3.21 ALTERNATIVES

INTRODUCTION

This chapter considers a range of alternatives to the proposed action. The purpose of this alternatives analysis is to examine reasonable alternatives to the proposed action that avoid or reduce action-related significant adverse impacts and may still allow for the achievement of the stated goals and objectives of the proposed action. The alternatives analysis also examines additional planning alternatives to the proposed action, including consideration of their ability to achieve the goals and objectives of the proposed action. In accordance with the Final Scope of Work issued in August 31 2007, this chapter includes the analysis of the following alternatives:

No-Action (As-of-Right) Alternative
Under SEQRA, consideration of a No-Action Alternative is required. The No-Action (As-of-Right) Alternative examines future conditions within the proposed rezoning area assuming the absence of the proposed action. This alternative provides a baseline for the evaluation of impacts associated with the proposed action.

No-Impact Alternative
The No-Impact Alternative examines a scenario in which there is a change in density or program design in order to avoid the potential significant adverse impacts associated with the proposed action.

Arts Bonus Alternative
The Arts Bonus Alternative examines a planning scenario which is similar to the proposed action except that it includes a floor area bonus in exchange for the provision of arts and performance space through out the corridor. This alternative would result in the development of 88,438 square feet of space for arts and performance uses through the use of the arts bonus mechanism proposed as part of this alternative. In addition, this alternative would result in the development of 188 fewer residential units, including 140 fewer affordable units, than development under the proposed action; the development of 210,684 additional square feet of commercial office and hotel development than under the proposed action; and the same amount of retail, community facility, storage/manufacturing and parking/auto related uses as in the proposed action.

C6-3 Alternative
The C6-3 Alternative examines a planning scenario which is similar to the proposed action except that it would map a lower density C6-3 zoning district instead of a C4-7 district along the north side of 125th Street generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard. The reduction in density associated with this alternative would result in 126 fewer dwelling units, including 25 fewer affordable units; 48,201 sf of less retail space; and 192,807 sf of less office space when compared to the proposed action.

C4-4D Alternative
The C4-4D Alternative examines a planning scenario which is similar to the proposed action except that it will analyze mapping a C4-4D district rather than a C4-4A district on 125th Street

between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street. This alternative would result in the development of an additional 96 additional dwelling units, including 31 additional affordable units; 23,159 square feet of additional retail space; and 42,493 square feet of additional office space when compared to the proposed action.

The Expanded Arts Bonus Alternative

The Expanded Arts Bonus Alternative is generally similar to the proposed action except that it also includes a floor area bonus in the proposed C4-7, C6-3, and C4-4D districts in exchange for the provision of core and shell space for visual and performing arts. In addition, the Expanded Arts Bonus Alternative includes a C4-4D zoning district rather than a C4-4A zoning district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street. When compared to the development expected under the proposed action, this alternative would result in the development of 204 fewer dwelling units (of which 92 units are market rate and 112 units are affordable); 23,159 square feet of additional retail space; 241,591 square feet of additional office space; and 5,803 square feet of additional hotel space. In addition, this alternative has the potential to result in the development of 94,221 square feet of space for visual and performing arts uses through the use of the arts bonus mechanism proposed as part of this alternative.

The development scenario implications of each alternative are summarized in **Table 3.21-1** below and compared to the No-Action condition of the RWCDS for the 26 projected development sites identified in the proposed action. As shown in the table, the total net number of dwelling units and usage square feet would vary with each of the identified alternatives. The complete RWCDS tables are available in Appendix E of this EIS.

Table 3.21-1. Summary of Development Under Each Alternative

SCENARIO/ ALTERNATIVE	New Increment (compared to Future No-Action)								
	Total Incremental Square Feet of Development*	**Total Residential DUs**	**Retail FA (sf)**	**Office/ Comm. FA (sf)**	**Hotel FA (sf)**	**Visual/ Performance Arts FA (sf)**	**Comm Fac./ Instit. FA (sf)**	**Stor./ Mfg. FA (sf)**	**Parking/ Auto FA (sf)**
Proposed Action	2,503,258	2,328 (incl. 498 affordable units)	208,586	436,015	11,672	0	-110,985	-26,824	-110,406
No-Action (As-of-Right Scenario)	0	0	0	0	0	0	0	0	0
No Impact	50,461	47	4,172	8,720	233	0	-2,220	-536	-2,208
Arts Bonus Alternative	2,633,180	2,140 (incl. 358 affordable units)	208,586	640,896	17,475	88,438	-110,985	-26,824	-110,406
C6-3	2,148,850	2,202 (incl. 473 affordable	160,385	243,208	11,672	0	-110,985	-26,824	-110,406

		units)							
C4-4D	2,655,310	2,424 (incl. 529 affordable units)	231,745	478,508	11,672	0	-110,985	-26,824	-110,406
Expanded Arts Bonus	2,785,232	2,236 (incl. 386 affordable units)	231,745	677,606	17,475	94,221	-110,985	-26,824	-110,406

Notes: All SF shown in table is Zoning SF and no mechanical/utility SF was assumed.
Assumes 900 SF per residential dwelling unit.

For each of the technical areas presented in this environmental impact statement, the anticipated effects of the proposed action are compared to those that would result from each of the alternatives. The purpose of this analysis, as set forth by the *City Environmental Quality Review (CEQR) Technical Manual*, is to provide decision makers with the opportunity to consider reasonable alternatives or planning scenarios that are consistent with the goals and objectives of the proposed action and that could potentially reduce or eliminate significant adverse impacts identified in the EIS.

NO-ACTION (AS-OF-RIGHT) ALTERNATIVE

Consideration of a No-Action Alternative, mandated by CEQR, is intended to provide the lead agency with an assessment of the consequences of not selecting the proposed action or any of the "build" alternatives. As analyzed under "Future Without the Proposed Action," in **Chapters 3.1** through **3.20**, the No-Action Alternative also provides a baseline against which impacts of the proposed action may be compared.

In the future without the proposed action, the existing zoning controls would remain in place. It is expected that the rezoning area would experience some growth in commercial and residential uses. In the future without the proposed action, as-of-right development would be expected to occur on 14 of the 26 projected development sites identified by DCP in the rezoning area. Development on these projected development sites is expected to consist of 304 dwelling units (DUs); 635,337 square feet of retail; 512,305 square feet of office space; 8,512 square feet of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,154 square feet of commercial space); 26,824 square feet of storage/manufacturing uses; 112,404 square feet of parking/auto related uses; 182,493 square feet of community facility space; and 20,586 square feet of institutional conversion space.

It is expected that the incremental difference between the existing conditions and the No-Action scenario would total 302 dwelling units (DUs); 298,685 square feet of retail; 396,700 square feet of office space; (together retail and office space would comprise a total difference of 695,385 square feet of commercial space); 102,435 square feet of community facility space (including 20,586 square feet of institutional conversion space), and a reduction of 13,964 square feet of storage/manufacturing uses and 14,504 square feet of parking/auto related uses.

In addition to the projected development sites in the proposed rezoning area described above, there are six known development sites in the rezoning area. The development expected on the six known development sites would occur independent of the proposed action. The six development sites would have a total of 28,986 square feet of retail floor area, 21,696 square feet of commercial office floor area, 127,500 square feet of hotel floor area, 129,992 square feet of community facility space and 147 total parking spaces. These developments are expected to occur in the No-Action Scenario.

The effects of the No-Action Alternative are summarized below and compared to those of the proposed action.

Land Use, Zoning, and Public Policy

Under the No-Action Alternative, it is expected that there would be a greater amount of community facility floor area, storage/manufacturing floor area, and parking/auto space when compared to the proposed action, and there would be significantly less residential dwelling units, retail floor area, office floor area, and hotel space. The development expected in the future without the proposed action would be dictated by the use and build controls of the existing

zoning regulations. The 125th Street corridor is primarily zoned with medium density commercial zoning districts. Smaller portions of the corridor are zoned with high-density commercial and low-density manufacturing zoning districts. The development expected to occur in the future without the proposed action would not be built under a balanced zoning strategy that takes into consideration the scale and character of the corridor nor would the existing zoning controls that would be in effect in the future No-Action Alternative encourage mixed used development that would serve to enliven the street during day and evening hours.

In the future without the proposed action, it is expected that the current land use trends and general development patterns within the rezoning area would continue. These trends are characterized by limited, discrete redevelopment, in accordance with existing zoning. To date, there has been little such development which supports an active street life character. New housing development has not occurred within the rezoning area, although there is affordable and market rate development outside the rezoning area and individual redevelopment of existing brownstones within and immediately adjacent to the rezoning area

Certain benefits expected to result from the proposed action—including the construction of market-rate and affordable housing units along a corridor with sufficient mass transit access, the reinforcing of 125th Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail, and the redevelopment of vacant or underutilized lots and the opportunity for growth in this active area—would not be fully achieved under this alternative.

Socioeconomic Conditions

Future conditions with the No-Action Alternative would result in less commercial and residential development than would otherwise occur with implementation of the proposed action. There would be comparatively fewer new jobs. There would be less market rate housing production and no affordable housing created with the No-Action alternative.

Socioeconomic effects associated with the proposed action would not occur, such as incremental increases in commercial and residential rents and property values, which are not considered to be significant adverse direct or indirect impacts under future conditions with the proposed action. Replacement with new mixed-use development of existing retail, office and service sector establishments on 13 RWCDS sites (containing businesses that are typical of those in the Business and Institutional Study Areas) would not occur. Incremental increases in real estate values and ensuing incremental pressures on remaining households residing in low rent, unprotected housing units that would occur under the proposed action would not be expected to occur under the No-Action Alternative. ~~and there would be no additional effects on area commercial rents as a result of the increment of new retail and office development resulting from the proposed action.~~

In terms of direct displacement, sites that would be developed under the proposed action would not be developed with the as-of-right alternative and would likely remain

in their current state, and the physical upgrading associated with the redevelopment of those sites would not occur by 2017.

Residential real estate trends in the area would be expected to continue under the No-Action Alternative, with additional housing rehabilitation, including brownstone and small residential building renovations for occupancy by increasingly affluent households; new subsidized residential construction including over three dozen HPD developments expected through the Cornerstone Program, the Mixed Income Rental Program and the Low Income Affordable Marketplace Program; and market rate projects such as The Kalahari condominium complex. The developments that are anticipated under the No-Action Alternative would result in substantial increases in study area population by 2017 as described in Chapter 3.2, and a continued trend of increasing average household incomes as more affluent households replace some of the remaining households residing in unprotected low rent buildings. While a continued rapid increase in population would be expected, the No-Action Alternative would not result in private market construction of an additional 2,328 units of market rate housing and an additional 498 units of affordable housing as would occur under the proposed action. Without this additional development, the mixed-use and residential character of the 125th Street corridor would not be strengthened to the degree that would occur under conditions with the proposed action, and the beneficial socioeconomic effects that a greater increase in housing supply could produce would not occur.

Community Facilities and Services

Under the No-Action Alternative, there would be some new residential development on the projected development sites. There would also be non-residential development, but the residential population would increase primarily as a result of planned as-of-right development in the rezoning area. All of the expected 304 DUs would be market rate units, and would generate substantially less demand for community facilities and services than the 1,830 market rate and 498 affordable net new housing units generated by the proposed action.

As with the proposed action, it is expected that with the No-Action Alternative, there would continue to be adequate capacity for both elementary and intermediate level students in Community School Districts 3 and 4. For CSD 5, the elementary level would be under capacity, but for the intermediate school level, there would be an over capacity condition for both the No-Action Alternative and the proposed action. For libraries and health care services, there would be adequate capacity to support both the No-Action alternative and the proposed action. The NYPD and FDNY would continue to adjust their allocation of personnel needs arise.

Open Space

For the No-Action Alternative, the addition of open space resources from the Manhattanville project, the East 125th Street Development project and the long-planned conversion of spaces along the Harlem and Hudson Rivers would add 9.75acres of open space, including 6.09 acres of active and 3.66 acres of passive open space. This addition would result in the total open space

in the residential open space study area of approximately 205.56 acres of publicly accessible open space, including 97.65 acres of active space and 107.91 acres of passive space, as compared to 195.81 total acres, 91.56 active space acres, and 104.25 passive space acres under existing conditions.

For the No-Action Alternative, known and projected developments in the study area are expected to result in new workers and residents to the open space study.

In the non-residential open space study area, the open space ratio would decrease from 0.33 acres per thousand population in the existing condition to 0.28 for the No-Action Alternative, remaining higher than DCP's 0.15 acres per thousand population guideline. However, the passive open space ratio for the combined residential/non-residential population would be approximately 0.28, which is significantly below the recommended weight average ratio of ~~0.413~~ 0.412 acres per 1,000 residents and workers. These ratios would be higher than those of the proposed action.

In the residential open space study area, the available open space ratio would be 1.13 acres per 1,000 residents, a decrease of 0.13 from existing conditions. The available active open space ratio would be 0.54 active acres per 1,000 residents, a decrease of 0.05 active acres from existing conditions. The passive open space would be 0.59 passive acres per 1,000 residents, a decrease of 0.08 passive acres from existing conditions. The passive open space ratio for the combined resident and non-resident population would be approximately ~~0.4544~~ 0.44, which is above the recommended weighted average ratio of 0. 411 acres per 1,000 combined residents and workers.

These open space ratios would be substantially higher than those under existing conditions, but the ratios for total and active open space would remain below DCP's guidelines for open space adequacy and citywide planning goals. As compared with the proposed action, these ratios would be somewhat higher than those with the proposed action.

Neither the proposed action nor the No-Action Alternative would result in significant adverse open space impacts.

Shadows

As identified in Chapter 3.5, "Shadows", 18 projected and potential development sites were determined to contribute incremental shadows to six open space resources and two historic resources in the future with the proposed action. The controls on bulk and height are more restrictive on most of these 18 development sites under the No-Action Alternative, with the exception of Sites 15 and 18, which are expected to contain greater bulk and height under the No-Action alternative compared to the proposed action. While the proposed action, which would generate substantially more new construction, would result in significant adverse shadows impacts on two historic resource and two open space resources, the No Action Alternative would not result in significant adverse shadows effects.

Historic Resources

For the No-Action Alternative**,** historic resources would be affected through conversion or adjacent construction activities.

With the No-Action Alternative, three known developments/conversions would directly affect listed and eligible architectural resources. The eligible resources include Historic Resource #12: Blumstein's Department Store, and Historic Resource #13, the Victoria Theatre. Mount Morris Bank (# 1) is a designated resource and would be converted to community facility use. The conversion of this designated resource would require LPC approval.

Construction-related effects stemming from adjacent new development under the No-Action Alternative could affect historic resources as well. Historic resources within 90 feet of sites projected to be developed under the No-Action Alternative include the Harlem Savings Bank (#2), the Amsterdam News Building (#5), the Apollo Theater (#14), the 125th Street Branch of the New York Public Library (#10), the former Sheffield Dairy (#26), the IRT Broadway Line Viaduct North (#37), the Broadway IRT Broadway Subway Station (#38), the Former Sheffield Farms Stable (#39), the Tiemann Estate Historic District (#40) and the Whitestone Apartments (#41).

For both the proposed action and the No-Action Alternative, preventative measures are in place to ensure that new construction does not adversely impact adjacent structures. Special consideration is made to ensure that designated historic resources within 90 feet of a construction site are protected, and these protections would apply to the Mount Morris Bank (#1) conversion. Eligible (but not designated) resources, such as those within 90 feet of a construction site would not be afforded any special protections, except for the basic structural protections provided by the New York City Department of Buildings (DOB) regulations. Under No-Action Alternative, the seven National Register eligible and potentially eligible resources listed could be affected by as-of-right development including conversions, expansions, construction activity and/or development. The nine eligible and potentially eligible resources that would not be afforded special protections and could be affected by development under the No-Actions Alternative are as follows:

- Blumstein's Department Store (#12)
- Harlem Savings Bank (#2)
- Amsterdam News Building (#5)
- Sheffield Dairy (#26)
- Former Sheffield Farms Stable (#39)
- Tiemann Estate Historic District (#40)
- Whitestone Apartments (#41).

The direct impacts to four historic resources and potential construction-related impacts to historic resources which were identified for the proposed action would not occur under the No-Action Alternative. As with the proposed action, the No-Action Alternative would not result in the disturbance of archaeological resources.

Urban Design and Visual Resources

In the future without the proposed action, the zoning regulations in the 125th Street corridor would remain in place. As discussed in Chapter 3.1, "Land Use, Zoning and Public Policy," DCP has identified likely new development on 14 of the projected development sites within the rezoning area that would be expected to be completed in the future without the proposed action.

