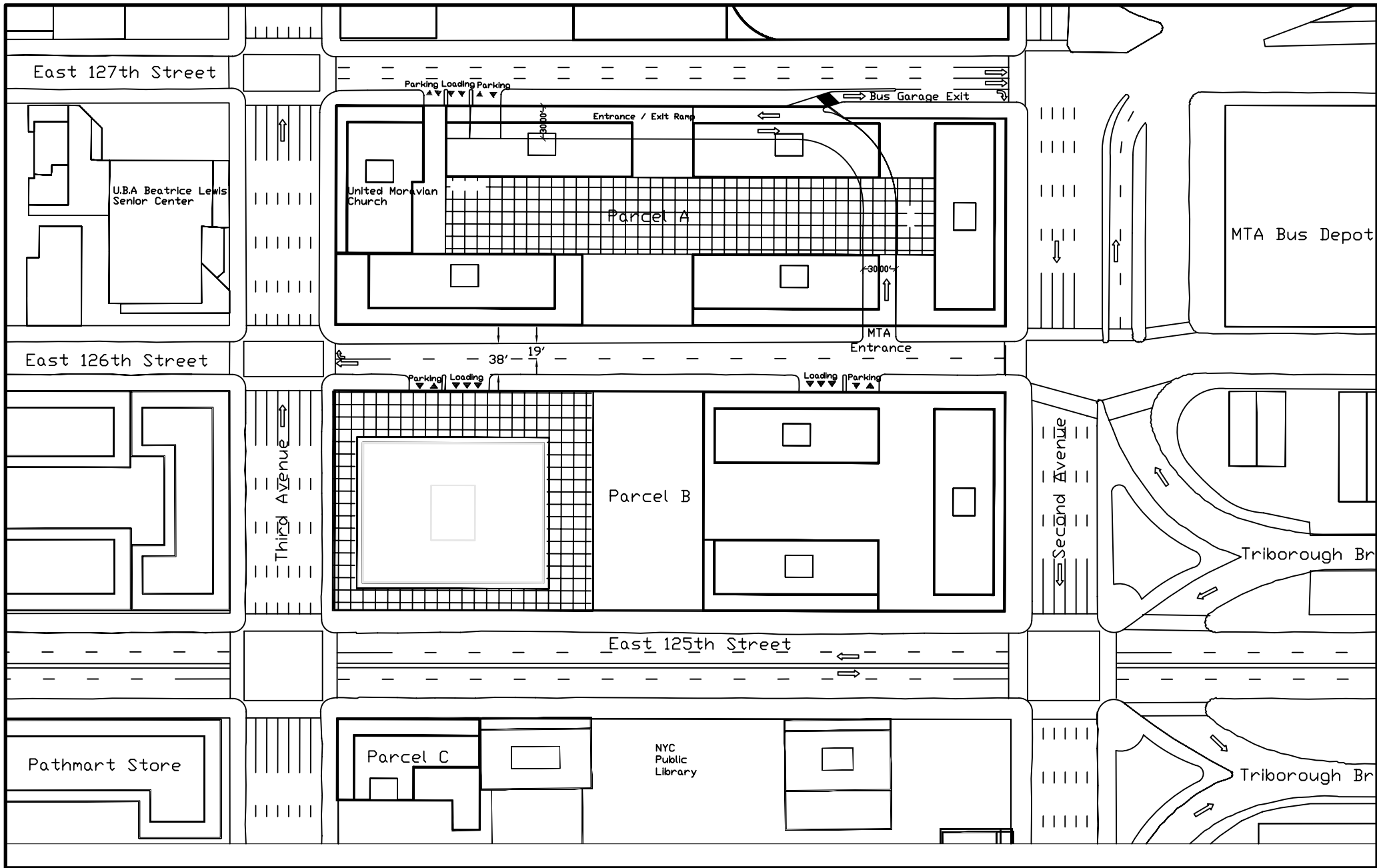
### **3.15.3 FUTURE WITH THE PROPOSED ACTION (BUILD)**

As described in detail in Chapter 1, “Project Description,” and noted at the beginning of this chapter, the project development would consist of up to 300,000 square feet of media/office space, up to 1,000 dwelling units, 470,000 square feet of destination retail/entertainment space, a 30,000-square foot cultural facility (500-seat auditorium), and a 100,000-square foot hotel with approximately 130 rooms. Also, two separate accessory parking garages would be located on the project site comprising a total of 600 parking spaces. Most of the retail would be concentrated along East 125<sup>th</sup> Street and also on Third Avenue, while most of residential component would be located on the northern block of the project site between East 126<sup>th</sup> Street and East 127<sup>th</sup> Street.

### **PROJECT SITE CIRCULATION**

The project site includes various loading and parking facilities that require multiple curb-cut locations on the perimeters of both Parcel A and Parcel B. Figure 3.15-15 shows the street system and vehicle access points in the future with the proposed project. As shown in Figure 3.15-15, East 126<sup>th</sup> Street between Second Avenue and Third Avenue would be widened to 38 feet to allow for one 11-foot through-lane and one 11-foot right-turn lane. Both of the existing eight-foot parking lanes would remain in the future with the proposed project. The increase in street width would allow for truck loading and unloading on both sides of the street without adversely affecting through traffic flow. The current street width of thirty feet only allows for one lane of traffic and two parking lanes, with a second travel lane provided in the AM peak period through the implementation of a “no standing” parking regulation. Given the amount of truck deliveries that would occur with the proposed development, it is anticipated that the north curb would be needed for deliveries, and the curb lane would frequently be occupied in the AM peak period, reducing capacity and restricting through-traffic flow. Further changes to the street network include setting back the south sidewalk on East 127<sup>th</sup> Street approaching Second Avenue by ten feet to accommodate an exit from the MTA bus parking facility on Parcel A.. As shown in Figure 3.15-15, this setback allows for an additional right-turn-only lane on this approach. The north-side parking lane would include loading and unloading parking regulations from 7AM to 7PM, while loading and unloading would be permitted along the south-side parking lane from 10AM to 4PM. During the AM and PM peak periods, the south parking lane would function as a second through travel lane for the entire length of East 127<sup>th</sup> Street between Second Avenue and Third Avenue.

The current bus traffic patterns around Parcel A would change in the future with the proposed below-grade MTA bus parking facility. The existing bus parking lots on this block have entrance/exit locations on three of the four block faces of Parcel A. With implementation of the proposed project, it is anticipated that all buses using the proposed below-grade bus garage would enter the facility from westbound East 126<sup>th</sup> Street and exit onto eastbound East 127<sup>th</sup> Street, providing for convenient access to and from Second Avenue. As all buses would be able to exit directly onto East 127<sup>th</sup> Street, there would no longer be a need for any buses to circulate around the block via Third Avenue to travel eastbound. As a result, it is anticipated that there would be fewer bus turning movements along Third Avenue adjacent to the project site compared to existing and No Build conditions. Further discussion of existing and proposed MTA bus parking facilities is provided in Chapter 3.16 “Transit and Pedestrians”.



**Figure 3.15-15 Proposed Traffic Circulation**

## TRIP GENERATION AND ASSIGNMENT

Trip generation was calculated separately for each land use component related to the proposed development. Under the proposed Build condition, the trip generation analysis conservatively does not take credit for trips and parking demand generated by the existing land uses, which include mainly empty lots and a few small residential buildings along East 125<sup>th</sup> Street. Table 3.15-6 shows the transportation planning assumptions used to estimate the weekday and Saturday transportation demands for each of the project components. Included in Table 3.15-6 are daily trip generation rates, temporal distributions, modal splits, hourly in/out splits, vehicle occupancy, and truck trip generation for all uses.

Table 3.15-7 shows the resulting weekday peak-hour person-trip and vehicle-trip forecasts for each component of the proposed project. Table 3.15-7 shows that the proposed development would generate an estimated 321, 625, 767, and 875 vehicle trips (in and out combined) in the weekday AM, midday, PM and Saturday midday peak hours, respectively. As the above travel demand forecast demonstrates, the proposed action would generate its heaviest demand during the PM and Saturday midday peak hours, with a substantially lower increment in the AM peak hour. The lower AM increment reflects the significantly fewer trips generated by the 470,000-square foot retail component during this time of day, while trip generation during the Saturday midday peak hour is dominated by the retail uses.

Auto and taxi trips were assigned to the study area based on their origins and destinations, and were then assigned to the most direct routes to and from each parking facility or block face in the proposed project area. Autos and trucks were assigned to the various parking or loading facility locations, while taxis were assigned to one or more interfaces surrounding each site.

## VEHICULAR TRAFFIC

Figure 3.15-16 through 3.15-19 shows the incremental traffic assignment generated by the proposed development during the AM, midday, PM and Saturday peak hours. Figures 3.15-20 through 3.15-23 show the Build condition traffic network for the four peak hours, which is a combination of the incremental project-related traffic and the traffic volumes in the future No-Build condition. Table 3.15-8 presents the resulting traffic capacity analysis under the Build condition and compares this to the No-build condition for ~~2012~~2016.

Based on the thresholds established for signalized intersections in the *CEQR Technical Manual*, if a No-Build LOS A, B or C deteriorates to unacceptable mid-LOS D, or a LOS E or F in the Build condition, then a significant traffic impact has occurred. The *CEQR Technical Manual* further states that for a No-Build LOS A, B or C, which declines to mid-LOS D or worse under the Build condition, mitigation to mid-LOS D is required. For a No-Build mid-LOS D, an increase of five or more seconds of delay in a lane group in the With-Action condition should be considered significant. For No-Build LOS E, an increase in delay of four seconds of delay should be considered significant.

**TABLE 3.15-6  
EAST 125TH STREET DEVELOPMENT TRAFFIC PLANNING ASSUMPTIONS**

<b>Land Use:</b>	<b>Office</b>		<b>Destination Retail</b>		<b>Residential</b>		<b>Hotel</b>		<b>Cultural Facility (Theater)</b>	
<b>Size/Units:</b>	300,000 gsf		470,000 gsf		1,000 D.U.		130 rooms		500 seats	
<b>Trip Generation Rate:</b>	(1,2)		(9)		(3,13)		(16)		(18)	
Weekday	18.00		82.59		8.075		9.4		2.19	
Saturday	0.90		109.72		7.678		8.61		2.19	
	per 1,000 sf		per 1,000 sf		per D.U.		per room		per seat	
<b>Temporal Distribution:</b>	(1)		(9)		(3,13)		(15,16)		(19)	
AM	11.8%		2.3%		9.1%		6.6%		0.0%	
MD	15.0%		8.7%		4.7%		8.3%		11.0%	
PM	13.7%		8.9%		10.7%		7.7%		20.0%	
Sat MD	15.0%		11.5%		8.2%		7.5%		25.0%	
<b>Modal Splits:</b>	(4,5)		(10)		(14)		(17)		(19)	
	AM/PM	SAT/MD	Weekday/Saturday		Weekday	Saturday			Weekday/Saturday	
Auto	12%	2%	15.0%	17.0%	14.0%	20.0%	20.0%		34.0%	34.0%
Taxi	1%	1%	9.0%	10.0%	1.0%	1.0%	14.0%		28.0%	28.0%
Subway	68%	7%	26.0%	15.0%	51.0%	33.0%	40.0%		19.0%	19.0%
Commuter Rail	1%	0%	1.0%	1.0%	1.0%	1.0%	0.0%		2.0%	2.0%
Bus	12%	7%	12.0%	20.0%	15.0%	15.0%	3.0%		4.0%	4.0%
Walk/Other	6%	83%	37.0%	37.0%	18.0%	30.0%	23.0%		13.0%	13.0%
	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%	100.0%
<b>In/Out Splits:</b>	(3)		(9)		(15)		(16)		(19)	
	In	Out	In	Out	In	Out	In	Out	In	Out
AM	96%	4%	61.0%	39.0%	20.0%	80.0%	41.0%	59.0%	0.0%	0.0%
MD	39%	61%	55.0%	45.0%	51.0%	49.0%	68.0%	32.0%	100.0%	0.0%
PM	5%	95%	47.0%	53.0%	65.0%	35.0%	59.0%	41.0%	50.0%	50.0%
Sat MD	60%	40%	55.0%	45.0%	50.0%	50.0%	56.0%	44.0%	100.0%	0.0%
<b>Vehicle Occupancy:</b>	(6)		(11)		(14)		(16)		(19)	
Auto	1.42		2.00 2.70		1.21		1.6		2.7	
Taxi	1.42		2.00 2.80		1.40		1.4		2.7	
<b>Truck Trip Generation:</b>	(7,8)		(8,12)		(12)		(15,16)		(18)	
Weekday	0.16		0.35		0.07		0.06		0.025	
Saturday	0.01		0.02				0.01			
	per 1,000 sf		per 1,000 sf		per du		per 1,000 sf		per seat	
	(7,8)		(8,12)		(12)		(15)		(18)	
AM	7.0%		7.7%		12.2%		12.2%		0.0%	
MD	7.0%		11.0%		8.7%		8.7%		11.0%	
PM	3.0%		1.0%		1.0%		0.0%		1.0%	
Sat MD	11.0%		11.0%		0.0%		0.0%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

**Notes :**

- (1) Source: *City Environmental Quality Review (CEQR) Technical Manual*, Appendix 3, 2001.
- (2) Saturday trip generation assumed to be 5% of weekday generation, consistent with assumptions in the *Coliseum Redevelopment FSEIS*, July 1997.
- (3) Pushkarev & Zupan, "Urban Space for Pedestrian," 1975. Saturday rate is based on *Coliseum Redevelopment FSEIS*, 1996.
- (4) Downtown Brooklyn Development FEIS, April 2004.
- (5) Source for Saturday data: Atlantic Yards Arena and Redevelopment Project FEIS, Nov. 2006
- (6) Source: NYCDOT ECO Survey data for Downtown Brooklyn.
- (7) Weekday office truck trip rate and temporal distribution based on PHA June 10, 2004 survey at existing office buildings in Midtown and Lower Manhattan.
- (8) Source for Saturday data: *Coliseum Redevelopment FSEIS*, July 1997.
- (9) Based on data for Land Use 820 (Shopping Center) from *ITE Trip Generation, 7th Edition*.
- (10) Based on data from transportation survey in the Plaza at the Hub in the Bronx 2006.
- (11) Based on Retail Survey at Atlantic Center, Brooklyn December, 1997.
- (12) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts," 1981.
- (13) Saturday residential trip rate based on ratio of weekday/Saturday trip rates from *ITE Trip Generation, 7th Edition*, Land Use 220 (Apartment).
- (14) Based on 2000 Census journey-to-work data. Saturday modal split adjusted to reflect anticipated higher walk and auto mode shares compared to a weekday.
- (15) Coliseum SFEIS 1997.
- (16) Renaissance Plaza Expansion EAS, March 2003 and data from Marriott Hotel Transportation Survey, AKRF, August 1999.
- (17) Based on Harlem Park EIS.
- (18) Seventh Regiment Armory EAS, 2005.
- (19) Based on data from Lincoln Center Transportation Survey December, 2000. PM and Saturday PM temporal distributions are recommended by NYCDOT.