The 125th Street corridor is primarily zoned with medium and high-density commercial districts. The development that that would occur in the No-Action Alternative would not be part of an overall zoning strategy that seeks to create incentives for new mixed-use development and to balance new building form with the built scale and character of the area. Under this alternative there would be limited new residential development that would not accomplish the project purpose of enlivening the streetscape of 125th Street, particularly during the evening hours. Current zoning regulations would continue to allow tower-in-the-park development that is inconsistent with the surrounding context of street wall buildings and not compatible with the existing built fabric of the corridor. The as-of-right conditions would not implement land use restrictions designed to locate inactive retail uses above the street level, reserving street-level retail frontages for transparent, active uses.

In the No-Action alternative, like the proposed action, existing views of visual resources are not expected to undergo substantial change.

Neighborhood Character

The development expected to occur in the future without the action would not be built under a balanced zoning strategy that takes into consideration the scale and character of the area, nor would new development be expected to encourage mixed used development that would serve to enliven the street during day and evening hours. The current zoning regulations allow tower-in-the-park development that is inconsistent with the surrounding context of street wall buildings. In the future without the action it is expected that the current zoning regulations would potentially promote building forms that are not compatible with the existing built form and are not compatible with the existing neighborhood character.

During the 2006 to 2017 period, it is also expected that transportation demands in the study area would change due to specific development projects in the area, as well as general background growth over time. Increased congestion and reductions in levels of service would be present at most intersections under the No-Action scenario.

Hazardous Materials

With the No-Action Alternative, as-of-right construction under the current zoning could occur with less regulatory oversight than with the proposed action, such that residual contamination

could be encountered by construction workers or the general public. However, it would be likely that all construction and required removal or handling of hazardous materials would be conducted in accordance with applicable state and federal requirements, thereby minimizing the potential for exposure. The proposed action would also involve more sites that potentially have hazardous material issues that would remain undisturbed under the No-Action Alternative. However, as the proposed action contemplates the inclusion of (E) designations on all projected and potential development sites, the opportunity for increased exposure to hazardous materials would be foreclosed.

With the proposed (E) designations under the proposed action, development sites that may contain hazardous materials are required to perform subsurface investigations, tank removals, remediation, asbestos abatement, and prepare construction health and safety plans in accordance with a NYCDEP approved, site specific, Sampling and Remediation Work Plans. Under the No-Action alternative, some of these requirements would be met through the applicable state and federal requirements as well as local laws regarding asbestos and lead paint abatement.

Natural Resources

As the upland areas of the study area are generally urbanized and largely devoid of natural resources, like the proposed action, the No-Action Alternative would not result in significant adverse impacts on the condition of natural resources in the study area. Unlike the proposed action, however, the No-Action Alternative would not contain building height limits, and would therefore provide a somewhat greater opportunity for avian strike hazard for migratory birds. However, like the proposed action, the number of collisions and resulting bird mortality is expected to be insignificant when compared to the total numbers of birds migrating along the Atlantic Flyway.

Waterfront Revitalization Program

The No-Action Alternative, like the proposed action does not include any portion within the designate designated boundaries of the New York City Coastal Zone. As such, neither the No-Action Alternative nor the proposed action are subject to review for consistency with the City's LWRP.

Infrastructure

Anticipated growth in the vicinity of Harlem's 125th Street corridor along with potential development on 14 of the 26 projected sites would result in additional demand on the City's water supply, wastewater treatment and stormwater management systems under the No-Action Alternative when compared to existing conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure impacts would occur under the No-Action Alternative.

Solid Waste/Sanitation Services

Under the No-Action Alternative, an increase in the volumes of solid waste and recyclables would be generated. Approximately 39.4 additional tons of waste would be created when compared to existing conditions, which would not affect the delivery of these services, nor would it place a significant burden on the City's solid waste management services (both public and private).

Energy

Demands on energy would be less than under the proposed action. As with the proposed action, no significant adverse energy effects would occur under the No-Action Alternative.

Traffic and Parking

Traffic

During the 2007 to 2017 period, it is expected that transportation demands in the study area would change due to specific development projects in the area, as well as general background growth over time. Overall, under No-Action conditions, of the 44 intersections studied, there would be ~~22~~ 23 intersections with one or more congested movements during the weekday AM peak hour (versus 13 under existing conditions), ~~10~~ eight intersections during the weekday midday peak hour (versus ~~three~~ two under existing conditions), 24 intersections during the weekday PM peak hour (versus 14 under existing conditions), and 18 intersections during the Saturday midday peak hour (versus ~~12~~ 11 under existing conditions). The significant adverse traffic impacts identified for the proposed action would not occur under the No-Action Alternative.

Parking

Under the No-Action Alternative, it is anticipated that demand for off-street public parking would increase over existing conditions due to general background growth, new parking demand generated by known developments within the study area, and the potential redevelopment of 14 of the 26 projected development sites pursuant to current zoning. Two existing public parking facilities not located on projected development sites were closed in 2007 (subsequent to the November 2006 field surveys), however, no other public parking facilities are expected to be displaced by new development under this alternative. Overall utilization within the study area under the As-of-Right Alternative would total 90 percent in the weekday midday and 77 percent during the overnight period. A total of approximately 174 spaces would remain available at public off-street parking facilities within ¼-mile of projected development sites in the midday

and 312 in the overnight period, although there would be a 265-space deficit in Sub-Area 2 during the weekday midday.

By comparison, the proposed action would substantially increase the availability of off-street public parking in the study area compared to the As-of-Right Alternative. Off-street public parking utilization would total 67 percent and 55 percent during the weekday midday and overnight periods, respectively. A total of approximately 1,193 parking spaces would remain available in the weekday midday and 1,400 in the overnight period.

Transit and Pedestrians

Transit

Under the No-Action Alternative, transit and pedestrian facilities in the rezoning area would experience an increase in demand as a result of background growth and future developments anticipated throughout the rezoning area and its vicinity. However, overall transit and pedestrian demand would be lower than it would be with the proposed action.

Under the As-of-Right Alternative, all analyzed stairways and fare arrays at area subway stations would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, with the exception of stairways S3 and S4 at the 125th Street IRT (4, 5, 6) station. Stairway S3, located at the northwest corner of Lexington Avenue and East 125th Street, would operate at LOS D in the AM peak hour with a v/c ratio of 1.06 (LOS C and a v/c ratio of 0.92 in the PM peak hour). Stairway S4 located at the northeast corner of Lexington Avenue and East 125th Street would operate at LOS D and a v/c ratio of 1.25 in the AM peak hour, and LOS E and a v/c ratio of 1.55 in the PM peak hour. These two stairways would therefore operate over their practical capacity in one or both analyzed peak hours under the As-of-Right Alternative.

With respect to subway line haul conditions, southbound 2, 3, 4, 5 and 6 trains would all operate at or over capacity in the AM peak hour under the As-of-Right Alternative, with v/c ratios of 1.04, 1.05, 1.11, 1.12 and 1.11, respectively. All other analyzed routes would operate below capacity in the AM peak hour with a v/c ratio of 0.96 or less in the peak southbound direction. In the PM peak hour, northbound 4 trains would operate at capacity with a v/c ratio of 1.01. All other analyzed routes would operate below capacity in the PM peak hour with a v/c ratio of 0.97 or less in the peak northbound direction.

Under the As-of-Right Alternative, all analyzed local bus routes would operate with available peak direction capacity in the AM and PM peak hours with the exception of the Bx15, which would experience a capacity shortfall of 104 spaces in the peak northbound direction in the PM.

Pedestrians

All analyzed sidewalks and corner areas would operate at an acceptable LOS C or better in the weekday AM, midday and PM peak hours under the As-of-Right Alternative, with the exception

of the north sidewalk on East 125th Street east of Lexington Avenue, which would operate at LOS D in both the midday and PM. In general, analyzed crosswalks would also continue to operate at acceptable levels of service, although there would be increased congestion at some locations along 125th Street, primarily in the midday and PM peak hours. Locations operating at LOS D in one or more peak periods include the south crosswalks at Adam Clayton Powell Boulevard and at Fifth Avenue (in the PM peak hour); the north and south crosswalks at northbound Park Avenue and the south crosswalk at southbound Park Avenue (midday and PM); the north crosswalk at Lexington Avenue (midday and PM); and the north crosswalk at Third Avenue (midday). The south crosswalk at Lexington Avenue would operate at LOS E in the midday, as would the north crosswalk at Third Avenue in the PM and the south crosswalk at Third Avenue in the midday. In all other periods, these and all other analyzed crosswalks would continue to operate at LOS C or better with the As-of-Right Alternative.

Compared to the As-of-Right Alternative, the proposed action would generally increase demand on analyzed transit and pedestrian facilities. This increased demand would not result in any significant adverse impacts to subway line haul conditions or to analyzed stairways and fare arrays at subway stations serving the rezoning area. However, northbound M60, M100 and Bx15 bus services would be significantly adversely impacted in the PM peak hour. As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally warranted and fiscally feasible, and, as with the proposed action, this policy would also apply to the As-of-Right Alternative.

Under the proposed action, there would be no significant adverse impacts to analyzed sidewalks or corner areas, however, demand from the proposed action would significantly adversely impact a total of three crosswalks along East 125th Street in the midday peak hour, including the south crosswalk at southbound Park Avenue, and the north and south crosswalks at Third Avenue. However, signal timing improvements included in the traffic's mitigation plan would eliminated the significant adverse impact on the south crosswalk at East 125th Street and Third Avenue. As discussed in Chapter 3.16, widening the south crosswalk on southbound Park Avenue ~~and the south crosswalk on Third Avenue~~ to 13 feet in width (from 12 feet), and the north crosswalk on Third Avenue to ~~16~~ 15 feet in width (from 14 feet) would fully mitigate the proposed action's significant adverse impacts to these crosswalks. Based on *CEQR Technical Manual* criteria, these significant adverse impacts would not occur with the As-of-Right Alternative. However, crosswalk widenings similar to those described above would address congested LOS D and E conditions that are expected to occur on some crosswalks under this alternative. Based on *CEQR Technical Manual* criteria, these significant adverse impacts would not occur with the As-of-Right Alternative. However, crosswalk widenings similar to those described above would address congested LOS D and E conditions that are expected to occur on some crosswalks under this alternative.

Air Quality

No violations of the National Ambient Air Quality Standards (NAAQS) are predicted to occur either under the No-Action Alternative or with the proposed action, and both actions would be consistent with the New York State Implementation Plan (SIP). Under the proposed action, no

impacts are expected to occur from mobile sources, air toxics, or HVAC systems, although the proposed action would include the mapping of (E) designations to preclude the potential for significant adverse impacts from HVAC systems.

Noise

In the future without the proposed action, the noise levels at the fifteen monitoring sites would (with the exception of sites ~~1, 10, 13 and 14~~12) be higher than the existing noise levels, with increases in the range of 0.4 to 2.2 dBA. Changes of this magnitude would be insignificant and imperceptible. The proposed action includes (E) designations for noise to ensure an acceptable interior noise level within new developments, which would be included under the No-Action Alternative.

Construction Impacts

The No-Action Alternative would not generate as much temporary construction disruption as would be attributable to the proposed action. Under the proposed action as well as under the No-Action Alternative, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. The No-Action Alternative would result in less truck traffic and construction-related noise projected to occur with the proposed action.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. The No-Action Alternative would not include the noise attenuation, and hazardous materials testing and remediation requirements due to the proposed (E) designations that would be incorporated as part of the proposed action.

Mitigation

The No-Action Alternative would not result in any significant adverse impacts. Thus, no mitigation measures would be required for this alternative.

Unavoidable Adverse Impacts

The No-Action Alternative would not result in any significant adverse impacts. Thus, this alternative would not result in any unavoidable adverse impacts.

Conclusion

The action-generated impacts would not occur under the No-Action Alternative. However, the benefits expected from the proposed action on land use, urban design, and neighborhood character would not be realized under this alternative. The No-Action Alternative would fall

significantly short of the objectives of the proposed action in sustaining the ongoing revitalization of 125th Street, and encouraging and guiding new mixed-use development while preserving areas of the corridor.

NO IMPACT ALTERNATIVE

It is the City's practice to include, whenever feasible, a No Impact alternative that avoids, without the need for mitigation, all significant environmental impacts of the proposed action. As presented in Chapters 3.1 through 3.20, the proposed action is anticipated to result in significant adverse impacts in the following technical areas: traffic, transit (bus service), pedestrians, historic resources and shadows. Impacts to eligible historic resources would remain unmitigated.

To avoid the significant adverse impacts to traffic and pedestrian conditions, this alternative would require a substantial reduction in the total number of dwelling units within the proposed rezoning area. Incremental development would be scaled back approximately 98%, which would result in a total of 351 total dwelling units on the projected development sites, as compared to the 2,632 units with the proposed action. This alternative would limit development to a net increase of approximately 47 units over No-Action conditions, 2,281 less units than the proposed action's 2,328 unit net increase in development. With the limited amount of residential development, far fewer sites would be developed and therefore the amount of ground floor retail also would be substantially less.

To avoid the proposed action's direct impacts and potential construction-related impacts to historic resources, construction under this alternative would have to be avoided on Projected Development Sites 7-9, 13, 16-19, 21-24 and 26. Additionally, development on potential development sites 32-33, 37, 39, 42, 44, 46, and 49 would have to be avoided.

As discussed in Chapter 3.5, "Shadows," three light-sensitive resources are adversely impacted from shadows resulting from the proposed action, including the Church of St. Joseph of the Holy Family, Dream Street Park, and the Adam Clayton Powell Jr. State Office Building Plaza. During the December analysis period when shadows are longest, potential development sites 28 and 29 cast incremental shadows onto the Church of St. Joseph of the Holy Family. Under the No-Impact Alternative, in order to have a structure that would not cast shadow on Church of St. Joseph of the Holy Family, Potential Development Site 28 would have to be limited to a height of 25 feet. In addition, Potential Development Site 29 would have to be limited to a maximum height of 23 feet in order to not cast a shadow on the church. Sites 24, 25, 26, and 49 cast incremental shadows on Dream Street Park. Sites 26 and 49 abut the park, and as such any development on these sites will cast new shadows upon the park. Therefore, under the no-impact alternative, to prevent a shadow impact upon Dream Street Park, no development could occur on Sites 26 and 49. Projected Development Site 24 is 27 feet from the park, and Site 25 is 32 feet from the park. At such a short distance no reasonable height could be developed on these two sites to not cast a shadow on Dream Street Park. As noted in Chapter 3.5, "Shadows," Sites 6, 9, 10, 11, 12, 13, and 36 cast net new shadows onto the Adam Clayton Powell Jr. State Office Building Plaza. As Site 10 adjoins the plaza, any development on this site would cast a shadow

onto the resource, and as such this is assumed to not be developed under the No-Impact Alternative. To avoid all net new shadows onto the plaza, Site 6 could be built to a maximum height of 34 feet, Site 9 could be built to a maximum height of 53 feet, Site 11 could be built to a maximum height of 23 feet, Site 12 could be built to a maximum height of 29 feet, Site 13 could be built to a maximum height of 79 feet, and Site 36 could be built to a maximum height of 56 feet under the No-Impact Alternative.

A rezoning involving such a limited amount of new development for the proposed action area is not considered feasible given the number of projected development sites in the area. In addition, such an alternative would not address the goals and objectives of the proposed action. Therefore, for analysis purposes, a No Impacts Alternative is not feasible and is not analyzed in the EIS. The only feasible alternative that would avoid all significant impacts would be the No-Action Alternative described above.

ARTS BONUS ALTERNATIVE

This alternative seeks to achieve the same goals and objectives as the proposed action while providing additional incentives for the creation of visual and performing arts spaces within the Special 125th Street District. The creation of spaces for visual and performing arts would help sustain and enhance the district's identity as a premier arts destination.

The Arts Bonus Alternative is generally similar to the proposed action except that it also includes a floor area bonus in the proposed C4-7, C6-3, and C4-4D districts in exchange for the provision of core and shell space for visual and performing arts. The Arts Bonus Alternative differs from the proposed action in the following ways:

- The commercial FAR in the proposed C4-7 and C6-3 districts would be greater under the Arts Bonus Alternative compared to the proposed action. The Arts Bonus Alternative would allow the commercial FAR in the C4-7 and C6-3 districts to be increased through the arts bonus mechanism, which would not be available under the proposed action. The maximum commercial FAR in the C4-4D district would be the same under the Arts Bonus Alternative as the proposed action. The only difference would be that the base commercial FAR in the C4-4D district would be the same commercial FAR of 4.0 which would be lower than the proposed base commercial FAR of 5.4 under the proposed action. The maximum commercial FAR of 5.4 in this alternative could only be achieved through the arts bonus mechanism.