**Table 3.15-7  
EAST 125 STREET DEVELOPMENT TRAFFIC DEMAND FORECAST SUMMARY**

Land Use:	<u>Office</u>		<u>Destination Retail</u>		<u>Residential</u>		<u>Hotel</u>		<u>Cultural Facility</u>		<u>Total</u>		
Size/Units:	300,000	gsf	470,000	gsf	1,000	D.U.	130	rooms	500	seats			
<b>Peak Hour Trips:</b>													
	AM	637	893	735	81	0							
	MD	810	3,377	380	101	120							
	PM	740	3,455	864	94	219							
	Sat MD	41	5,905	630	84	274							
<b>Person Trips:</b>													
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	Auto	73	3	82	52	21	82	7	10	0	0	183	147
	Taxi	6	0	49	31	1	6	5	7	0	0	61	44
	Subway	416	17	142	91	75	300	13	19	0	0	646	426
	Commuter Rail	6	0	5	3	1	6	0	0	0	0	13	9
	Bus	73	3	65	42	22	88	1	1	0	0	161	134
	Walk/Other	37	2	202	129	26	106	8	11	0	0	273	248
	<b>Total</b>	<b>611</b>	<b>25</b>	<b>545</b>	<b>348</b>	<b>147</b>	<b>588</b>	<b>33</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>1336</b>	<b>1009</b>
MD	Auto	6	10	279	228	27	26	14	6	41	0	367	270
	Taxi	3	5	167	137	2	2	10	5	34	0	216	149
	Subway	22	35	483	395	99	95	28	13	23	0	655	537
	Commuter Rail	0	0	19	15	2	2	0	0	2	0	23	17
	Bus	22	35	223	182	29	28	2	1	5	0	281	245
	Walk/Other	262	410	687	562	35	33	16	7	16	0	1016	1013
	<b>Total</b>	<b>316</b>	<b>494</b>	<b>1,858</b>	<b>1,519</b>	<b>194</b>	<b>186</b>	<b>70</b>	<b>32</b>	<b>121</b>	<b>0</b>	<b>2559</b>	<b>2231</b>
PM	Auto	4	84	244	275	79	42	11	8	37	37	375	446
	Taxi	0	7	146	165	6	3	8	5	31	31	191	211
	Subway	25	478	422	476	286	154	22	15	21	21	777	1144
	Commuter Rail	0	7	16	18	4	4	0	0	2	2	23	31
	Bus	4	84	195	220	84	45	2	1	4	4	290	355
	Walk/Other	2	42	601	677	101	54	13	9	14	14	731	797
	<b>Total</b>	<b>37</b>	<b>703</b>	<b>1,624</b>	<b>1,831</b>	<b>560</b>	<b>304</b>	<b>56</b>	<b>38</b>	<b>109</b>	<b>109</b>	<b>2386</b>	<b>2985</b>
Sat MD	Auto	3	2	552	452	63	63	9	7	93	0	720	524
	Taxi	0	0	325	266	3	3	7	5	77	0	411	274
	Subway	17	11	487	399	104	104	19	15	52	0	678	528
	Commuter Rail	0	0	32	27	3	3	0	0	5	0	41	30
	Bus	3	2	649	531	47	47	1	1	11	0	712	582
	Walk/Other	1	1	1,202	983	94	94	11	8	36	0	1344	1087
	<b>Total</b>	<b>24</b>	<b>16</b>	<b>3,247</b>	<b>2,657</b>	<b>315</b>	<b>315</b>	<b>47</b>	<b>37</b>	<b>274</b>	<b>0</b>	<b>3907</b>	<b>3025</b>
<b>Vehicle Trips :</b>													
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	Auto (Total)	51	2	41	26	17	68	4	6	0	0	113	102
	* Taxi	4	4	27	27	4	4	6	6	0	0	41	41
	Truck	2	2	6	6	4	4	0	0	0	0	12	12
	<b>Total</b>	<b>57</b>	<b>8</b>	<b>74</b>	<b>59</b>	<b>25</b>	<b>76</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>155</b>
MD	Auto (Total)	4	7	140	114	22	22	9	4	15	0	190	147
	* Taxi	3	3	106	106	1	1	7	7	13	13	130	130
	Truck	2	2	9	9	3	3	0	0	0	0	14	14
	<b>Total</b>	<b>9</b>	<b>12</b>	<b>255</b>	<b>229</b>	<b>26</b>	<b>26</b>	<b>16</b>	<b>11</b>	<b>28</b>	<b>13</b>	<b>334</b>	<b>291</b>
PM	Auto (Total)	3	59	122	137	65	35	7	5	14	14	211	250
	* Taxi	5	5	118	118	4	4	7	7	17	17	151	151
	Truck	1	1	1	1	0	0	0	0	0	0	2	2
	<b>Total</b>	<b>9</b>	<b>65</b>	<b>241</b>	<b>256</b>	<b>69</b>	<b>39</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>31</b>	<b>364</b>	<b>403</b>
Sat MD	Auto (Total)	2	1	204	167	52	52	6	5	34	0	298	225
	* Taxi	0	0	139	139	3	3	6	6	28	28	176	176
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>	<b>2</b>	<b>1</b>	<b>343</b>	<b>306</b>	<b>55</b>	<b>55</b>	<b>12</b>	<b>11</b>	<b>62</b>	<b>28</b>	<b>474</b>	<b>401</b>

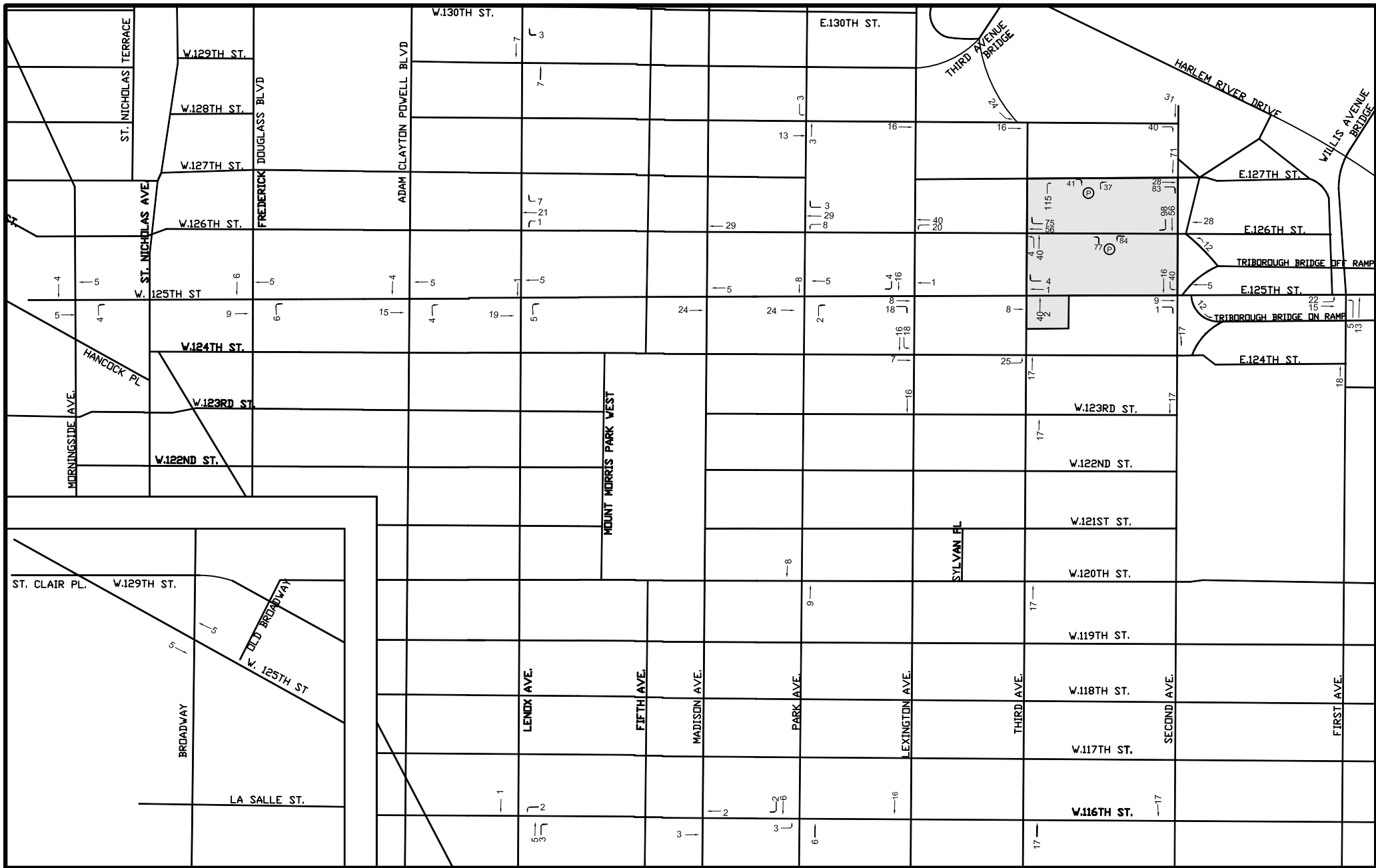
\* Taxi trips are balanced.