- The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Arts Bonus Alternative as with the proposed action. The only difference would be that under the Arts Bonus Alternative the maximum residential FAR could be achieved either through the inclusionary zoning bonus, the arts bonus, or a combination of the two bonus mechanisms.

The Arts Bonus would allow an increase in floor area, up to the maximum FAR, of four square feet for every one square foot of floor area provided for visual or performing arts space within

the bonused development. The Arts Bonus would increase the base allowed FAR up to the maximum allowed FAR as shown in **Table 3.21-2**.

Table 3.21-2
Allowable FAR under the Arts Bonus Alternative

Zoning District:	Residential FAR:		Commercial FAR:	
	Base	Max.	Base	Max.
C4-7	9	12	10	12
C6-3	6	8	6	8
C4-4D	5.4	7.2	4	5.4

The space for visual and performing arts provided through the Arts Bonus would be required to be occupied by qualifying uses. These qualifying uses would be required to be not-for-profit uses and would include:

- Art galleries
- Historical exhibits
- Museums
- Theaters
- Performance venues

A minimum of 60 percent of the total floor area of the visual or performing arts space would be required to be occupied by the qualifying uses listed above. Accessory educational, rehearsal or administrative office uses would be allowed but limited to a maximum of 25 percent of the total floor area of the visual or performing arts space. Accessory uses to the visual or performing arts space would be limited to a maximum of 25 percent of the total floor area of the visual or performing arts space (such uses would include dressing rooms, lobbies, ticket offices, rest rooms, circulation space, etc).

Developments within the Core Subdistrict utilizing the Arts Bonus and providing a visual or performing arts space equivalent to at least five percent of the total floor area of the development would be exempt from complying with the entertainment use requirement as described in the proposed action.

In order to ensure that the visual or performing arts space provided through the Arts Bonus would be accessible to the public, such space would be required to have a regularly scheduled presentation program that is open to the public, would have to be located above ground and would be required to be accessible from 125th Street. Signage identifying the visual or performing arts space on 125th Street would also be required.

In order to ensure that developments using the bonus generate bona fide visual or performing arts spaces, requirements would be included regarding written commitments to the operation of the arts or performance space, submission of plans for visual or performing arts spaces identifying

adequate physical and fiscal resources, and the process for certification by the Chairperson of City Planning in cooperation with the Department of Cultural Affairs.

RWCDS

The Arts Bonus Alternative is projected to result in the development of approximately 88,438 square feet of core and shell space for visual and performing arts uses (considered as community facility use), on a total of 9 projected development sites, through the arts bonus mechanism proposed as part of this alternative. It is anticipated that the visual and performing arts spaces provided would most likely be occupied by art galleries, performance venues, museum and theater uses. The Arts Bonus Alternative would result in the development of 188 fewer residential units, including 140 fewer affordable units, than development under the proposed action. Whereas the proposed action would result in a net gain of 2,328 dwelling units, including 498 affordable units, the Arts Bonus Alternative is projected to result in a net gain of 2,140 dwelling units, including 358 affordable units. The Arts Bonus Alternative is also projected to result in net increases of 208,586 square feet of retail floor area, 17,475 square feet of hotel floor area, and 640,896 square feet of office space, which amounts to a total of 210,684 more square feet of commercial development than under the proposed action. The Arts Bonus Alternative is also projected to result in the same net reductions as in the proposed action of 110,985 square feet of community facility space; 26,824 square feet of storage/manufacturing space; and 110,406 square feet of parking space.

Table 3.21-3.
Summary of RWCDS for the Arts Bonus Alternative and the Proposed Action

Scenario / Alternative	Arts Bonus Alternative	Proposed Action	Difference
	New increments (compared to future No-Action conditions):		
Residential Dwelling Units (DUs)*	2,140	2,328	-188
Affordable DUs	358	498	-140
Commercial Retail FA (sf)	208,586	208,586	0
Commercial Office FA (sf)	640,896	436,015	204,881
Commercial Hotel FA (sf)	17,475	11,672	5,803
Commercial FA (retail, office, hotel) (sf)	866,957	656,273	210,684
Visual and Performing Arts FA (sf)**	88,438	0	88,438
Community Facility/Institutional FA (sf)	-110,985	-110,985	0
Storage/Manufacturing FA (sf)	-26,284	-26,284	0
Parking/Automotive FA (sf)	-110,486	-110,486	0
Utility FA (sf)	0	0	0

*Includes affordable dwelling units

**Considered as Community Facility use

The effects of the Arts Bonus Alternative are described below and compared to those of the proposed action.

Land Use, Zoning, and Public Policy

Land Use
As with the proposed action, the Arts Bonus Alternative would not result in significant adverse land use impacts in the rezoning area. Under the Arts Bonus Alternative, by 2017, much of the rezoning area would be occupied by a diverse mix of commercial, institutional and residential buildings with retail generally located on the ground floor and upper stories of new development. It is expected that as a result of the additional incentives for the creation of visual and performing arts space available under this alternative new development throughout the proposed C4-7, C6-3 and C4-4D districts that would take advantage of the Arts Bonus would incorporate art galleries, performance venues, museums and theaters.

The RWCDS for the Arts Bonus Alternative identified a total of nine projected development sites (and 3 potential development sites) where visual or performing arts space would be included in exchange for the additional density provided through the Arts Bonus mechanism. Projected development sites 1, 4, 6, 7, 8, 10, 11, 16 and 23 would add a total of 88,438 square feet of visual and performing arts space to the 125th Street corridor, this space is considered as community facility as its primary use would be restricted to non-for-profit institutions. The addition of the visual and performing arts venues created through the Arts Bonus would further enhance the corridor's identity as a cultural destination. In addition, the Arts Bonus Alternative would result in approximately 210,684 additional square feet of commercial retail, office and hotel floor area. All together, the net increase in the commercial retail, office and hotel floor area represents a 32% increase in the total commercial floor area when compared to the proposed action and would further support the corridor's mixed-use character.

The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Arts Bonus Alternative as under the proposed action. However, under the Arts Bonus Alternative the maximum residential FAR could be achieved either through the inclusionary zoning bonus, the arts bonus, or a combination of the two bonus mechanisms. As a result of the additional bonus mechanism it is anticipated that 188 fewer residential dwelling units, including 140 fewer affordable units, would be developed under this alternative as compared to the proposed action. This represents an approximate 8% reduction in the total number of residential dwelling units and an approximate 28% reduction in the number of affordable dwelling units as compared to the proposed action due to the new development taking advantage of the Arts Bonus instead of the Affordable Housing bonus.

Zoning
The commercial FAR in the proposed C4-7 and C6-3 districts would be greater under the Arts Bonus Alternative compared to the proposed action. The Arts Bonus Alternative would allow

the commercial FAR in the C4-7 and C6-3 districts to be increased through the arts bonus mechanism, which would not be available under the proposed action. In the C4-4D zoning district, the base commercial FAR of 4.0 would be lower than the base commercial FAR of 5.4 under the proposed action and the maximum commercial FAR of 5.4 proposed under this alternative could only be achieved through the arts bonus mechanism.

The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Arts Bonus Alternative as with the proposed action. The only difference would be that under the Arts Bonus Alternative the maximum residential FAR could be achieved either through the inclusionary zoning bonus, the arts bonus, or a combination of the two available bonus mechanisms.

Public Policy
The introduction of the Arts Bonus mechanism would be consistent with public policy. The concept of density bonus mechanisms is established in the zoning resolution with density bonuses available through out different parts of the City in exchange for the provision of affordable housing, for the construction of privately owned public spaces, and in exchange for funds that contribute towards the preservation of historic theaters within the Special Midtown District or the creation of open space and infrastructure as in the Special Hudson Yards District. The Arts Bonus mechanism introduced as part of this alternative would be an expanded approach in response to the unique character of the 125th Street corridor where cultural destinations have characterized this corridor through out Harlem's history. As is the case with other bonus mechanisms, the arts and performance space that would be created through the Arts Bonus mechanism would be required to have a strong public benefit in the form of public accessibility, regularly scheduled performances and legal commitments to ensure the continuous public use of such spaces. As such, the establishment of an Arts Bonus mechanism would be consistent with current City policy.

Socioeconomic Conditions

The Arts Bonus Alternative would increase the amount of permissible commercial development in the rezoning area by 210,684 square feet, and would result in 8 percent fewer residential dwelling units and 28 percent fewer affordable residential dwelling units in comparison to the proposed action. With the same projected development sites affected by future development, the Arts Bonus Alternative would have the same direct impacts as the proposed action. No significant adverse direct residential, business or institutional impacts, or significant adverse impacts on specific industries would be expected, similar to the proposed action.

While the proposed action is expected to generate an increase in development that would result in an additional 2,328 dwelling units housing approximately 6,053 persons, the Arts Bonus Alternative would be expected to generate an additional 2,140 residential dwelling units and approximately 5,564 persons. The greater amount of commercial development anticipated from the Arts Bonus Alternative would result in a greater amount of job creation. While an incremental increase of ~~2,923~~ 2,086 jobs over no-action conditions would be expected under the

proposed action, the Arts Bonus Alternative would be expected to generate a net increment of ~~3,974~~ 3,203 additional jobs, representing a 36 percent increase in the number of jobs compared to the proposed action. These additional workers and visitors to the area would likely result in increased economic benefits in the area.

Indirect displacement effects would be slightly higher than under the proposed action, to the extent that an additional 210,684 square feet of commercial development could slightly intensify changes to the local residential and commercial real estate market. However, given the already present trends of increasing area rents and property values, this additional increment of added development is not expected to result in significant adverse impacts as a result of indirect business or residential displacement.

The Arts Bonus Alternative would be expected to introduce additional new visual and performing arts uses to the 125th Street Corridor. These types of uses would likely generate increased spin-off economic benefits for area businesses as a result of sales at restaurants and tourism-related shops, and sales to other visitors attracted to cultural and entertainment-related venues such as potential new art galleries, museums, theaters, and other performing venues. A 2007 study by the national organization Americans for the Arts that was funded by the John D. and Catherine T. MacArthur Foundation indicated that 'arts and culture organizations, unlike most other industries, induce large amounts of related spending by their audiences. For example, when patrons attend a performing arts event, they may purchase dinner at a restaurant or eat dessert after the show. All of these expenditures have a positive and measurable impact on the economy.'[1] Spin-off economic benefits associated the disposable incomes of visitors to resulting new visual and performing arts related uses would not be realized under the proposed action. It is likely that the creation of a projected 88,438 square feet of visual and performing arts related uses would sustain and enhance the district's identity as a premier venue for the arts. This alternative would also provide a more diverse range of uses that would further strengthen the mixed-use character of 125th Street.

Visual and performing arts spaces would also support the proposed action's purpose of enhancing 125th Street as a world-class arts destination and all-day activity for tourists and residents, who would be served by a greater variety of amenities. While 125th Street already has prominent entertainment and arts-related venues, additional arts and performance related uses would reinforce existing ones and could potentially attract additional artists and arts-related professionals that might want to reside in close proximity to their place of employment. These types of workers could complement the anticipated increase in office employment, since computer and media firms that might occupy newly constructed office space could potentially employ visual artists that might be attracted to the area as a result of its enhanced image as an arts and performance center.

The above-described effects would primarily be experienced in the core of the rezoning area. This area and its surrounding blocks to the north and south have experienced dramatic increases

[1] Arts for America, "Arts and Economic Prosperity," John D. and Catherine T. MacArthur Foundation, 2007 (see website: www.macfound.org/atf/cf/%7BB0386CE3-8B29-4162-8098-E466FB856794%7D/REPORT%20JUNE%2007.PDF).

in housing values since 2000 and are expected to experience increasing average household incomes as a result of continued upgrading of their housing stock. The increased attractiveness of the area as a residential neighborhood as a result of the benefits of living in a strengthened arts district would not be expected to result in significant additional indirect residential displacement, with unprotected buildings, in the area having for the most part already experienced renovation and re-occupancy by more affluent households. Upward pressures on commercial rents have similarly already occurred and the additional development anticipated under the Arts Bonus Alternative would not be expected to significantly alter ongoing trends in commercial real estate beyond those already expected, or result in significant adverse indirect displacement of businesses and institutions.

Community Facilities and Services

Public Schools

The projected population increase in the study area under the Arts Bonus Alternative would be lower than under the proposed action, and would therefore place a smaller increase in demand on community facilities and services. Compared to the proposed action, this alternative would generate 22 fewer elementary school students, five fewer middle school students, and nine fewer high school students. As with the proposed action, the Arts Bonus Alternative is not expected to confer a significant adverse impact upon the public school system.

Publicly Funded Daycare

The Arts Bonus Alternative would introduce 358 new low- to moderate-income DUs to the rezoning area by 2017. These are expected to generate up to 43 children under age 12 who would be eligible for publicly funded day care, which is a 28 percent decrease compared to the proposed action.

In 2017, without the proposed action, it is projected that there would be approximately 474 available day care slots within one mile of the rezoning area. Adding 43 children eligible for publicly funded day care generated by the proposed action would leave approximately 431 day care slots available within one mile of the rezoning area in 2017 with the alternative. Therefore, as with the proposed action, it is anticipated there would be no significant adverse impact on publicly funded day care facilities as a result of the Arts Bonus Alternative.

Other Community Facilities

With fewer dwelling units under the Arts Bonus Alternative, fewer residents would be generated to use local community facilities. Similar to the proposed action, there would be no significant adverse impacts on public libraries, health care facilities, police and fire protection in the area under the Arts Bonus Alternative.

Open Space

The Arts Bonus alternative would not add a significant number of residents to the residential user population. However, the increment of new employment, at 1,051 jobs over the proposed action, represents a substantial increase in employment to the non-residential study areas and will increase use of passive open space proportionately.

Within the residential study area, the total open space ratio, when compared to the proposed action, would remain unchanged at 1.10 acres per 1,000 residents. The active open space ratio would also remain unchanged at 0.52 under the proposed action and under the Arts Bonus alternative. Additionally, the passive open space ratio for the combined (residential and worker) population would remain unchanged when compared to the proposed action, with 0.43 acres per 1,000 combined workers, which exceeds the recommended weighted average ratio of 0.410 acres per 1,000 workers and residents.

Within the non-residential study area, the passive open space ratio under this alternative, when compared to the proposed action, would stay the at ~~is reduced from 0.27~~ 0.26 acres per 1,000 combined workers and residents, ~~to 0.26 acres, and is~~ below the recommended weighted average ratio of 0.410 acres per 1,000 workers and residents. The passive open space ratio for just the non-residential population would change from ~~1.06~~ 1.05 under the proposed action to ~~1.03~~ ~~1.02~~ under this alternative, and would continue to be above the City guideline of 0.15 acres of passive open space per 1,000 non-residents.

There would be no significant difference between this alternative and the proposed action, and significant adverse impacts to open space would not result from either.

Shadows

The commercial FAR in the proposed C4-7 and C6-3 districts would be greater under the Arts Bonus Alternative compared to the proposed action, however, building bulk controls including streetwall and maximum building height controls would be same as in the proposed action and it is expected that the overall bulk of new development would be of the same maximum height and of similar massing as development under the proposed action. As identified in Chapter 3.5, "Shadows", six projected and potential development sites were determined to contribute incremental shadows to two open space resources and two historic resources in the future with the proposed action. None of these six projected and potential development sites (2, 3, 19, 28, 29, and 31) are expected to achieve the maximum FAR through the use of the Arts Bonus mechanism. The development bulk and height of these six development sites are expected to be the same under the Arts Bonus Alternative when compared to the proposed action. It is therefore expected that the shadow impacts identified in Chapter 3.5, "Shadows", would be the same under this alternative, with no additional incremental shadows cast and no additional impacts. The same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the Arts Bonus Alternative. ~~As discussed for the proposed~~

~~action, mitigation measures for these shadow impacts will be further explored between the Draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the potential mitigation measures described in Chapter 3.5, "Shadows," are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce these impacts, therefore, the significant adverse shadow impacts on two historic resources (Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church) remain unmitigated in the Arts Bonus Alternative. After the issuance of the DEIS, the Department of City Planning also consulted with the Department of Parks and Recreation (DPR) and concluded that certain improvements at Dream Street Park were feasible, specifically relocation of benches and relocating or replacing plant material, and would partially mitigate the significant adverse shadow impacts on this open space resource. Absent DPR funding to implement these improvements, the significant adverse shadows impacts would remain unmitigated. For the remaining adversely impacted sunlight sensitive open space resource, the Adam Clayton Powell State Office Building Plaza, the Department of City Planning, in consultation with the appropriate City and State agencies, has concluded that there are no feasible or practicable mitigation measures that can be implemented to mitigate these impacts, and the significant adverse shadow impacts on this open space resource therefore remain unmitigated in the Arts Bonus Alternative.