For No-Build LOS F, three seconds of delay should be considered significant, however, if a No-Build LOS F condition already has delays in excess of 120 seconds, an increase of 1.0 second in delay should be considered significant, unless the proposed action would generate fewer than five vehicles through that lane group in the peak hour. Table 3.15-8 shows the results of the traffic analysis for ~~2012~~2016 Build conditions and highlights (with a “\*”) the significantly impacted movements based on the above CEQR criteria. As shown in Table 3.15-8, there would be three intersections with one or more significantly adversely impacted movements in the AM peak hour, three intersections in the midday, six intersections in the PM, and four in the Saturday midday peak hour. These are described in more detail below.

#### *East 125<sup>th</sup> Street*

Along the 125<sup>th</sup> Street corridor, as shown in Table 3.15-8, significant adverse impacts would occur at Lexington Avenue in the midday peak period where the eastbound through-right turn delay would increase from a No-Build 34.5 seconds (LOS D) to 50.6 seconds (LOS F). During the PM peak hour at Lexington Avenue the eastbound through right-turn delay would increase from 35.5 seconds (LOS D) to 64.6 seconds (LOS E), and at Second Avenue where the southbound left turn delay would increase from 63.4 seconds (LOS F) to 136.9 seconds (LOS F).

In the rest of the project study area, as shown in Table 3.15-8, significant adverse impacts would occur at Lexington Avenue and East 124<sup>th</sup> Street in the midday and Saturday midday peak periods where the eastbound through right-turn delay in the midday would increase from a No-Build 68.9 seconds (LOS E) to 80.8 seconds (LOS F), and during the Saturday midday the southbound left-turn through movement would increase from a No-Build 62.4 seconds (LOS E) to 97.1 seconds (LOS F). Other locations near the project site include significant adverse impacts along East 126<sup>th</sup> Street and various intersections to the north of the project site. East 126<sup>th</sup> Street and Third Avenue include impacts during the AM peak hour at the westbound through right-turn delay would increase from 43.1 seconds (LOS D) to 56.3 seconds (LOS E), and during the PM and Saturday midday where the westbound through right-turn delay would increase from 36.7 seconds (LOS D) to 53 seconds (LOS E) in the PM and from 39.9 seconds (LOS D) to 47.5 seconds (LOS D) in the Saturday midday. At the intersection of East 126<sup>th</sup> Street and Second Avenue a significant adverse impacts is also expected during the AM peak period where the northbound left-turn delay would increase from a No-Build 86.6 seconds (LOS F) to 96.6 seconds (LOS F). At the intersection of East 126<sup>th</sup> Street and Park Avenue significant adverse impacts are also expected during both the weekday midday and PM peak period where the westbound approach delay would increase from a No-Build 43.0 seconds (LOS D) to 61.9 seconds (LOS E) in the midday and from 35.8 seconds (LOS D) to 49.4 seconds (LOS D) during the PM. At the intersection of West 126<sup>th</sup> Street and Lenox Avenue a significant adverse impact is also expected during PM peak period where the westbound through right-turn delay would increase from a No-Build 35.6 seconds (LOS D) to 51.6 seconds (LOS D). The other two intersections that would have significant adverse impacts to the north of the project site include East 128<sup>th</sup> Street and Lexington Avenue during the PM peak hour where the eastbound approach would increase from a No-Build 55.7 seconds (LOS E) to 73.6 seconds (LOS E) and West 129<sup>th</sup> Street and Lenox Avenue during the Saturday midday peak hour where the westbound approach would increase from a No-Build 69.6 seconds (LOS E) to 74.7 seconds (LOS E).



**Figure 3.15-16 2016 Weekday AM Peak Hour Incremental Traffic Volumes**

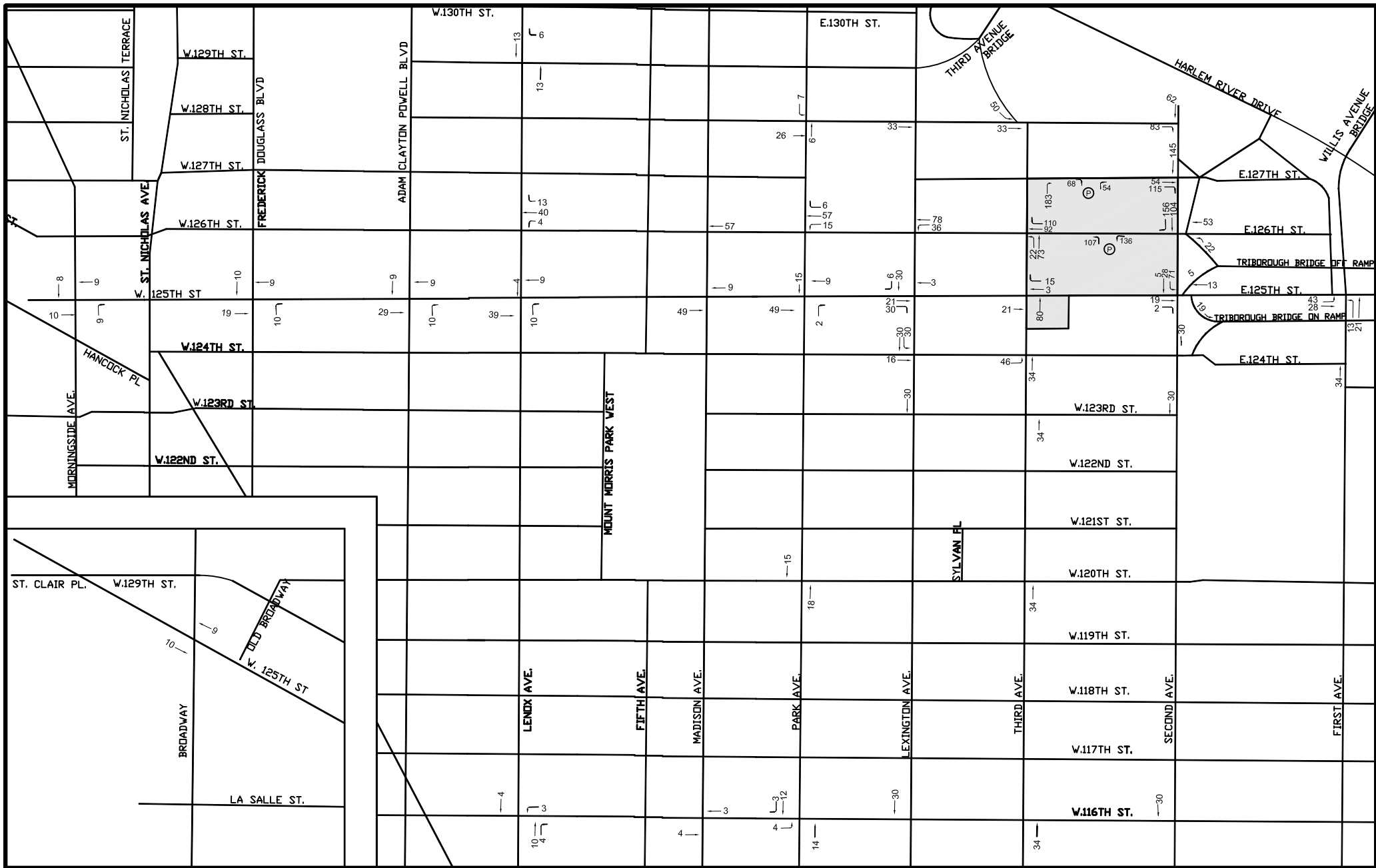


Figure 3.15-17 2016 Weekday MD Peak Hour Incremental Traffic Volumes



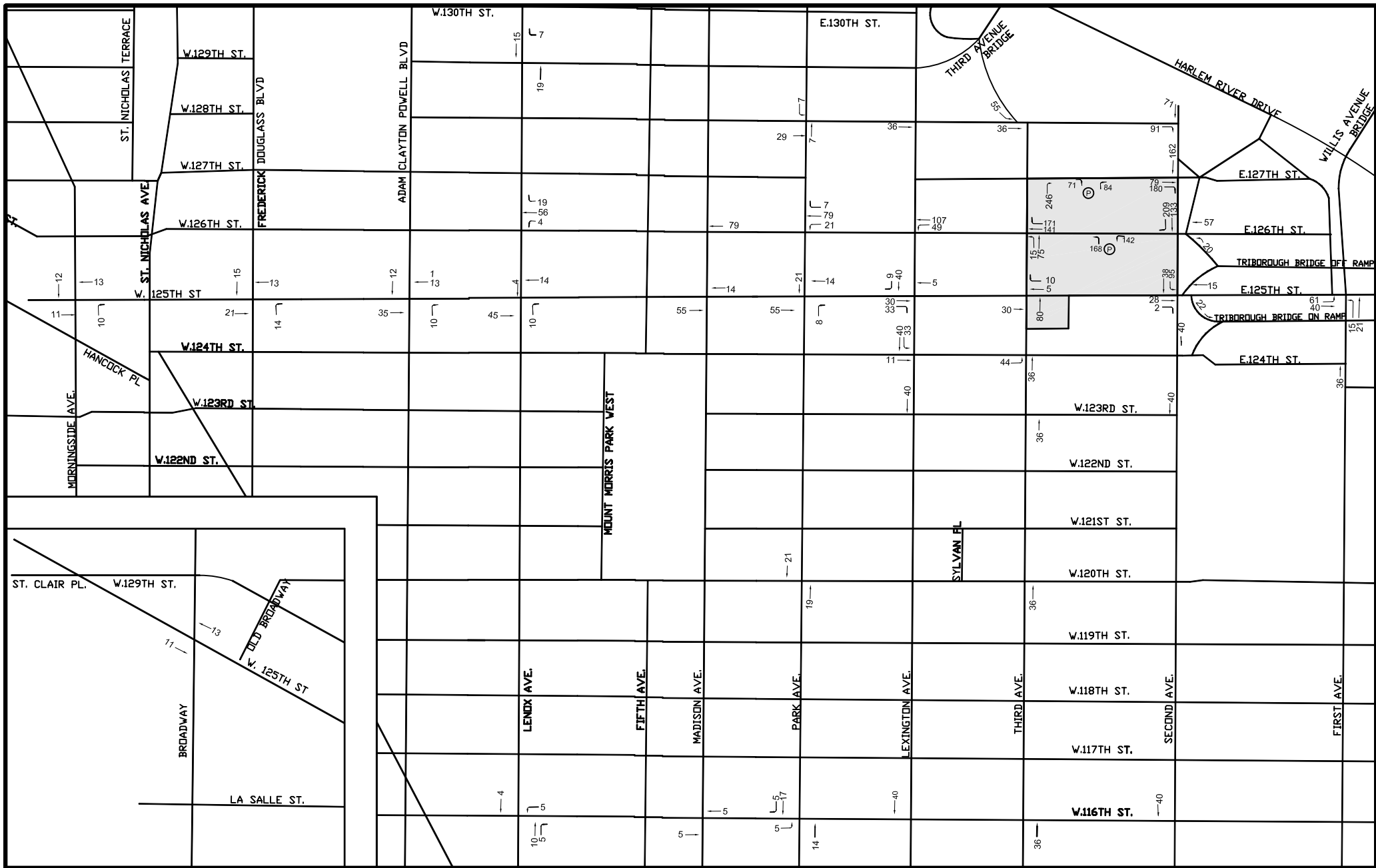
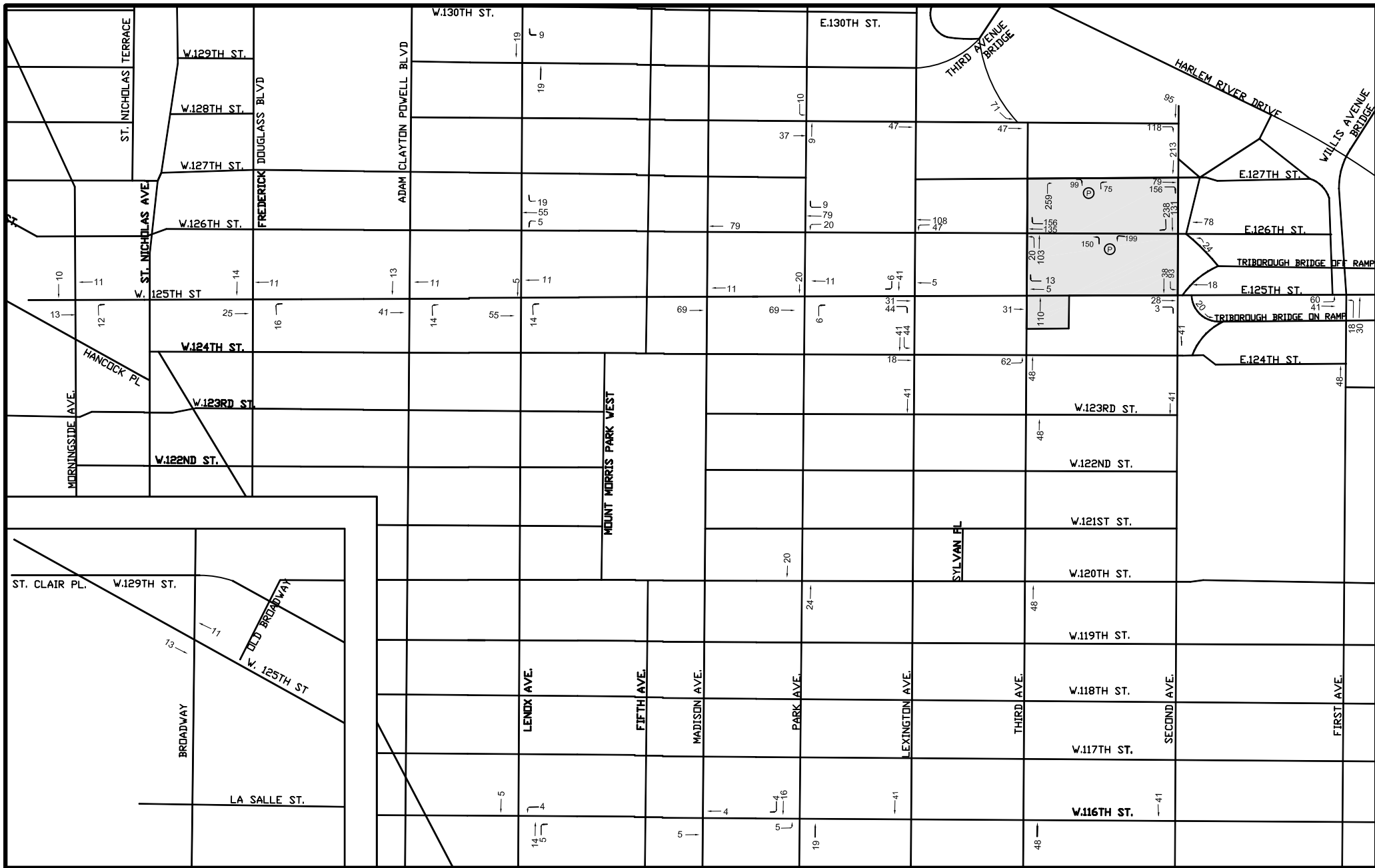
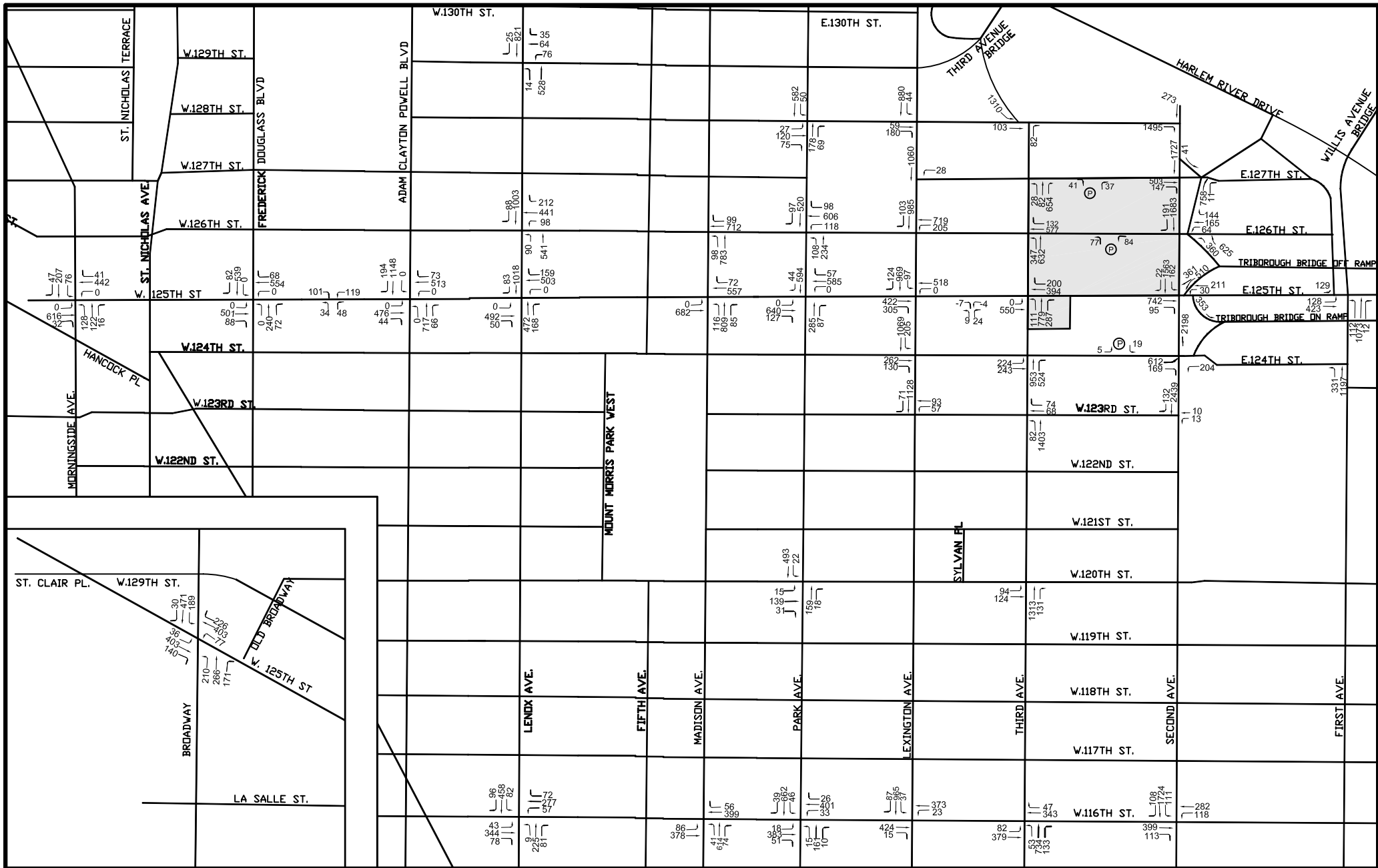