Historic Resources

Under the Arts Bonus Alternative, development would occur on the same 26 projected and 13 potential development sites as under the proposed action RWCDS. Therefore, the same potential for disturbance of archaeological and architectural resources on those sites would occur under this alternative.

Architectural Resources

As with the proposed action, the Arts Bonus Alternative could result in direct effects to four eligible resources that could be demolished as a consequence of the proposed action: the former Harlem Savings Bank occupies a portion of Potential Development Site 46, which is being considered for ground floor commercial and upper floor residential development. The Marion Building is located on Potential Development Site 39 which is being considered for commercial/residential redevelopment. The Bishop Building is located on Potential Development Site 33 which is also being considered for commercial/residential development with on-site parking. The Amsterdam News occupies the eastern portion of Potential Development Site 32 on which new residential development with ground floor retail is under consideration.

As with the propose action, inadvertent construction-related damage could potentially occur to seven eligible and potentially eligible resources including: the Park Avenue Viaduct (#8); the Metro-North 125th Street Station (#7), the former Twelfth Ward Bank (#11), Blumstein's

Department Store (#12), 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20), and the Lenox Avenue/West 125th Street Subway Station (#24). The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. As with the proposed action, additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the construction protection procedures, and may therefore be adversely affected by adjacent development resulting from the proposed action.

As described above in the shadows assessment, incremental shadows are expected to be cast on two historic resources, with a significant adverse impact expected to the Church of St. Joseph of the Holy Family under both the proposed action and the Arts Bonus Alternative. The impact and potential mitigation measures identified for this resource for the proposed action would be expected to be the same under this alternative.

Several projected and potential developments that are expected to result from the proposed action could potentially cast new incremental shadows on sunlight sensitive historic resources in the Arts Bonus Alternative. As further discussed in Chapter 3.5, "Shadows," the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church contain light-sensitive features and are expected to receive incremental shadowing effects as a result of the proposed action and the Arts Bonus Alternative. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the potential mitigation measures described in Chapter 3.5, "Shadows," are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce these impacts, therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated in the Arts Bonus Alternative.

Archaeological Resources

As with the proposed action, the Arts Bonus Alternative would not result in significant adverse impacts on archaeological historic resources. The New York City Landmarks Preservation Commission reviewed projected and potential development sites and determined that the impact area is not archaeologically sensitive and therefore, as with the proposed action, the Arts Bonus Alternative does not have the potential to result in significant adverse archaeological impacts.

Urban Design and Visual Resources

The Arts Bonus Alternative would allow greater commercial FARs in the C4-7 and the C6-3 districts, however, the maximum allowable FAR in these districts would equal the maximum residential FAR allowed in the proposed action. The increased FAR in the C4-7 and the C6-3 would allow for the development of more floor area than would be allowed with the proposed action, however, building bulk controls including streetwall and maximum building height

controls would be the same as in the proposed action and it is expected that the overall bulk of new development would be of the same maximum height and of similar massing as development under the proposed action. New development taking advantage of the Arts Bonus mechanism would create new visual and performing arts spaces, such venues would be required to be identified through signage facing 125th Street and would add a layer of articulation to the streetwalls of new development. These uses would reinforce active uses required by the proposed action, and would enhance the project goals and objectives. Similar to the proposed action, there would be no changes in building type or arrangement, block form, street pattern or hierarchy, in building arrangement, streetscape elements or natural features.

Given that the same building envelope and building form requirements would apply, and that no new projected development sites would be created, like the proposed action, the Arts Bonus Alternative would not result in significant adverse impacts to urban design or visual resources.

Neighborhood Character

Neither the proposed action nor the Arts Bonus Alternative would result in significant adverse impacts on neighborhood character. Effects on neighborhood character under this alternative would be similar to those of the proposed action. Although the provision of a bonus mechanism for visual and performing arts spaces is projected to reduce the amount of housing that would be created compared to the proposed action, the Arts Bonus Alternative would create more by creating substantially increased commercial space and arts uses. As with the proposed action, the Arts Bonus Alternative would allow a mix of use and densities that also supports the ongoing revitalization of the 125th Street Corridor while providing for appropriately scaled development in the neighboring low-rise residential communities in the primary study area. Additional benefits to neighborhood character are expected to result from the creation of visual and performing arts spaces within the Special 125th Street District and the uses and the signage created in connection to such spaces. The Arts Bonus would further expand the range of uses through out the rezoning area enhancing the mixed-use character of the corridor. Such uses would sustain and enhance the district's identity as a premier arts destination. This alternative would also enhance the character of the local neighborhoods by establishing a strong mixed use corridor with controls for the placement of uses to activate the street environment, during the day and evening, and protection for adjacent residential brownstone and historic districts through zoning and the Special District bulk controls. Neither this alternative nor the proposed action would have a significant adverse impact on neighborhood character.

Hazardous Materials

Under the Arts Bonus Alternative, development would occur on the same 26 projected and ~~23~~22 potential development sites as under the proposed action RWCDS. Therefore, the same potential for disturbance of hazardous materials on those sites would occur under this alternative. The Arts Bonus alternative would have the same requirements for hazardous material remediation as would the proposed action. Each of the privately owned projected and potential development

sites, which are the same as the proposed action, would be subject to (E) designation. The (E) designation requires that a procedure of Phase 1 testing be developed and approved by NYCDEP prior to the issuance of a building permit by NYCDOB. With this procedure, significant adverse impacts would not result from the alternative or from the proposed action.

In addition to the sites receiving (E) designations, there are City owned properties that have been identified as having the potential for hazardous materials contamination. Because these sites are under City ownership, they are not subject to the regulations governing (E) designations. As with the proposed action, under this alternative, the agencies that own and control these sites will enter into Memoranda of Understanding or other agreements with NYCDEP to ensure that any testing and remediation activities, as deemed necessary by NYCDEP in accordance with NYCDEP requirements, are performed prior to and/or during development of or a change in use on these sites.

Natural Resources

The Arts Bonus Alternative would involve a slightly higher magnitude of new uses on the same projected development sites affected by the proposed action. As the proposed action would not result in significant adverse impacts to natural resources due to either site-specific or density based effects, the Arts Bonus Alternative also would not result in significant adverse impacts on natural resources.

Waterfront Revitalization Program

No portions of the project area are located within the City's designated Coastal Zone. As such, the Arts Bonus Alternative is not subject to review for consistency with the City's LWRP.

Infrastructure

As a result of the reduced number of residential units, the Arts Bonus Alternative would produce marginally less demand on the City's infrastructure when compared to the proposed action and would not result in significant adverse impacts.

Water Supply

Under the Arts Bonus Alternative, the water consumed for domestic use and air conditioning would total 1,678,467 ~~1,648,390~~ gpd (~~1.65~~ 1.68 mgd), approximately ~~39,259~~ 9,182 gpd less than the 1,687,649 gpd (1.69 mgd) estimated for the proposed action. When compared to the 1.3 billion gallons of water that New York City consumes daily, this would represent a relatively small increase in demand on the City's water supply. As with the proposed action, the demand generated by the Arts Bonus Alternative would not result in significant adverse impacts on the City's water supply system or water pressure.

Wastewater Management

The Arts Bonus Alternative would generate a total of approximately 1,012,758 ~~990,142~~ gpd (~~0.99~~ 1.01 mgd) of wastewater, a decrease of ~~39,251~~ 16,635 gpd from the estimated 1,029,393 gpd (1.03 mgd) of wastewater calculated for the proposed action. As this would represent a relatively small incremental increase in demand that would not significantly augment the amount of wastewater treated by either the North River WPCP or the Wards Island WPCP, the Arts Bonus Alternative, like the proposed action, would not result in significant adverse impacts on the City's wastewater management system.

Stormwater Management

Like the proposed action, the Arts Bonus Alternative would not increase the amount of impervious surface in the study area, as all unpaved and undeveloped lots would have been developed in the No-Action condition. Consequently, the Arts Bonus Alternative would not increase the volume of stormwater runoff and therefore would not adversely effect the City's stormwater management system.

Solid Waste and Sanitation Services

Demands on solid waste and sanitation would increase under the Arts Bonus Alternative as compared to the proposed action. The incremental increase of solid waste generation in the future with the Arts Bonus Alternative is 26,626 pounds, which is a seven percent increase compared with the proposed action. However, this increase is insignificant in light of the estimated 12,000 tons of residential and institutional refuse and recyclables collected by DSNY per day. As with the proposed action, no significant adverse solid waste/sanitation impacts would occur under the Arts Bonus Alternative.

Energy

Demands on energy would increase considerably under the Arts Bonus Alternative as compared to existing and No-Action conditions. However, these demands would be of a similar magnitude than would be generated by the proposed action. Approximately three billion fewer BTUs, or less than one percent, would be used under the alternative compared with the proposed action. As with the proposed action, no significant adverse energy impacts would occur under the Arts Bonus Alternative.

Traffic and Parking

Traffic

Table 3.21-4 compares the estimated peak hour vehicle-trip generation characteristics associated with the No-Action condition, the Action condition, and the Arts Bonus alternative. Detailed trip generation tables for this alternative are located in Appendix I.

Table 3.21-4: Comparison of Estimated Vehicle Trip Generation

Analysis Scenario	Estimated Net New Vehicle Trips			
	Weekday AM Peak Hour	**Weekday Midday Peak Hour**	**Weekday PM Peak Hour**	**Saturday Midday Peak Hour**
No-Action	380	1,085	1,230	1,239
Action	709	1,578	1,954	1,810
Arts Bonus	801	1,622	2,146	1,912

As shown in Table 3-21.4, relative to the Action condition, the Arts Bonus alternative is projected to generate approximately:

- 92 more vehicle trips during the weekday AM peak hour;
- 44 more vehicle trips during the weekday midday peak hour;
- 192 more vehicle trips during the weekday PM peak hour; and
- 102 more vehicle trips during the Saturday midday peak hour.

Figures 3-21.1 through 3-21.4 show the total traffic volumes on the study area roadway network for the Arts Bonus alternative during all four weekday peak hours.

Because the Arts Bonus alternative generates more vehicle-trips than the Action condition during each of the four peak hours, detailed intersection capacity analyses were conducted to determine the location of significant traffic impacts and the associated mitigation measures for this alternative. Tables 3-21.5 and 3-21.6 show the results of the capacity analyses and the location of significant adverse traffic impacts, relative to No-Action conditions. These significant adverse impacts are described in more detail below.

135th Street Corridor

- West 135th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 66.1 seconds/vehicle (LOS "E") under the No-Action condition to 108.7 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.3 seconds/vehicle (LOS "D") under the No-Action condition to 54.8 seconds/vehicle (LOS "D") under the Arts Bonus alternative. Also, delays for westbound left-turning vehicles are projected to increase from 114.6 seconds/vehicle (LOS "F") under the No-Action condition to 131.0 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- West 135th Street/Adam Clayton Powell Jr. Boulevard – During the weekday PM peak hour, delays for southbound left-turns are projected to increase from 34.2 seconds/vehicle (LOS "C") under the No-Action condition to 74.8 seconds/vehicle (LOS "E") under the Arts Bonus alternative.

126th Street Corridor

- East 126th Street/Lexington Avenue – During the weekday PM and Saturday midday peak hours, delays for vehicles on the westbound approach are projected to increase significantly. During the weekday PM peak hour, delays are projected to increase from 212.2 seconds/vehicle (LOS "F") under the No-Action condition to 214.3 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the Saturday midday peak hour, delays are projected to increase from 162.7 seconds/vehicle (LOS "F") under the No-Action condition to 179.5 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- 126th Street/Fifth Avenue – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 103.8 seconds/vehicle (LOS "F") under the No-Action condition to 106.9 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- West 126th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 48.2 seconds/vehicle (LOS "D") under the No-Action condition to 62.4 seconds/vehicle (LOS "E") under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 53.7 seconds/vehicle (LOS "D") under the No-Action condition to 62.7 seconds/vehicle (LOS "E") under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 90.8 seconds/vehicle (LOS "F") under the No-Action condition to 106.1 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- West 126th Street/St. Nicholas Avenue – During the weekday PM peak hour, delays for vehicles on the northbound approach are projected to increase from 103.4 seconds/vehicle (LOS "F") under the No-Action condition to 110.1 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the northbound approach are projected to increase from 70.9 seconds/vehicle (LOS "E") under the No-Action condition to 78.2 seconds/vehicle (LOS "E") under the Arts Bonus alternative.

- West 126th Street/Morningside Avenue – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 87.9 seconds/vehicle (LOS "F") under the No-Action condition to 160.4 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

125th Street Corridor

- East 125th Street/First Avenue – During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 34.0 seconds/vehicle (LOS "C") under the No-Action condition to 47.2 seconds/vehicle (LOS "D") under the Arts Bonus alternative.

- East 125th Street/Second Avenue
    - During the weekday AM peak hour, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 218.2 seconds/vehicle (LOS "F") under the No-Action condition to 230.8 seconds/vehicle (LOS "F") under the Arts Bonus alternative. In addition, delays for vehicles on the westbound approach are projected to increase from 121.7 seconds/vehicle (LOS "F") under the No-Action condition to 180.7 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 91.4 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the weekday PM peak hour, there are significant impacts on all intersection approaches. Delays for vehicles on the eastbound approach are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 73.6 seconds/vehicle (LOS "E") under the Arts Bonus alternative. Delays for vehicles on the westbound approach are projected to increase from 78.6 seconds/vehicle (LOS "E") under the No-Action condition to 197.2 seconds/vehicle (LOS "F) under the Arts Bonus alternative. In addition, delays for vehicles on the southbound approach on Second Avenue are projected to increase from 55.4 seconds/vehicle (LOS "E") under the No-Action condition to 63.8 seconds/vehicle (LOS "E") under the Arts Bonus alternative. Finally, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 120.2 seconds/vehicle (LOS "F") under the No-Action condition to 144.6 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 381.2 seconds/vehicle (LOS "F") under the No-Action condition to 555.1 seconds/vehicle (LOS "F") under the Arts Bonus alternative. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 57.7 seconds/vehicle (LOS "E") under the No-Action condition to 84.5 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- East 125th Street/Third Avenue
    - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 115.4 seconds/vehicle (LOS "F") under

the No-Action condition to 190.1 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 314.4 seconds/vehicle (LOS "F") under the No-Action condition, to 469.1 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 47.3 seconds/vehicle (LOS "D") under the No-Action condition to more than 106.9 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 37.9 seconds/vehicle (LOS "D") under the No-Action condition to more than 75.7 seconds/vehicle (LOS "E") under the Arts Bonus alternative.

- East 125th Street/Lexington Avenue
  - During the weekday AM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 41.1 seconds/vehicle (LOS "D") and 322.6 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 51.1 seconds/vehicle (LOS "D") and 427.6 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative.

  - During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 68.6 seconds/vehicle (LOS "E") and 292.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 110.4 seconds/vehicle (LOS "F") and 417.1 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative.

  - During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 278.0 seconds/vehicle (LOS "F") and 294.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 369.5 seconds/vehicle (LOS "F") and 435.6 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative.

  - During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 72.2 seconds/vehicle (LOS "E") and 365.8 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 127.5 seconds/vehicle (LOS "F") and 479.9 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative.

- East 125th Street/Park Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 36.0 seconds/vehicle (LOS

"D") under the No-Action condition to 47.7 seconds/vehicle (LOS "D") under the Arts Bonus alternative. During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 28.7 seconds/vehicle (LOS "C") under the No-Action condition to 60.6 seconds/vehicle (LOS "E") under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 136.3 seconds/vehicle (LOS "F") and 36.0 seconds/vehicle (LOS "D") respectively under the No-Action condition, to 199.0 seconds/vehicle (LOS "F") and 105.9 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- East 125th Street/Madison Avenue – During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 32.4 seconds/vehicle (LOS "C") under the No-Action alternative to 46.5 seconds/vehicle (LOS "D") under the Arts Bonus alternative. During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition to 104.9 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 147.6 seconds/vehicle (LOS "F") under the No-Action condition to 285.8 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 125.3 seconds/vehicle (LOS "F") under the No-Action condition to 218.0 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- 125th Street/Fifth Avenue – During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.5 seconds/vehicle (LOS "D") under the No-Action condition to 46.8 seconds/vehicle (LOS "D") under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 152.3 seconds/vehicle (LOS "F") and 30.9 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 238.8 seconds/vehicle (LOS "F") and 87.2 seconds/vehicle (LOS "F") respectively, under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 413.7 seconds/vehicle (LOS "F") and 222.9 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 456.6 seconds/vehicle (LOS "F") and 305.2 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- West 125th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 80.4 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 28.5 seconds/vehicle (LOS "C") and 33.2 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 73.4 seconds/vehicle (LOS "E") and 50.3 seconds/vehicle (LOS "D") respectively under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase

from 504.7 seconds/vehicle (LOS "F") and 657.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 571.2 seconds/vehicle (LOS "F") and 776.5 seconds/vehicle (LOS "F") respectively, under the Arts Bonus alternative.