Figure 3.15-18 2016 Weekday PM Peak Hour Incremental Traffic Volumes

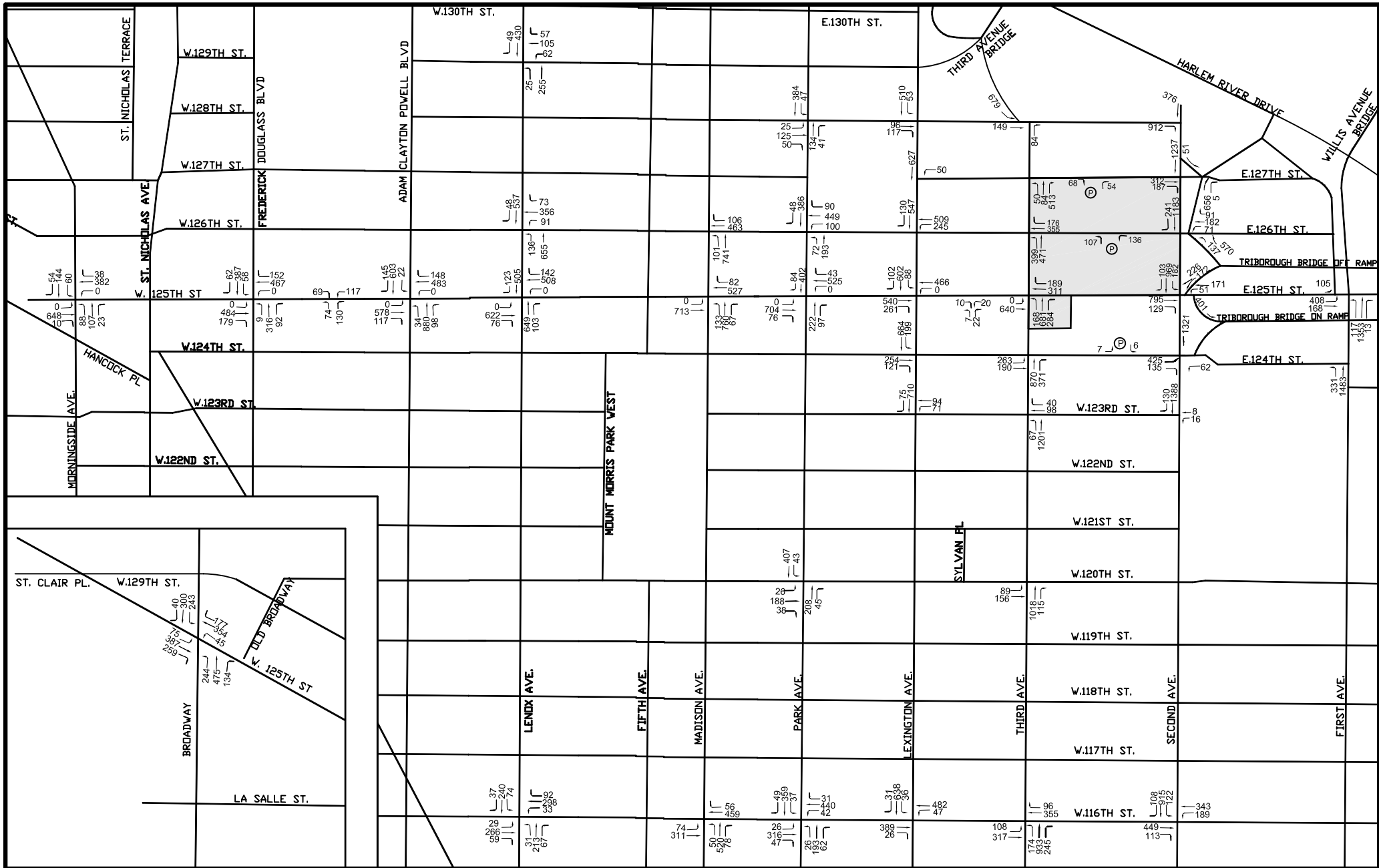
East 125th Street Development FEIS  
Economic Development Cooperation