- West 125th Street/Adam Clayton Powell Jr. Boulevard – During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 125.2 seconds/vehicle (LOS "F") and 50.8 seconds/vehicle (LOS "D") respectively, under the No-Action condition to 205.0 seconds/vehicle (LOS "F") and 163.5 seconds/vehicle (LOS "F") respectively, under the Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle (LOS "F") and 130.0 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 447.4 seconds/vehicle (LOS "F") and 370.7 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 441.4 seconds/vehicle (LOS "F") and 325.0 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 547.5 seconds/vehicle (LOS "F") and 478.0 seconds/vehicle (LOS "F") respectively, under the Arts Bonus alternative.

- West 125th Street/Frederick Douglass Boulevard – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 48.4 seconds/vehicle (LOS "D") under the No-Action condition to 127.3 seconds/vehicle (LOS "F") under the Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 329.7 seconds/vehicle (LOS "F") and 585.8 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 364.8 seconds/vehicle (LOS "F") and 621.3 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative.

- West 125th Street/St. Nicholas Avenue

    - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 55.7 seconds/vehicle (LOS "E") under the No-Action condition to 93.7 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 207.8 seconds/vehicle (LOS "F") under the No-Action condition to 276.7 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the Saturday midday peak hour, delays for vehicles on the eastbound and southbound approaches are projected to increase from 112.0 seconds/vehicle (LOS "F") and 88.7 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 140.2 seconds/vehicle (LOS "F") and 97.9 seconds/vehicle (LOS "F") respectively under the Arts Bonus alternative.

- West 125th Street/Morningside Avenue – During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 111.3 seconds/vehicle (LOS "F") under the No-Action condition to 118.8 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- West 125th Street/Amsterdam Avenue

    - During the weekday AM peak hour, delays for eastbound through/right-turning vehicles are projected to increase from 37.4 seconds/vehicle (LOS "D") under the No-Action condition to 45.7 seconds/vehicle (LOS "D") under the Arts Bonus alternative. In addition, delays for vehicles in the westbound left-turn lane are projected to increase from 89.6 seconds/vehicle (LOS "F") under the No-Action condition to 196.7 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the weekday midday peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition, to 57.9 seconds/vehicle (LOS "E") under the Arts Bonus alternative.

    - During the weekday PM peak hour, delays for eastbound left-turning and through/right-turning vehicles are projected to increase from 47.3 seconds/vehicle (LOS "D") and 42.8 seconds/vehicle (LOS "D") respectively under the No-Action condition, to 75.2 seconds/vehicle (LOS "E") and 52.6 seconds/vehicle (LOS "D") respectively under the Arts Bonus alternative. In addition, delays for vehicles in the westbound left-turn lane are projected to increase from 125.0 seconds/vehicle (LOS "F") under the No-Action condition to 128.6 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

    - During the Saturday midday peak hour, delays for eastbound left-turning and through/right-turning vehicles are projected to increase from 101.3 seconds/vehicle (LOS "F") and 154.1 seconds/vehicle (LOS "F") respectively, under the No-Action condition, to 111.4 seconds/vehicle (LOS "F") and 174.5 seconds/vehicle (LOS "F") respectively, under the Arts Bonus alternative. In addition, delays for westbound through/right-turning vehicles are projected to increase from 95.4 seconds/vehicle (LOS "F") under the No-Action condition to 100.0 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

- West 125th Street/Broadway – During the weekday PM peak hour, delays for eastbound left-turning vehicles are projected to increase from 38.9 seconds/vehicle (LOS "D") under the No-Action condition to 54.4 seconds/vehicle (LOS "D") under the Arts Bonus alternative.

- West 125th Street/12th Avenue – During the weekday midday peak hour, delays for southbound left-turning vehicles are projected to increase from 47.9 seconds/vehicle

(LOS "D") under the No-Action condition to 57.3 seconds/vehicle (LOS "E") under the Arts Bonus alternative. During the Saturday midday peak hour, delays for southbound left-turning vehicles are projected to increase from 95.2 seconds/vehicle (LOS "F") under the No-Action condition to 109.1 seconds/vehicle (LOS "F") under the Arts Bonus alternative.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 70.1 seconds/vehicle (LOS "E") under No-Action conditions, to 76.8 seconds/vehicle (LOS "E") under the Arts Bonus alternative.

- West 116th Street/Frederick Douglass Boulevard – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 60.6 seconds/vehicle (LOS "E") under the No-Action condition to 65.5 seconds/vehicle (LOS "E") under the Arts Bonus alternative.

Proposed Mitigation Measures

The following is a description of the mitigation measures for the Arts Bonus alternative:

135th Street Corridor

- West 135th Street/Lenox Avenue
    - Re-allocate three seconds of green time from the north-south phase to the east-west phase during the weekday AM peak period.

    - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

- West 135th Street/Adam Clayton Powell Jr. Boulevard
    - Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

    - Prohibit on-street parking along the west side of Adam Clayton Powell Jr. Boulevard to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 135th Street during the weekday PM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Adam Clayton Powell Jr. Boulevard, north of West 135th Street, during the weekday PM peak period. Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

- With these improvements, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach.

126th Street Corridor

- East 126th Street/Lexington Avenue
  - Prohibit on-street parking along the south side of East 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lexington Avenue during all peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of East 126th Street, east of Lexington Avenue, during all four peak periods.

- 126th Street/Park Avenue
  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday AM peak period.
  - Re-allocate one second of green time from the north-south phase to the westbound phase during the weekday midday peak period.
  - Re-allocate two seconds of green time from the north-south phase to the westbound phase during the weekday PM peak period.

- 126th Street/Fifth Avenue
  - Re-allocate four seconds of green time from the southbound phase to the westbound phase during the weekday AM and PM peak hours.
  - Re-allocate three seconds of green time from the southbound phase to the westbound phase during the Saturday midday peak hour.
  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Fifth Avenue during the weekday midday and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of Fifth Avenue, during these two peak periods.

- West 126th Street/Lenox Avenue
  - Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lenox Avenue during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the north side of 126th Street, east of Lenox Avenue, during these peak periods.

- Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods.

- Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM, weekday PM, and Saturday midday peak period.

- Re-allocate two seconds of green time from the westbound phase to the north-south phase during the weekday midday peak period.

- With these improvements, an unmitigated impact will remain during the weekday AM, weekday PM, and Saturday midday peak hours for northbound left-turns. However, re-allocating six seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period, eight seconds during the weekday PM peak period, and five seconds during the Saturday midday peak period would mitigate this impact.

- The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

- West 126th Street/Frederick Douglass Boulevard
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM and PM peak periods.

  - Re-allocate one second of green time from the north-south phase to the westbound phase during the weekday midday peak period.

  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the Saturday midday peak period.

- West 126th Street/St. Nicholas Avenue
  - Re-stripe the northbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turn movements in a separate lane. This prohibition should extend

for a distance of approximately 100 feet east of St. Nicholas Avenue during the weekday AM and PM peak periods. This change would result in the loss of approximately five existing parking spaces along the south side of 126th Street, east of St. Nicholas Avenue, during the weekday AM and PM peak periods.

- West 126th Street/Morningside Avenue
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM and PM peak periods.
  - Re-allocate two seconds of green time from the north-south phase to the westbound phase during the weekday midday peak period.
  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the Saturday midday peak period.

125th Street Corridor

- Prohibit left-turn movements on 125th Street – Install signage to prohibit eastbound and westbound left-turn movements for all vehicles except buses at all intersections along 125th Street between Amsterdam Avenue and 3rd Avenue (inclusive) between the hours of 7:00 AM and 7:00 PM Monday through Saturday. (Figures 3.21-5 through 3.21-8 show the total peak hour traffic volumes associated with the Arts Bonus alternative, assuming eastbound and westbound left-turn prohibitions on 125th Street between Amsterdam Avenue and 3rd Avenue).

- East 125th Street/First Avenue
  - Re-allocate one second of green time from the northbound phase to the eastbound phase during the weekday PM peak period.

- East 125th Street/Second Avenue
  - Re-allocate three seconds of green time from the southbound phase, with one second of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the weekday AM peak period.
  - Re-allocate three seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period.
  - During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. It should be noted that the Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane. Even with this measure—and additional on-street parking removal along the north side of 125th Street (i.e. in the westbound

direction)—the significant adverse impacts at this intersection would not be mitigated during the weekday PM peak hour. Widening of the 125th Street, Second Avenue, and the Tri-borough Bridge off-ramp approaches were also not considered due to the potential impacts on right-of-way and the need for property acquisition. As such, an unmitigated impact remains at this intersection during the weekday PM peak hour.

- Re-allocate four seconds of green time from the southbound phase, with two seconds of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the Saturday midday peak period. However, during the Saturday midday peak hour, significant adverse traffic impacts will remain on the westbound approach.

- East 125th Street/Third Avenue
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate three seconds of green time from the northbound phase to the east-west phase during the weekday midday peak period.
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during both peak hours on the westbound approach. However, re-allocating nine seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period, and five seconds of green time from the northbound phase to the east-west phase during the Saturday midday peak period would mitigate these impacts. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- East 125th Street/Lexington Avenue
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday, weekday PM, and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during all three peak hours on the westbound approach. However, re-allocating 10 seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period, 12 seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period, and five seconds from the southbound phase to the east-west phase during the Saturday midday peak period would mitigate these impacts. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- 125th Street/Fifth Avenue
  - Re-allocate two seconds of green time from the east-west phase to the southbound phase during the weekday AM and PM peak periods.

- West 125th Street/Lenox Avenue
  - Prohibit on-street parking along the west side of Lenox Avenue for a distance of approximately 100 feet north of West 125th Street during the weekday AM peak period, to accommodate southbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 125th Street, during the weekday AM peak period.

  - Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Lenox Avenue, south of West 125th Street, during the weekday PM peak period.

  - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. However, re-allocating six seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period would mitigate this impact.

  - Re-allocate one second of green time from the east-west phase to the north-south phase during the Saturday midday peak period.

- West 125th Street/St. Nicholas Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday midday, weekday PM, and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the northbound approach. However, re-allocating 12 seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period would mitigate this impact.

- West 125th Street/Morningside Avenue
  - Re-allocate two seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

- West 125th Street/Amsterdam Avenue
  - Re-allocate one second of green time from the east-west phase to the north-south phase during the weekday PM peak period.

- West 125th Street/Broadway
  - Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach.

- West 125th Street/12th Avenue
  - Re-allocate two seconds of green time from the westbound phase to the north-south phase during the weekday midday peak period.

  - Re-allocate one second of green time from the westbound phase to the north-south phase during the Saturday midday peak period.

124th Street Corridor

- East 124th Street/Lexington Avenue
  - Prohibit on-street parking along the east side of Lexington Avenue between East 125th Street and East 124th Street during the weekday AM, weekday PM, and Saturday midday peak periods, to accommodate southbound left-turn movements in a separate lane. This change would result in the loss of approximately 10 existing parking spaces along the east side of Lexington Avenue, between East 124th Street and East 125th Street, during these three peak periods.

- West 124th Street/Frederick Douglass Boulevard
  - Re-allocate one second of green time from the north-south phase to the eastbound phase during the weekday PM peak period.

- West 124th Street/St. Nicholas Avenue - Re-stripe the southbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

- West 116th Street/Frederick Douglass Boulevard – Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

Table 3.21-7 compares the results of the traffic analyses under year 2017 Mitigated Arts Bonus and No-Action conditions during each peak hour. As shown in Table 3.21-7, significant adverse

traffic impacts would remain at the following intersections, with implementation of the proposed mitigation measures described above:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- West 126th Street/Lenox Avenue (weekday AM, weekday PM and Saturday midday peak hours)
- East 125th Street/Second Avenue (weekday PM peak hour and Saturday midday peak hour)
- East 125th Street/.Third Avenue (weekday PM peak hour and Saturday midday peak hours)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/Lenox Avenue (weekday PM peak hour)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)
- West 125th Street/Broadway (weekday PM peak hour)

Application and implementation of the traffic engineering improvements described above would require approval from NYCDOT. Approval of each proposed mitigation measure would depend on the applicable agency. In the absence of the approval and implementation of the proposed mitigation measures, the identified significant adverse impacts would remain.

Parking

Similar to the proposed action, the Arts Bonus Alternative would substantially increase the availability of off-street public parking when compared to the Existing and No Action conditions. The Arts Bonus Alternative would provide an estimated 1,679 new public parking spaces, 64 less than would be provided by the proposed action. In addition to these public parking spaces, a total of 401 accessory parking spaces would also be provided under the Arts Bonus Alternative (compared to 432 under the proposed action) to accommodate a portion of the demand from projected development sites. As with the proposed action, no existing public parking facilities would be displaced by the Arts Bonus Alternative.

Under the Arts Bonus Alternative, the net increase in demand on the public parking supply in the overall study area (i.e., demand not accommodated in accessory parking spaces) would total 894 and 610 in the weekday midday and overnight periods, respectively, compared to 724 and 656, respectively for the proposed action. The utilization rate of the public parking system under the Arts Bonus Alternative would total 73 percent during the weekday midday compared to 90 percent in the No Action condition, and 55 percent during the overnight period compared to 77 percent in the No Action. (The utilization rates under the proposed action would total 67 percent and 55 percent during the weekday midday and overnight periods, respectively.) As with the proposed action, the Arts Bonus Alternative would improve the public parking system and therefore would not result in significant adverse parking impacts during the peak weekday midday and overnight periods.

Table 3.21-5
Year 2017 Action Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00 5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS															
1	West 135th Street and Lenox Avenue	EB	LTR	1.11	101.9	F	0.86	42.9	D	0.96	54.8	D	0.78	35.1	D
		WB	LTR	1.14	108.7	F	0.75	33.3	C	-----	-----	-----	0.87	42.3	D
			DefL	-----	-----	-----	-----	-----	-----	1.11	131.0	F	-----	-----	-----
			TR	-----	-----	-----	-----	-----	-----	1.04	96.7	F	-----	-----	-----
		NB	L	0.23	15.5	B	0.19	11.9	B	0.37	17.1	B	0.25	13.4	B
			TR	0.59	15.4	B	0.45	13.3	B	0.53	14.4	B	0.55	14.8	B
		SB	L	0.59	24.9	C	0.30	13.8	B	0.52	21.3	C	0.49	19.3	B
			TR	0.79	20.5	C	0.47	13.7	B	0.62	16.0	B	0.56	14.9	B
		Overall		**0.93**	**51.6**	**D**	**0.62**	**23.3**	**C**	**0.81**	**41.5**	**D**	**0.68**	**23.8**	**C**
2	West 135th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.59	29.4	C	0.50	27.0	C	0.91	52.7	D	0.62	30.5	C
		WB	L	0.90	67.5	E	0.44	28.4	C	0.78	54.0	D	0.56	33.2	C
			TR	0.98	68.2	E	0.84	44.1	D	0.91	53.4	D	0.82	41.7	D
		NB	LTR	0.49	13.8	B	0.48	13.7	B	0.67	16.5	B	0.54	14.3	B
		SB	DefL	----	----	----	----	----	----	0.93	74.8	E	----	----	----
			TR	----	----	----	----	----	----	0.43	13.0	B	----	----	----
			LTR	0.92	27.9	C	0.36	12.2	B	----	----	----	0.49	13.7	B
		Overall		**0.94**	**32.1**	**C**	**0.62**	**20.5**	**C**	**0.92**	**29.5**	**C**	**0.64**	**20.6**	**C**
3	West 135th Street and Frederick Douglass Boulevard	EB	LTR	0.43	27.9	C	0.23	25.1	C	0.49	29.3	C	0.33	26.4	C
		WB	LTR	1.11	111.4	F	0.96	73.9	E	1.01	83.7	F	1.02	86.4	F
		NB	LTR	0.29	9.3	A	0.34	9.6	A	0.45	10.9	B	0.35	9.8	A
		SB	LTR	0.46	11.0	B	0.25	8.9	A	0.42	10.4	B	0.34	9.7	A
		Overall		**0.69**	**33.8**	**C**	**0.54**	**25.4**	**C**	**0.63**	**26.0**	**C**	**0.58**	**28.0**	**C**
4	East 126th Street and 2nd Avenue	WB	LTR	0.65	35.5	D	0.53	32.6	C	0.58	33.6	C	0.64	34.4	C
		NB	L	1.06	97.7	F	0.48	37.2	D	0.41	32.2	C	0.39	34.9	C
			T	0.93	57.5	E	1.02	77.2	E	1.04	77.1	E	0.98	67.6	E
		SB	TR	0.69	23.8	C	0.45	20.4	C	0.71	24.0	C	0.64	22.9	C
		Overall		**0.77**	**39.7**	**D**	**0.61**	**35.8**	**D**	**0.76**	**38.3**	**D**	**0.72**	**33.5**	**C**
5	East 126th Street and 3rd Avenue	WB	TR	0.69	28.7	C	0.43	23.6	C	0.52	24.9	C	0.49	24.5	C
		NB	LT	0.31	11.5	B	0.29	11.3	B	0.38	12.1	B	0.21	10.7	B
		Overall		**0.46**	**19.0**	**B**	**0.34**	**15.6**	**B**	**0.44**	**16.3**	**B**	**0.32**	**16.6**	**B**
6	East 126th Street and Lexington Avenue	WB	LT	1.14	172.4	F	1.14	112.7	F	1.36	214.3	F	1.30	179.5	F
		SB	TR	0.73	20.0	B	0.52	14.3	B	0.68	17.1	B	0.80	21.9	C
		Overall		**0.90**	**82.8**	**F**	**0.76**	**60.2**	**E**	**0.94**	**104.0**	**F**	**0.99**	**80.4**	**F**
7	East 126th Street and Park Avenue	WB	LTR	0.98	74.1	E	0.79	36.8	D	0.99	68.5	E	0.76	35.0	C
		NB	DefL	0.38	12.7	B	----	----	----	----	----	----	----	----	----
			T	0.35	10.7	B	----	----	----	----	----	----	----	----	----
			LT	----	----	----	0.22	9.1	A	0.46	11.8	B	0.21	9.1	A
		SB	TR	0.42	10.9	B	0.26	9.3	A	0.47	11.4	B	0.32	9.8	A
		Overall		**0.61**	**36.5**	**D**	**0.44**	**21.7**	**C**	**0.64**	**32.3**	**C**	**0.47**	**20.6**	**C**
8	East 126th Street and Madison Avenue	WB	TR	0.84	35.7	D	0.56	26.1	C	0.66	28.2	C	0.58	26.4	C
		NB	LT	0.61	15.8	B	0.55	14.7	B	0.79	20.4	C	0.55	14.6	B
		Overall		**0.70**	**25.3**	**C**	**0.55**	**19.2**	**B**	**0.74**	**23.2**	**C**	**0.56**	**19.3**	**B**
9	126th Street and 5th Avenue	WB	LT	1.07	82.1	F	0.88	43.3	D	1.14	106.9	F	0.90	45.4	D
		SB	TR	0.80	21.0	C	0.51	14.1	B	0.69	17.4	B	0.55	14.7	B
		Overall		**0.91**	**46.0**	**D**	**0.65**	**26.2**	**C**	**0.86**	**55.8**	**E**	**0.69**	**27.3**	**C**
10	West 126th Street and Lenox Avenue	WB	LTR	0.99	53.1	D	0.69	25.8	C	1.01	58.8	E	0.92	43.7	D
		NB	L	0.74	66.3	E	0.60	31.6	C	0.81	62.7	E	1.01	106.1	F
			T	0.44	18.3	B	0.46	18.5	B	0.81	27.2	C	0.48	18.8	B
		SB	TR	1.04	62.4	E	0.49	19.0	B	0.73	24.6	C	0.69	23.0	C
		Overall		**1.01**	**49.6**	**D**	**0.65**	**21.4**	**C**	**0.91**	**36.6**	**D**	**0.97**	**32.0**	**C**
11	West 126th Street and Adam C. Powell Jr. Boulevard	WB	LTR	0.73	28.9	C	0.56	26.4	C	0.82	34.9	C	0.59	27.0	C
		NB	LT	0.55	16.4	B	0.47	13.3	B	0.63	15.7	B	0.60	15.3	B
		SB	TR	0.59	16.5	B	0.33	11.8	B	0.31	11.6	B	0.31	11.6	B
		Overall		**0.65**	**19.6**	**B**	**0.51**	**15.7**	**B**	**0.71**	**19.9**	**B**	**0.60**	**16.6**	**B**

Table 3.21-5
Year 2017 Action Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00 5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.78	36.0	D	1.07	90.6	F	0.65	41.5	D
		NB	LT	0.31	14.0	B	0.35	12.2	B	0.39	8.2	A	0.38	12.6	B
		SB	TR	0.45	15.5	B	0.27	11.4	B	0.32	7.6	A	0.35	12.7	B
		Overall		**0.67**	**30.2**	**C**	**0.51**	**19.9**	**B**	**0.59**	**34.3**	**C**	**0.49**	**20.3**	**C**
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	0.79	32.6	C	0.93	47.8	D	0.74	28.4	C
		NB	LT	0.87	41.2	D	0.71	27.3	C	1.15	110.1	F	1.04	78.2	E
		SB	TR	0.88	38.7	D	0.55	21.5	C	0.78	29.6	C	0.77	29.4	C
		Overall		**0.92**	**44.0**	**D**	**0.75**	**27.4**	**C**	**1.04**	**65.7**	**E**	**0.89**	**45.5**	**D**
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	0.89	56.7	E	1.13	160.4	F	1.11	111.6	F
		NB	LT	0.14	8.0	A	0.11	7.9	A	0.19	8.4	A	0.19	8.4	A
		SB	TR	0.29	9.7	A	0.27	9.5	A	0.32	9.9	A	0.32	10.0	A
		Overall		**0.56**	**50.6**	**D**	**0.47**	**30.8**	**C**	**0.58**	**75.7**	**E**	**0.58**	**52.6**	**D**
15	**East 125th Street and 1st Avenue**	EB	LT	0.66	25.8	C	0.66	25.6	C	0.97	47.2	D	0.68	26.1	C
		NB	L	0.21	13.2	B	0.22	13.4	B	0.20	16.1	B	0.29	14.2	B
			TR	0.37	14.1	B	0.41	14.6	B	0.09	15.0	B	0.46	15.0	B
		Overall		**0.49**	**17.8**	**B**	**0.52**	**18.1**	**B**	**0.54**	**37.6**	**D**	**0.55**	**18.0**	**B**
16	**East 125th Street and 2nd Avenue**	EB	TR	0.70	34.0	C	0.78	29.6	C	0.93	73.6	E	0.92	43.4	D
		WB	LT	1.30	180.7	F	1.08	91.4	F	1.35	197.2	F	2.14	555.1	F
		SB	LTR	0.84	32.9	C	0.68	33.9	C	0.95	63.8	E	0.47	22.9	C
		RAMP (SB)	TR	1.12	230.8	F	0.75	40.0	D	1.09	144.6	F	1.04	84.5	F
		Overall		*	*	*	*	*	*	*	*	*	*	*	*
17	**East 125th Street and 3rd Avenue**	EB	LT	1.34	190.1	F	1.94	469.1	F	-----	-----	-----	-----	-----	-----
			DefL	-----	-----	-----	-----	-----	-----	3.85	1340.0	F	2.94	932.2	F
			T	-----	-----	-----	-----	-----	-----	2.51	976.3	F	1.82	403.4	F
		WB	TR	0.93	42.5	D	0.90	39.4	D	1.15	106.9	F	1.07	75.7	E
		NB	LTR	0.39	14.4	B	0.43	14.8	B	0.59	16.8	B	0.42	14.7	B
		Overall		**0.80**	**71.6**	**E**	**1.09**	**182.6**	**F**	**2.17**	**410.2**	**F**	**1.53**	**193.7**	**F**
18	**East 125th Street and Lexington Avenue**	EB	TR	0.97	51.1	D	1.15	110.4	F	1.51	369.5	F	1.20	127.5	F
		WB	LT	1.64	427.6	F	1.82	417.1	F	1.89	435.6	F	1.99	479.9	F
			DefL	----	----	----	----	----	----	----	----	----	----	----	----
			T	----	----	----	----	----	----	----	----	----	----	----	----
		SB	LTR	0.71	20.4	C	0.46	15.4	B	0.64	18.3	B	0.64	18.0	B
		Overall		**1.11**	**155.0**	**F**	**1.05**	**184.1**	**F**	**1.19**	**271.1**	**F**	**1.23**	**193.9**	**F**
19	**East 125th Street and Park Avenue**	EB	LTR	0.68	17.7	B	0.83	23.0	C	1.22	199.0	F	0.80	21.6	C
		WB	LTR	1.08	47.7	D	1.04	60.6	E	1.16	105.9	F	0.96	38.6	D
		NB	TR	0.45	24.6	C	0.37	23.2	C	0.50	25.5	C	0.29	22.2	C
		SB	TR	0.56	28.0	C	0.51	25.2	C	0.73	30.1	C	0.57	26.2	C
		Overall		**0.88**	**41.0**	**D**	**0.83**	**35.6**	**D**	**1.03**	**119.5**	**F**	**0.81**	**28.4**	**C**
20	**East 125th Street and Madison Avenue**	EB	LT	0.97	46.5	D	1.15	104.9	F	1.57	285.8	F	1.41	218.0	F
		WB	TR	0.68	21.2	C	0.75	23.4	C	0.78	24.0	C	0.87	31.7	C
		NB	LTR	0.64	23.1	C	0.60	22.3	C	0.83	29.2	C	0.55	19.5	B
		Overall		**0.82**	**30.1**	**C**	**0.89**	**51.4**	**D**	**1.24**	**123.6**	**F**	**0.98**	**91.6**	**F**
21	**125th Street and 5th Avenue**	EB	TR	0.85	36.7	D	0.92	46.8	D	1.25	238.8	F	1.16	456.6	F
		WB	LT	0.94	42.4	D	0.94	41.9	D	1.06	87.2	F	1.17	305.2	F
		SB	LTR	1.13	96.3	F	0.79	28.0	C	0.96	43.2	D	0.67	23.9	C
		Overall		**1.04**	**64.8**	**E**	**0.88**	**38.8**	**D**	**1.17**	**128.9**	**F**	**1.03**	**286.0**	**F**
22	**West 125th Street and Lenox Avenue**	EB	TR	0.54	20.1	C	0.90	35.7	D	1.07	73.4	E	1.31	571.2	F
		WB	TR	0.82	37.2	D	0.91	38.3	D	0.99	50.3	D	1.62	776.5	F
		NB	TR	0.66	22.7	C	0.63	21.8	C	0.98	48.1	D	0.80	28.5	C
		SB	TR	1.09	80.4	F	0.60	21.5	C	0.84	30.5	C	0.91	36.4	D
		Overall		**0.96**	**46.2**	**D**	**0.77**	**30.3**	**C**	**1.03**	**52.2**	**D**	**1.26**	**382.6**	**F**

Table 3.21-5
Year 2017 Action Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00 5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.82	30.2	C	1.27	205.0	F	1.78	447.4	F	1.25	547.5	F
			DefL	----	----	----	----	----	----	----	----	----	----	----	----
			TR	----	----	----	----	----	----	----	----	----	----	----	----
		WB	LTR	0.80	28.7	C	1.20	163.5	F	1.63	370.7	F	1.20	478.0	F
		NB	TR	0.42	17.8	B	0.61	20.8	C	0.61	20.6	C	0.65	21.3	C
		SB	TR	0.65	21.2	C	0.50	19.1	B	0.44	17.9	B	0.57	20.2	C
		Overall		**0.74**	**23.8**	**C**	**0.94**	**101.7**	**F**	**1.20**	**220.2**	**F**	**0.95**	**255.2**	**F**
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.85	43.3	D	0.83	24.7	C	0.85	28.4	C	1.29	364.8	F
		WB	LTR	0.84	30.0	C	0.88	29.9	C	1.21	127.3	F	1.28	621.3	F
		NB	TR	0.36	18.7	B	0.63	28.8	C	0.66	25.4	C	0.41	12.9	B
		SB	TR	0.52	20.7	C	0.63	30.2	C	0.60	23.5	C	0.43	14.8	B
		Overall		**0.69**	**30.1**	**C**	**0.78**	**28.1**	**C**	**0.96**	**56.1**	**E**	**0.76**	**299.6**	**F**
25	West 125th Street and St. Nicholas Avenue	EB	LTR	1.04	93.7	F	0.95	39.7	D	1.36	276.7	F	0.85	140.2	F
		WB	LTR	0.79	23.1	C	0.61	16.6	B	0.88	28.5	C	0.60	40.5	D
		NB	TR	0.57	28.6	C	0.71	34.8	C	0.90	48.9	D	0.76	38.1	D
		SB	TR	1.01	67.0	E	0.87	45.9	D	0.90	87.3	F	1.09	97.9	F
		Overall		**1.03**	**59.9**	**E**	**0.92**	**33.6**	**C**	**1.18**	**132.6**	**F**	**0.95**	**87.7**	**F**
26	West 125th Street and Morningside Avenue	EB	LTR	0.71	18.4	B	0.64	16.8	B	0.72	18.8	B	0.65	118.8	F
		WB	LTR	0.68	18.3	B	0.55	15.1	B	0.95	37.2	D	0.53	38.7	D
		NB	DefL	0.79	51.1	D	0.50	30.7	C	----	----	----	0.59	33.3	C
			TR	0.30	23.0	C	0.27	22.5	C	----	----	----	0.48	26.5	C
			LTR	----	----	----	----	----	----	0.64	29.5	C	----	----	----
		SB	LTR	0.53	26.7	C	0.39	24.1	C	0.48	25.6	C	0.44	24.8	C
		Overall		**0.74**	**22.4**	**C**	**0.59**	**18.4**	**B**	**0.83**	**28.0**	**C**	**0.63**	**65.3**	**E**
27	West 125th Street and Amsterdam Avenue	EB	L	0.52	35.4	D	0.61	39.3	D	0.84	75.2	E	0.41	111.4	F
			TR	0.94	45.7	D	0.85	35.4	D	0.99	52.6	D	1.00	174.5	F
		WB	L	0.99	196.7	F	0.64	57.9	E	1.00	128.6	F	0.99	449.8	F
			TR	0.67	27.9	C	0.66	27.5	C	0.81	32.0	C	0.68	100.0	F
		NB	L	0.29	17.5	B	0.18	14.0	B	0.35	28.3	C	0.35	13.5	B
			T	0.38	22.6	C	0.33	22.1	C	0.50	51.3	D	0.25	19.1	B
			R	0.61	31.6	C	0.74	40.3	D	0.77	42.3	D	0.70	33.0	C
		SB	L	0.81	44.1	D	0.71	33.5	C	0.72	46.3	D	0.58	23.8	C
			TR	0.50	24.5	C	0.36	22.5	C	0.35	22.9	C	0.22	18.8	B
		Overall		*****	**37.4**	**D**	*****	**30.7**	**C**	*****	**44.7**	**D**	*****	**102.7**	**F**
28	West 125th Street and Broadway	EB	L	0.23	25.9	C	0.28	21.1	C	0.71	54.4	D	0.52	33.0	C
			T	0.57	28.8	C	0.45	21.6	C	0.69	31.5	C	0.59	26.8	C
			R	0.14	10.9	B	0.27	9.5	A	0.23	11.8	B	0.21	7.3	A
		WB	L	0.50	35.8	D	0.21	20.5	C	0.49	37.5	D	0.38	29.3	C
			T	0.48	27.2	C	0.35	20.3	C	0.70	32.3	C	0.50	25.2	C
			R	0.41	14.3	B	0.28	9.7	A	0.37	13.8	B	0.23	7.5	A
		NB	L	0.48	37.3	D	0.54	39.3	D	0.55	49.9	D	0.50	32.0	C
			T	0.27	24.0	C	0.59	30.5	C	0.58	63.9	E	0.41	30.3	C
			R	0.53	28.8	C	0.50	32.7	C	0.49	27.8	C	0.64	43.7	D
		SB	L	0.44	36.1	D	0.64	43.3	D	0.61	39.2	D	0.37	30.0	C
			T	0.46	24.0	C	0.36	26.5	C	0.34	22.4	C	0.68	35.6	D
			R	0.11	20.6	C	0.17	25.3	C	0.20	22.1	C	0.14	28.0	C
		Overall		**0.53**	**26.7**	**C**	**0.53**	**25.9**	**C**	**0.64**	**36.8**	**D**	**0.59**	**28.4**	**C**
29	West 125th Street and 12th Avenue	WB	LT	0.51	23.8	C	0.52	24.0	C	0.87	40.3	D	0.37	21.7	C
			R	0.61	13.8	B	0.55	12.5	B	0.83	22.8	C	0.64	14.2	B
		NB	LTR	0.31	27.4	C	0.26	26.8	C	0.39	27.7	C	0.20	26.1	C
		SB	L	0.59	20.9	C	0.95	57.3	E	0.85	27.9	C	1.14	109.1	F
			TR	0.09	10.9	B	0.09	10.9	B	0.11	8.3	A	0.05	10.6	B
		Overall		**0.56**	**20.0**	**B**	**0.77**	**28.4**	**C**	**0.80**	**29.2**	**C**	**0.86**	**47.4**	**D**