**Figure 3.15-19 2016 Saturday MD Peak Hour Incremental Traffic Volumes**



**Figure 3.15-20 2016 Build Weekday AM Peak Hour Traffic Volumes**



**Figure 3.15-21 2016 Build Weekday MD Peak Hour Traffic Volumes**

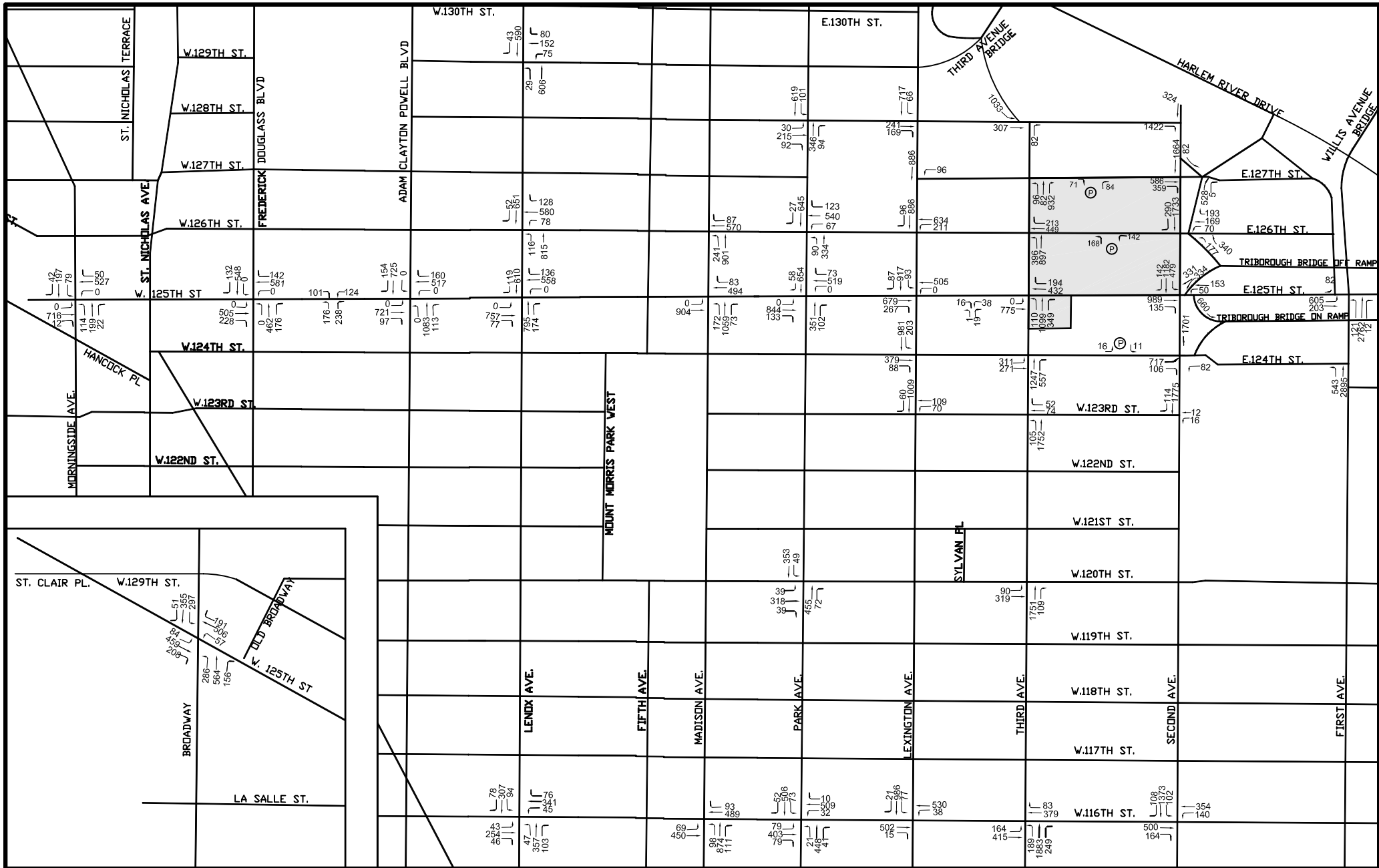


Figure 3.15-22 2016 Build Weekday PM Peak Hour Traffic Volumes

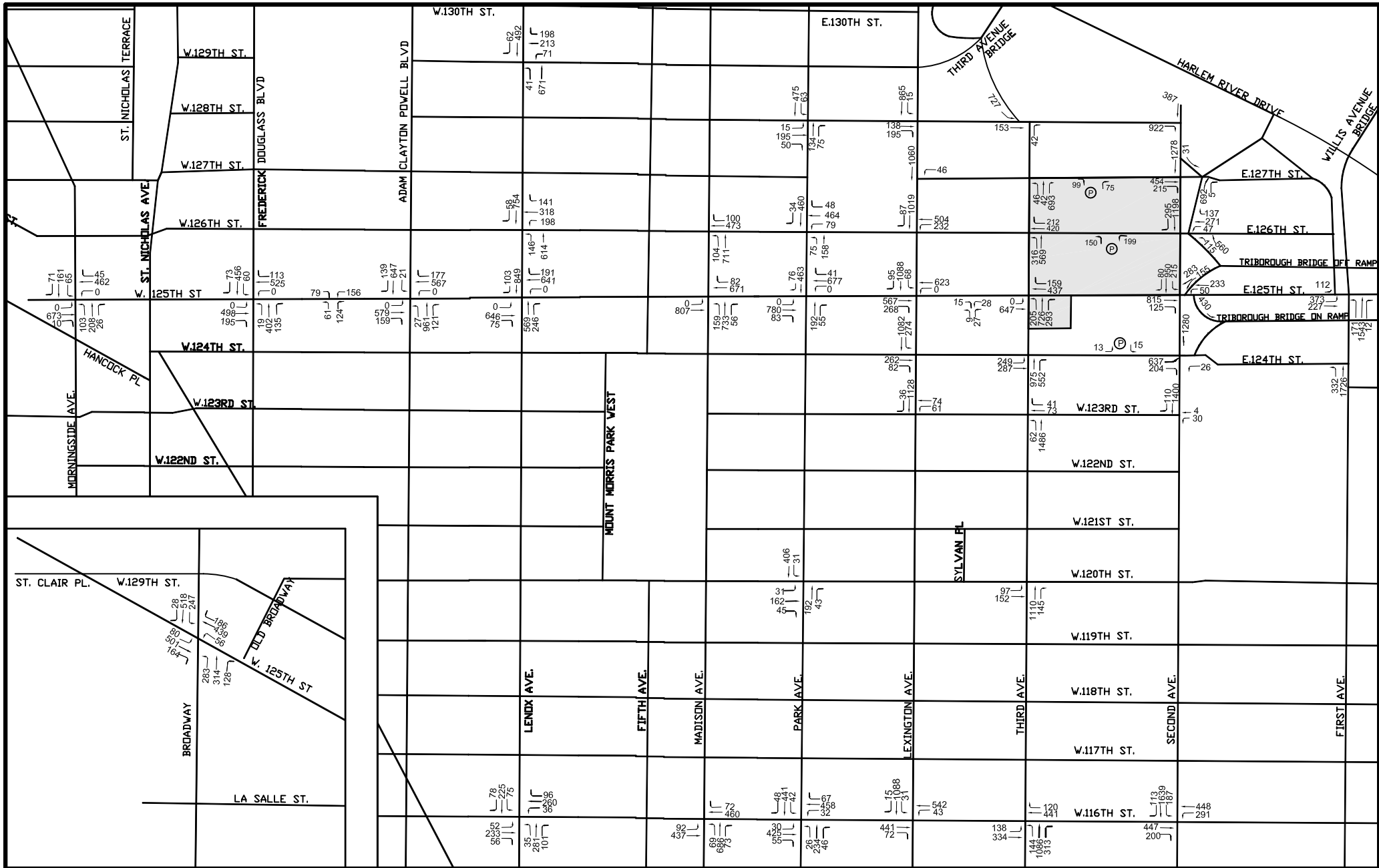


Figure 3.15-23 2016 Build Saturday MD Peak Hour Traffic Volumes









Chapter 3.22, “Mitigation,” presents improvement measures to address the significant adverse traffic impacts that would occur as a result of the proposed project.

## **PARKING**

The proposed project would not displace any public off-street parking facilities. In the future with the proposed project, the number of available public off-street parking spaces is expected to remain the same compared to the No-Build condition. It is assumed that No-Build development sites would provide accessory parking to accommodate their demand, but no new public parking is assumed for the analysis.

Two accessory parking garages would be built as part of the proposed project. Parcel A would include a 200-space accessory parking garage at-grade, above the basement MTA bus parking facility. The entrance and exit to this garage would be located on East 127<sup>th</sup> Street approximately 100 feet east of Third Avenue. Parcel B would include a 400-space accessory parking garage located below grade. This garage would include two entrances and exits on the south side of East 126<sup>th</sup> Street between Second and Third Avenues. As shown in Table 3.15-9, during weekday’s project-generated parking demand would peak at 609 spaces in the midday (1-2PM) period, exceeding the total capacity of the two garages by a total of nine spaces. As discussed earlier in the chapter, the No-Build off-street parking supply within ¼ mile from the project site during the weekday midday is approximately 228 spaces, which is only 75% utilized. The excess demand during this one peak hour would be easily accommodated in nearby off-street public parking facilities or by on-street spaces.

As shown in 3.15-10, peak project generated parking demand on Saturday is expected to total 593 spaces in the midday (2-3PM) and would therefore be fully accommodated by the proposed project’s 600 on-site accessory parking spaces.

**Table 3.15-9  
EAST 125TH STREET DEVELOPMENT TRAFFIC PLANNING ASSUMPTIONS  
WEEKDAY ACCUMULATIONS**

	Office <sup>(1)</sup> 300,000 gsf			Destination Retail <sup>(2)</sup> 470,000			Residential <sup>(3)(4)</sup> 1,000 DU			veh/du 0.35	Hotel <sup>(5)</sup> 130 DU			veh/rm 0.4	Cultural Facility <sup>(6)</sup> 500 seats			Total Accum
	456 Total auto trips/day based on 12% auto share			2,912 AM/PM TRIPS			934 Total auto trips/day			350	154 Total auto trips/day			52	138 Total auto trips/day			
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.			
12-1 AM	0	0	0	0	0	0	2	2	350	0	0	52	0	0	0	402		
1-2	0	0	0	0	0	0	2	2	350	0	0	52	0	0	0	402		
2-3	0	0	0	0	0	0	2	2	350	0	0	52	0	0	0	402		
3-4	0	0	0	0	0	0	2	2	350	0	0	52	0	0	0	402		
4-5	0	0	0	0	0	0	2	2	350	0	0	52	0	0	0	402		
5-6	0	0	0	0	0	0	3	10	343	0	0	52	0	0	0	395		
6-7	4	0	4	7	2	5	8	28	323	0	1	51	0	0	0	383		
7-8	18	0	22	16	11	10	10	29	304	1	2	50	0	0	0	386		
8-9	51	2	71	41	26	25	17	68	253	4	6	48	0	0	0	397		
9-10	29	5	95	87	17	95	17	25	245	3	6	45	0	0	0	480		
10-11	7	5	97	109	54	150	17	29	233	3	3	45	0	0	0	525		
11-12	3	7	93	124	87	187	18	25	226	3	4	44	3	0	3	553		
12-1 PM	4	7	90	140	114	213	22	22	226	9	4	49	15	0	18	596		
1-2	7	3	94	127	119	221	24	24	226	7	9	47	3	0	21	609		
2-3	7	4	97	115	128	208	25	23	228	5	12	40	0	0	21	594		
3-4	8	11	94	114	130	192	33	19	242	6	5	41	3	3	21	590		
4-5	3	59	38	122	137	177	65	35	272	7	5	43	14	14	21	551		
5-6	5	33	10	119	132	164	49	21	300	6	6	43	7	7	21	538		
6-7	6	13	3	114	112	166	49	26	323	7	5	45	14	3	32	570		
7-8	2	5	0	122	102	186	45	30	338	6	4	47	7	3	36	608		
8-9	0	0	0	66	112	140	36	19	355	4	2	49	2	2	36	581		
9-10	0	0	0	26	127	39	8	12	351	3	1	51	0	6	30	472		
10-11	0	0	0	7	32	14	6	7	350	1	0	52	0	30	0	417		
11-12	0	0	0	0	14	0	5	5	350	0	0	52	0	0	0	403		
	154	154		1456	1456		467	467		75	75		68	68				

- Notes:**
- (1) Hourly pattern for office use are based on Pushkarev & Zupan, "Urban Space for Pedestrian. Lower auto-share in late morning and afternoon is reflected in the parking pattern
  - (2) Destination retail pattern from ITE Trip Generation Handbook Land Use code 820 , Shopping Centre.
  - (3) Temporal distribution source: ABC West End Avenue Properties FEIS, p.II.I-41.
  - (4) Assumes 8.075 pers-trips/D.U.; 14% and 20% auto mode share for weekday and Saturday respectively; and 1.65 auto occupancy.
  - (5) Based on Marriott Hotel Transportation Survey , AKRF, August 1999.
  - (6) Hourly pattern are based on PHA transportation planning assumptions.

**Table 3.15-10  
EAST 125TH STREET DEVELOPMENT TRAFFIC PLANNING ASSUMPTIONS  
SATURDAY ACCUMULATIONS**

	Office <sup>(1)</sup> 300,000 gsf			Destination Retail <sup>(2)</sup> 470,000			Residential <sup>(3)(4)</sup> 1,000 DU			veh/du 0.35	Hotel <sup>(5)</sup> 130 room			veh/rm 0.4	Cultural Facility <sup>(6)</sup> 500 seats			Total Accum
	24 Total auto trips/day based on 12% auto share			3,248 AM/PM TRIPS			1,270 Total auto trips/d			350	140 Total auto trips/c			52	138 Total auto trips/day			
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.		In	Out	Accum.		In	Out	Accum.	
12-1 AM	0	0	0	0	0	0	2	2	350	0	0	52		0	0	0	402	
1-2	0	0	0	0	0	0	2	2	350	0	0	52		0	0	0	402	
2-3	0	0	0	0	0	0	2	2	350	0	0	52		0	0	0	402	
3-4	0	0	0	0	0	0	2	2	350	0	0	52		0	0	0	402	
4-5	0	0	0	0	0	0	2	2	350	0	0	52		0	0	0	402	
5-6	0	0	0	0	0	0	4	13	341	0	0	52		0	0	0	393	
6-7	0	0	0	8	2	6	11	38	314	0	0	52		0	0	0	372	
7-8	1	0	1	16	8	14	13	39	288	0	3	49		0	0	0	352	
8-9	3	0	4	24	16	22	18	59	247	4	6	47		0	0	0	320	
9-10	2	0	6	73	19	76	23	35	235	2	4	45		0	0	0	362	
10-11	1	0	7	151	70	157	23	40	218	4	4	45		0	0	0	427	
11-12	0	1	6	177	112	222	24	40	202	4	5	44		0	0	0	474	
12-1 PM	1	2	5	193	145	270	34	43	193	5	5	44		3	0	3	515	
1-2	2	1	6	204	167	307	52	52	193	6	5	45		34	0	37	588	
<b>2-3</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>201</b>	<b>195</b>	<b>313</b>	<b>34</b>	<b>33</b>	<b>194</b>	<b>4</b>	<b>7</b>	<b>42</b>		<b>0</b>	<b>0</b>	<b>37</b>	<b>593</b>	
3-4	0	1	6	182	209	286	55	36	213	6	5	43		0	0	37	585	
4-5	0	2	4	149	218	217	62	41	234	4	4	43		0	3	34	532	
5-6	0	3	1	109	206	120	69	45	258	10	5	48		3	3	34	461	
6-7	0	1	0	63	130	53	65	27	296	6	6	48		5	0	39	437	
7-8	0	0	0	31	50	34	61	26	331	5	4	49		22	0	61	476	
8-9	0	0	0	25	37	22	45	26	350	4	3	50		0	0	61	484	
9-10	0	0	0	9	18	13	16	16	350	3	2	51		0	3	58	472	
10-11	0	0	0	8	12	9	9	10	349	2	1	52		0	55	3	413	
11-12	0	0	0	0	9	0	7	6	350	0	0	52		0	3	0	402	
	12	12		1623	1623		635	635		69	69			67	67			

**Notes:**

- (1) Hourly pattern for office use are based on Pushkarev & Zupan, "Urban Space for Pedestrian.
- (2) Destination retail pattern from ITE Trip Generation Handbook Land Use code 820 , Shopping Centre.
- (3) Temporal distribution source: ABC West End Avenue Properties FEIS, p.II.I-41.
- (4) Assumes 8.075 pers-trips/D.U.; 14% and 20% auto mode share for weekday and Saturday respectively; and 1.65 auto occupancy.
- (5) Based on Marriott Hotel Transportation Survey , AKRF, August 1999.
- (6) Hourly pattern are based on PHA transportation planning assumptions.