Table 3.21-5
Year 2017 Action Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00 5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
30	East 124th Street and 2nd Avenue	EB	L	0.61	27.0	C	0.41	23.7	C	0.70	29.3	C	0.60	26.8	C
			RT	0.51	29.2	C	0.31	23.6	C	0.26	34.5	C	0.51	27.8	C
		WB	L	0.39	24.4	C	0.11	20.4	C	0.14	20.8	C	0.07	20.1	C
			RT	0.32	11.9	B	0.09	9.9	A	0.11	10.1	B	0.08	9.9	A
		SB	T	0.70	16.4	B	0.42	12.5	B	0.53	13.7	B	0.40	12.3	B
		Overall		**0.66**	**18.7**	**B**	**0.42**	**15.6**	**B**	**0.59**	**18.5**	**B**	**0.48**	**17.8**	**B**
31	East 124th Street and 3rd Avenue	EB	LT	0.32	22.4	C	0.32	22.4	C	0.40	24.5	C	0.39	23.3	C
		NB	TR	0.46	12.9	B	0.41	12.4	B	0.52	13.8	B	0.45	12.8	B
		Overall		**0.41**	**14.8**	**B**	**0.37**	**14.5**	**B**	**0.47**	**16.0**	**B**	**0.43**	**15.2**	**B**
32	East 124th Street and Lexington Avenue	EB	TR	0.95	61.1	E	0.85	45.2	D	0.97	62.2	E	0.72	34.2	C
		SB	LT	0.94	31.8	C	0.57	15.2	B	0.79	20.6	C	0.92	29.7	C
		Overall		**0.94**	**38.9**	**D**	**0.68**	**25.1**	**C**	**0.86**	**32.9**	**C**	**0.84**	**30.6**	**C**
33	East 124th Street and Park Avenue	EB	LTR	0.45	22.0	C	0.34	20.2	C	0.34	20.2	C	0.23	18.9	B
		NB	TR	0.38	14.6	B	0.28	13.6	B	0.41	15.0	B	0.25	13.2	B
		SB	TR	0.80	26.2	C	0.47	15.9	B	0.93	36.8	D	0.57	17.6	B
		Overall		**0.65**	**22.0**	**C**	**0.41**	**16.5**	**B**	**0.68**	**26.8**	**C**	**0.42**	**16.8**	**B**
34	East 124th Street and Madison Avenue	EB	LT	0.30	22.1	C	0.23	21.4	C	0.19	21.1	C	0.19	21.0	C
		NB	TR	0.65	16.5	B	0.72	18.3	B	0.89	26.1	C	0.59	15.3	B
		Overall		**0.51**	**17.9**	**B**	**0.53**	**19.0**	**B**	**0.62**	**25.4**	**C**	**0.44**	**16.4**	**B**
35	West 124th Street and Lenox Avenue	EB	L	0.32	28.1	C	0.53	32.9	C	0.56	32.7	C	0.47	31.2	C
			LR	0.36	23.5	C	0.58	23.5	C	0.62	23.5	C	0.50	----	----
			R	0.40	31.2	C	0.62	42.4	D	0.67	44.3	D	0.54	35.0	C
		WB	LR	0.23	26.6	C	0.24	26.8	C	0.38	28.9	C	0.41	30.1	C
		NB	T	0.33	9.1	A	0.30	8.8	A	0.42	9.9	A	0.33	9.0	A
		SB	T	0.64	12.9	B	0.34	9.1	A	0.42	9.9	A	0.56	11.6	B
		Overall		**0.56**	**14.2**	**B**	**0.43**	**15.4**	**B**	**0.50**	**16.4**	**B**	**0.55**	**15.3**	**B**
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.36	20.9	C	0.48	25.8	C	0.66	27.9	C	0.63	29.4	C
		NB	TR	0.37	14.3	B	0.38	12.3	B	0.47	14.9	B	0.42	12.7	B
		SB	DefL	----	----	----	----	----	----	0.71	36.7	D	----	----	----
			T	----	----	----	----	----	----	0.48	15.3	B	----	----	----
			LT	0.66	18.6	B	0.40	12.6	B	----	----	----	0.43	12.9	B
		Overall		**0.53**	**17.5**	**B**	**0.43**	**14.6**	**B**	**0.69**	**18.9**	**B**	**0.51**	**15.8**	**B**
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.72	32.4	C	0.42	22.3	C	0.80	35.4	D	0.59	26.1	C
		NB	TR	0.20	12.8	B	0.27	13.5	B	0.43	15.2	B	0.35	14.3	B
		SB	LT	0.39	14.7	B	0.35	14.3	B	0.56	17.5	B	0.45	15.7	B
		Overall		**0.53**	**19.2**	**B**	**0.38**	**15.7**	**B**	**0.67**	**21.2**	**C**	**0.51**	**17.7**	**B**
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.65	24.4	C	0.54	21.7	C	0.66	23.8	C	0.67	25.3	C
		NB	LTR	0.32	17.4	B	0.33	17.5	B	0.47	19.5	B	0.39	18.4	B
		SB	LT	0.80	30.2	C	0.52	20.9	C	0.76	28.3	C	0.76	30.2	C
		Overall		**0.72**	**26.0**	**C**	**0.53**	**20.4**	**C**	**0.71**	**24.3**	**C**	**0.71**	**25.5**	**C**
39	East 116th Street and Park Avenue	EB	LTR	0.55	23.6	C	0.53	23.2	C	0.65	25.4	C	0.64	25.2	C
		WB	LTR	0.67	26.6	C	0.55	23.7	C	0.64	25.2	C	0.67	26.4	C
		NB	LTR	0.34	14.9	B	0.47	16.8	B	0.78	25.9	C	0.52	18.0	B
		SB	LTR	1.04	67.1	E	0.67	21.6	C	0.99	54.0	D	0.84	30.0	C
		Overall		**0.88**	**39.3**	**D**	**0.62**	**21.8**	**C**	**0.84**	**33.1**	**C**	**0.77**	**25.7**	**C**
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.86	41.3	D	0.67	30.9	C	0.74	33.3	C	0.69	31.1	C
		WB	LTR	1.04	76.8	E	0.74	32.6	C	0.73	31.6	C	0.73	31.5	C
		NB	LTR	0.43	13.0	B	0.24	11.0	B	0.42	12.8	B	0.23	10.9	B
		SB	LTR	0.65	16.2	B	0.31	11.7	B	0.40	12.7	B	0.36	12.1	B
		Overall		**0.80**	**32.6**	**C**	**0.48**	**21.3**	**C**	**0.54**	**20.7**	**C**	**0.50**	**20.8**	**C**
41	West 116th Street and Frederick Douglass Boulevard	EB	LTR	0.40	23.9	C	0.25	21.9	C	0.31	22.6	C	0.25	21.8	C
		WB	LTR	1.00	65.5	E	0.64	29.4	C	0.74	32.7	C	0.73	32.7	C
		NB	LTR	0.76	23.9	C	0.69	20.6	C	0.80	25.1	C	0.64	18.5	B
		SB	LTR	0.72	21.7	C	0.69	21.3	C	0.52	16.1	B	0.47	14.7	B
		Overall		**0.85**	**36.1**	**D**	**0.67**	**23.5**	**C**	**0.78**	**25.4**	**C**	**0.68**	**22.6**	**C**

Table 3.21-5
Year 2017 Action Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00 5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
42	**West 125th Street and St. Clair Place**	EB	R	0.71	33.9	C	0.62	31.0	C	0.82	40.2	D	0.51	28.6	C
		WB	R	0.34	25.6	C	0.36	25.9	C	0.54	30.2	C	0.46	27.4	C
		NB	T	0.68	28.2	C	0.70	29.0	C	0.88	35.5	D	0.88	37.8	D
		SB	T	0.15	20.1	C	0.28	21.4	C	0.29	20.2	C	0.40	22.8	C
		Overall		*	**28.7**	**C**	*	**27.6**	**C**	*	**33.5**	**C**	*	**31.0**	**C**
UNSIGNALIZED INTERSECTIONS															
43	**124th Street and 5th Avenue**	SB	L	0.41	12.6	B	0.32	11.6	B	0.26	11.0	B	0.27	11.0	B
			R	0.97	45.5	D	0.58	15.1	B	0.85	27.6	C	0.50	13.2	B
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.27	8.0	A	0.40	9.0	A	0.21	7.9	A

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane,
LT=shared left-turn/through lane, LR=shared left-turn/right-turn, DefL=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS

Table 3.21-6
Comparison of the traffic analyses under year 2017 No-Action and Action Arts Bonus Alternative
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	1.11	101.9	F		0.69	31.1	C	0.86	42.9	D	
			DefL	1.11	147.8	F	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	0.87	47.2	D	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.02	66.1	E	1.14	108.7	F	yes	0.73	32.3	C	0.75	33.3	C	
			DefL	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		NB	L	0.22	14.8	B	0.23	15.5	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.59	15.4	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.59	24.9	C		0.30	13.8	B	0.30	13.8	B	
			TR	0.77	19.8	B	0.79	20.5	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.93**	**51.6**	**D**		**0.57**	**20.7**	**C**	**0.62**	**23.3**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.59	29.4	C		0.50	27.0	C	0.50	27.0	C	
		WB	L	0.88	64.1	E	0.90	67.5	E		0.44	28.3	C	0.44	28.4	C	
			TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.49	13.8	B		0.45	13.3	B	0.48	13.7	B	
		SB	DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.88	24.3	C	0.92	27.9	C		0.35	12.0	B	0.36	12.2	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**32.1**	**C**		**0.60**	**20.6**	**C**	**0.62**	**20.5**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.43	27.9	C		0.23	25.1	C	0.23	25.1	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.29	9.3	A		0.33	9.6	A	0.34	9.6	A	
		SB	LTR	0.45	10.9	B	0.46	11.0	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.8**	**C**		**0.54**	**25.6**	**C**	**0.54**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.6	C	
		NB	L	1.06	98.6	F	1.06	97.7	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.8	C		0.45	20.3	C	0.45	20.4	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.7**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.69	28.7	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.31	11.5	B		0.27	11.2	B	0.29	11.3	B	
		Overall		**0.46**	**19.0**	**B**	**0.46**	**19.0**	**B**		**0.33**	**15.7**	**B**	**0.34**	**15.6**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	1.14	172.4	F		1.14	111.3	F	1.14	112.7	F	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.90**	**82.8**	**F**		**0.75**	**59.7**	**E**	**0.76**	**60.2**	**E**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.98	74.1	E		0.78	36.7	D	0.79	36.8	D	
		NB	DefL	0.38	12.7	B	0.38	12.7	B		----	-----	-----	----	----	----	
			T	0.35	10.7	B	0.35	10.7	B		-----	-----	-----	----	----	----	
			TH	----	----	----	----	----	----		0.22	9.1	A	0.22	9.1	A	
		SB	TR	0.42	10.9	B	0.42	10.9	B		0.26	9.3	A	0.26	9.3	A	
		Overall		**0.61**	**37.2**	**D**	**0.61**	**36.5**	**D**		**0.44**	**21.6**	**C**	**0.44**	**21.7**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.84	35.7	D		0.56	26.1	C	0.56	26.1	C	
		NB	LT	0.61	15.8	B	0.61	15.8	B		0.55	14.7	B	0.55	14.7	B	
		Overall		**0.70**	**25.5**	**C**	**0.70**	**25.3**	**C**		**0.55**	**19.2**	**B**	**0.55**	**19.2**	**B**	
9	**126th Street and 5th Avenue**	WB	LT	1.08	84.4	F	1.07	82.1	F		0.87	43.0	D	0.88	43.3	D	
		SB	TR	0.80	21.3	C	0.80	21.0	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.91**	**46.0**	**D**		**0.65**	**26.1**	**C**	**0.65**	**26.2**	**C**	
10	**West 126th Street and Lenox Avenue**	WB	LTR	0.98	51.8	D	0.99	53.1	D		0.69	25.5	C	0.69	25.8	C	
		NB	L	0.74	66.3	E	0.74	66.3	E		0.58	30.0	C	0.60	31.6	C	
			T	0.44	18.3	B	0.44	18.3	B		0.46	18.6	B	0.46	18.5	B	
		SB	TR	0.99	48.2	D	1.04	62.4	E	yes	0.47	18.8	B	0.49	19.0	B	
		Overall		**0.99**	**42.6**	**D**	**1.01**	**49.6**	**D**		**0.63**	**21.1**	**C**	**0.65**	**21.4**	**C**	

Table 3.21-6
Comparison of the traffic analyses under year 2017 No-Action and Action Arts Bonus Alternative
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS				NO ACTION			ACTION ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.70	C	0.73	28.90	C		0.56	26.3	C	0.56	26.4	C	
		NB	LT	0.54	16.20	B	0.55	16.40	B		0.44	13.0	B	0.47	13.3	B	
		SB	TR	0.58	16.50	B	0.59	16.50	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.65**	**19.6**	**B**		**0.49**	**15.6**	**B**	**0.51**	**15.7**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.96	53.5	D		0.78	36.0	D	0.78	36.0	D	
		NB	LT	0.31	14.0	B	0.31	14.0	B		0.34	12.1	B	0.35	12.2	B	
		SB	TR	0.45	15.5	B	0.45	15.5	B		0.27	11.3	B	0.27	11.4	B	
		Overall		**0.67**	**30.2**	**C**	**0.67**	**30.2**	**C**		**0.51**	**20.0**	**B**	**0.51**	**19.9**	**B**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	0.96	51.0	D		0.79	32.4	C	0.79	32.6	C	
		NB	LT	0.87	41.0	D	0.87	41.2	D		0.70	26.8	C	0.71	27.3	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.55	21.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.92**	**44.0**	**D**		**0.74**	**27.1**	**C**	**0.75**	**27.4**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.06	87.9	F		0.89	56.7	E	0.89	56.7	E	
		NB	LT	0.14	8.0	A	0.14	8.0	A		0.11	7.8	A	0.11	7.9	A	
		SB	TR	0.29	9.6	A	0.29	9.7	A		0.27	9.5	A	0.27	9.5	A	
		Overall		**0.56**	**50.7**	**D**	**0.56**	**50.6**	**D**		**0.47**	**30.9**	**C**	**0.47**	**30.8**	**C**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.64	24.8	C	0.66	25.8	C		0.61	24.4	C	0.66	25.6	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.49**	**17.8**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.1**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.66	32.8	C	0.70	34.0	C		0.72	27.7	C	0.78	29.6	C	
		WB	LT	1.16	121.7	F	1.30	180.7	F	yes	0.92	50.9	D	1.08	91.4	F	yes
		SB	LTR	0.81	31.7	C	0.84	32.9	C		0.65	33.3	C	0.68	33.9	C	
		RAMP (SB)	TR	1.09	218.2	F	1.12	230.8	F	yes	0.69	37.7	D	0.75	40.0	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	1.16	115.4	F	1.34	190.1	F	yes	1.60	314.4	F	1.94	469.1	F	yes
		WB	DefL	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	0.80	31.3	C	0.93	42.5	D		0.78	30.3	C	0.90	39.4	D	
		NB	LTR	0.39	14.4	B	0.39	14.4	B		0.43	14.8	B	0.43	14.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.80**	**71.6**	**E**		**0.94**	**121.0**	**F**	**1.09**	**182.6**	**F**	
18	**East 125th Street and Lexington Avenue**	EB	TR	0.91	41.1	D	0.97	51.1	D	yes	1.03	68.6	E	1.15	110.4	F	yes
		WB	LT	1.41	322.6	F	1.64	427.6	F	yes	1.54	292.2	F	1.82	417.1	F	yes
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.70	20.3	C	0.71	20.4	C		0.45	15.3	B	0.46	15.4	B	
		Overall		**1.01**	**113.1**	**F**	**1.11**	**155.0**	**F**		**0.93**	**123.1**	**F**	**1.05**	**184.1**	**F**	
19	**East 125th Street and Park Avenue**	EB	LTR	0.64	16.8	B	0.68	17.7	B		0.74	19.4	B	0.83	23.0	C	
		WB	LTR	0.93	36.0	D	1.08	47.7	D	yes	0.87	28.7	C	1.04	60.6	E	yes
		NB	TR	0.46	24.6	C	0.45	24.6	C		0.36	23.1	C	0.37	23.2	C	
		SB	TR	0.56	28.0	C	0.56	28.0	C		0.50	25.1	C	0.51	25.2	C	
		Overall		**0.79**	**26.7**	**C**	**0.88**	**41.0**	**D**		**0.73**	**23.8**	**C**	**0.83**	**35.6**	**D**	
20	**East 125th Street and Madison Avenue**	EB	LT	0.88	32.4	C	0.97	46.5	D	yes	0.99	52.0	D	1.15	104.9	F	yes
		WB	TR	0.57	18.9	B	0.68	21.2	C		0.67	21.0	C	0.75	23.4	C	
		NB	LTR	0.64	23.1	C	0.64	23.1	C		0.59	22.2	C	0.60	22.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.82**	**30.1**	**C**		**0.81**	**31.9**	**C**	**0.89**	**51.4**	**D**	
21	**125th Street and 5th Avenue**	EB	TR	0.80	33.8	C	0.85	36.7	D		0.80	35.5	D	0.92	46.8	D	yes
		WB	LT	0.80	27.4	C	0.94	42.4	D		0.81	27.9	C	0.94	41.9	D	
		SB	LTR	1.15	102.8	F	1.13	96.3	F		0.77	27.2	C	0.79	28.0	C	
		Overall		**1.00**	**64.8**	**E**	**1.04**	**64.8**	**E**		**0.82**	**30.1**	**C**	**0.88**	**38.8**	**D**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.51	19.4	B	0.54	20.1	C		0.77	26.8	C	0.90	35.7	D	
		WB	TR	0.69	29.0	C	0.82	37.2	D		0.81	29.8	C	0.91	38.3	D	
		NB	TR	0.66	22.6	C	0.66	22.7	C		0.63	21.8	C	0.63	21.8	C	
		SB	TR	1.00	50.9	D	1.09	80.4	F	yes	0.57	20.8	C	0.60	21.5	C	
		Overall		**0.84**	**33.5**	**C**	**0.96**	**46.2**	**D**		**0.72**	**25.1**	**C**	**0.77**	**30.3**	**C**	

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No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS				NO ACTION			ACTION ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.72	25.4	C	0.82	30.2	C		1.08	125.2	F	1.27	205.0	F	yes
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		WB	LTR	0.72	25.4	C	0.80	28.7	C		0.93	50.8	D	1.20	163.5	F	yes
		NB	TR	0.40	17.6	B	0.42	17.8	B		0.56	19.9	B	0.61	20.8	C	
		SB	TR	0.65	21.2	C	0.65	21.2	C		0.45	18.3	B	0.50	19.1	B	
		Overall		**0.69**	**22.0**	**C**	**0.74**	**23.8**	**C**		**0.82**	**52.8**	**D**	**0.94**	**101.7**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.76	33.7	C	0.85	43.3	D		0.75	20.5	C	0.83	24.7	C	
		WB	LTR	0.77	26.0	C	0.84	30.0	C		0.80	23.4	C	0.88	29.9	C	
		NB	TR	0.33	18.2	B	0.36	18.7	B		0.60	27.8	C	0.63	28.8	C	
		SB	TR	0.52	20.7	C	0.52	20.7	C		0.60	29.3	C	0.63	30.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.69**	**30.1**	**C**		**0.72**	**24.4**	**C**	**0.78**	**28.1**	**C**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	0.96	55.7	E	1.04	93.7	F	yes	0.90	31.6	C	0.95	39.7	D	
		WB	LTR	0.72	20.0	B	0.79	23.1	C		0.55	15.4	B	0.61	16.6	B	
		NB	TR	0.56	28.5	C	0.57	28.6	C		0.69	33.6	C	0.71	34.8	C	
		SB	TR	1.00	64.8	E	1.01	67.0	E		0.83	41.7	D	0.87	45.9	D	
		Overall		**0.97**	**44.6**	**D**	**1.03**	**59.9**	**E**		**0.87**	**29.4**	**C**	**0.92**	**33.6**	**C**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.65	17.0	B	0.71	18.4	B		0.61	16.1	B	0.64	16.8	B	
		WB	LTR	0.64	17.1	B	0.68	18.3	B		0.52	14.6	B	0.55	15.1	B	
		NB	DefL	0.79	50.6	D	0.79	51.1	D		0.50	30.7	C	0.50	30.7	C	
			TR	0.28	22.7	C	0.30	23.0	C		0.26	22.4	C	0.27	22.5	C	
			LTR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.53	26.6	C	0.53	26.7	C		0.39	24.0	C	0.39	24.1	C	
		Overall		**0.70**	**21.5**	**C**	**0.74**	**22.4**	**C**		**0.57**	**18.0**	**B**	**0.59**	**18.4**	**B**	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.49	33.5	C	0.52	35.4	D		0.57	36.4	D	0.61	39.3	D	
			TR	0.87	37.4	D	0.94	45.7	D	yes	0.82	33.7	C	0.85	35.4	D	
		WB	L	0.82	89.6	F	0.99	196.7	F	yes	0.60	52.0	D	0.64	57.9	E	yes
			TR	0.65	27.3	C	0.67	27.9	C		0.63	26.7	C	0.66	27.5	C	
		NB	L	0.29	17.5	B	0.29	17.5	B		0.18	14.0	B	0.18	14.0	B	
			T	0.38	22.6	C	0.38	22.6	C		0.33	22.1	C	0.33	22.1	C	
			R	0.61	31.6	C	0.61	31.6	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.1	D		0.71	33.5	C	0.71	33.5	C	
			TR	0.50	24.5	C	0.50	24.5	C		0.36	22.5	C	0.36	22.5	C	
		Overall		*****	**32.0**	**C**	*****	**37.4**	**D**		*****	**29.8**	**C**	*****	**30.7**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.1	C	
			T	0.50	27.5	C	0.57	28.8	C		0.42	21.2	C	0.45	21.6	C	
			R	0.14	10.9	B	0.14	10.9	B		0.27	9.5	A	0.27	9.5	A	
		WB	L	0.44	32.0	C	0.50	35.8	D		0.20	20.1	C	0.21	20.5	C	
			T	0.45	26.8	C	0.48	27.2	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.53**	**26.7**	**C**		**0.52**	**25.9**	**C**	**0.53**	**25.9**	**C**	
29	**West 125th Street and 12th Avenue**	WB	L	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.52	24.0	C	
			TR	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.55	12.5	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.59	20.9	C		0.91	47.9	D	0.95	57.3	E	yes
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	10.9	B	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**20.0**	**B**		**0.72**	**18.6**	**B**	**0.77**	**28.4**	**C**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			RT	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			RT	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	

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No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS				NO ACTION			ACTION ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
31	**East 124th Street and 3rd Avenue**	EB	LT	0.32	22.4	C	0.32	22.4	C		0.32	22.4	C	0.32	22.4	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.41**	**14.8**	**B**		**0.37**	**14.5**	**B**	**0.37**	**14.5**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	LT	0.93	31.6	C	0.94	31.8	C		0.57	15.2	B	0.57	15.2	B	
		Overall		**0.94**	**38.7**	**D**	**0.94**	**38.9**	**D**		**0.68**	**25.1**	**C**	**0.68**	**25.1**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.45	22.0	C	0.45	22.0	C		0.34	20.2	C	0.34	20.2	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.2	C		0.46	15.8	B	0.47	15.9	B	
		Overall		**0.64**	**21.8**	**C**	**0.65**	**22.0**	**C**		**0.41**	**16.4**	**B**	**0.41**	**16.5**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.29	22.1	C	0.30	22.1	C		0.23	21.4	C	0.23	21.4	C	
		NB	TR	0.65	16.5	B	0.65	16.5	B		0.71	18.3	B	0.72	18.3	B	
		Overall		**0.51**	**17.9**	**B**	**0.51**	**17.9**	**B**		**0.52**	**18.9**	**B**	**0.53**	**19.0**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.32	28.1	C	0.32	28.1	C		0.53	33.0	C	0.53	32.9	C	
			LR	0.38	23.5	C	0.36	23.5	C		0.58	23.5	C	0.58	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.23	26.6	C		0.23	26.7	C	0.24	26.8	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.8	A	
		SB	T	0.64	12.9	B	0.64	12.9	B		0.34	9.1	A	0.34	9.1	A	
		Overall		**0.57**	**14.1**	**B**	**0.56**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.43**	**15.4**	**B**	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.36	20.9	C	0.36	20.9	C		0.49	25.9	C	0.48	25.8	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.65	18.4	B	0.66	18.6	B		0.39	12.4	B	0.40	12.6	B	
		Overall		**0.53**	**17.3**	**B**	**0.53**	**17.5**	**B**		**0.42**	**14.5**	**B**	**0.43**	**14.6**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.72	32.4	C	0.72	32.4	C		0.42	22.3	C	0.42	22.3	C	
		NB	TR	0.19	12.7	B	0.20	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	LT	0.38	14.6	B	0.39	14.7	B		0.34	14.2	B	0.35	14.3	B	
		Overall		**0.53**	**19.3**	**B**	**0.53**	**19.2**	**B**		**0.37**	**15.7**	**B**	**0.38**	**15.7**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.65	24.4	C	0.65	24.4	C		0.54	21.7	C	0.54	21.7	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	LT	0.80	30.0	C	0.80	30.2	C		0.52	20.8	C	0.52	20.9	C	
		Overall		**0.72**	**25.9**	**C**	**0.72**	**26.0**	**C**		**0.53**	**20.3**	**C**	**0.53**	**20.4**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.6	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.04	67.1	E		0.66	21.4	C	0.67	21.6	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.3**	**D**		**0.61**	**21.7**	**C**	**0.62**	**21.8**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.85	40.6	D	0.86	41.3	D		0.67	30.6	C	0.67	30.9	C	
		WB	LTR	1.02	70.1	E	1.04	76.8	E	yes	0.72	31.6	C	0.74	32.6	C	
		NB	LTR	0.41	12.8	B	0.43	13.0	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.65	16.2	B		0.30	11.6	B	0.31	11.7	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**32.6**	**C**		**0.46**	**21.0**	**C**	**0.48**	**21.3**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.40	23.9	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	1.00	65.5	E	yes	0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.76	23.9	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.72	21.7	C		0.67	20.6	C	0.69	21.3	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**36.1**	**D**		**0.66**	**23.2**	**C**	**0.67**	**23.5**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.67	32.3	C	0.71	33.9	C		0.60	30.5	C	0.62	31.0	C	
		WB	LR	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.68	28.2	C		0.67	28.0	C	0.70	29.0	C	
		SB	T	0.12	19.8	B	0.15	20.1	C		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.7**	**C**		*	**27.1**	**C**	*	**27.6**	**C**	

Table 3.21-6
Comparison of the traffic analyses under year 2017 No-Action and Action Arts Bonus Alternative
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.41	12.6	B		0.32	11.6	B	0.32	11.6	B	
			R	0.96	45.0	E	0.97	45.5	D		0.57	14.8	B	0.58	15.1	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS

Table 3.21-6
Comparison of the traffic analyses under year 2017 No-Action and Action Arts Bonus Alternative
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.80	35.3	D	0.96	54.8	D	yes	0.58	27.2	C	0.78	35.1	D	
			DefL	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.12	114.6	F	-----	-----	-----		0.84	39.4	D	0.87	42.3	D	
			DefL	-----	-----	-----	1.11	131.0	F		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	1.04	96.7	F		-----	-----	-----	-----	-----	-----	
		NB	L	0.36	16.7	B	0.37	17.1	B		0.24	13.1	B	0.25	13.4	B	
			TR	0.53	14.5	B	0.53	14.4	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.50	20.4	C	0.52	21.3	C		0.48	19.2	B	0.49	19.3	B	
			TR	0.61	15.8	B	0.62	16.0	B		0.54	14.6	B	0.56	14.9	B	
		Overall		**0.81**	**39.3**	**D**	**0.81**	**41.5**	**D**		**0.66**	**21.7**	**C**	**0.68**	**23.8**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.89	50.1	D	0.91	52.7	D		0.62	30.5	C	0.62	30.5	C	
		WB	L	0.78	52.7	D	0.78	54.0	D		0.56	32.9	C	0.56	33.2	C	
			TR	0.91	53.4	D	0.91	53.4	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	0.67	16.5	B		0.50	13.7	B	0.54	14.3	B	
		SB	DefL	0.68	34.2	C	0.93	74.8	E	yes	----	-----	-----	----	----	----	
			TR	0.43	12.9	B	0.43	13.0	B		-----	-----	-----	----	----	----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.49	13.7	B	
		Overall		**0.77**	**27.1**	**C**	**0.92**	**29.5**	**C**		**0.62**	**20.5**	**C**	**0.64**	**20.6**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.48	29.0	C	0.49	29.3	C		0.33	26.4	C	0.33	26.4	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.45	10.9	B		0.35	9.7	A	0.35	9.8	A	
		SB	LTR	0.40	10.3	B	0.42	10.4	B		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.63**	**26.0**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.5	C	0.58	33.6	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.70	23.8	C	0.71	24.0	C		0.63	22.6	C	0.64	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.5**	**C**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.49	24.5	C	
		NB	LT	0.37	11.9	B	0.38	12.1	B		0.21	10.6	B	0.21	10.7	B	
		Overall		**0.43**	**16.4**	**B**	**0.44**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.32**	**16.6**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.36	212.2	F	1.36	214.3	F	yes	1.27	162.7	F	1.30	179.5	F	yes
		SB	TR	0.67	17.0	B	0.68	17.1	B		0.77	19.9	B	0.80	21.9	C	
		Overall		**0.93**	**103.3**	**F**	**0.94**	**104.0**	**F**		**0.96**	**73.0**	**E**	**0.99**	**80.4**	**F**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.99	67.6	E	0.99	68.5	E		0.76	34.8	C	0.76	35.0	C	
		NB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TH	0.45	11.6	B	0.46	11.8	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.47	11.4	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.64**	**32.3**	**C**		**0.47**	**20.5**	**C**	**0.47**	**20.6**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.79	20.4	C		0.54	14.5	B	0.55	14.6	B	
		Overall		**0.74**	**23.2**	**C**	**0.74**	**23.2**	**C**		**0.55**	**19.3**	**B**	**0.56**	**19.3**	**B**	
9	**126th Street and 5th Avenue**	WB	LT	1.13	103.8	F	1.14	106.9	F	yes	0.89	44.3	D	0.90	45.4	D	
		SB	TR	0.68	17.2	B	0.69	17.4	B		0.54	14.6	B	0.55	14.7	B	
		Overall		**0.85**	**54.5**	**D**	**0.86**	**55.8**	**E**		**0.68**	**26.8**	**C**	**0.69**	**27.3**	**C**	
10	**West 126th Street and Lenox Avenue**	WB	LTR	1.00	57.4	E	1.01	58.8	E		0.92	43.7	D	0.92	43.7	D	
		NB	L	0.76	53.7	D	0.81	62.7	E	yes	0.97	90.8	F	1.01	106.1	F	yes
			T	0.81	27.4	C	0.81	27.2	C		0.48	18.8	B	0.48	18.8	B	
		SB	TR	0.70	23.7	C	0.73	24.6	C		0.67	22.5	C	0.69	23.0	C	
		Overall		**0.91**	**35.9**	**D**	**0.91**	**36.6**	**D**		**0.94**	**31.0**	**C**	**0.97**	**32.0**	**C**	

Table 3.21-6
Comparison of the traffic analyses under year 2017 No-Action and Action Arts Bonus Alternative
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.82	34.4	C	0.82	34.9	C		0.59	27.0	C	0.59	27.0	C	
		NB	LT	0.58	14.9	B	0.63	15.7	B		0.57	14.8	B	0.60	15.3	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.6	B	
		Overall		**0.67**	**19.5**	**B**	**0.71**	**19.9**	**B**		**0.58**	**16.4**	**B**	**0.60**	**16.6**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	1.07	90.6	F	1.07	90.6	F		0.65	41.5	D	0.65	41.5	D	
		NB	LT	0.38	8.2	A	0.39	8.2	A		0.38	12.5	B	0.38	12.6	B	
		SB	TR	0.31	7.5	A	0.32	7.6	A		0.34	12.6	B	0.35	12.7	B	
		Overall		**0.59**	**34.6**	**C**	**0.59**	**34.3**	**C**		**0.48**	**20.4**	**C**	**0.49**	**20.3**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.93	47.8	D	0.93	47.8	D		0.74	28.4	C	0.74	28.4	C	
		NB	LT	1.13	103.4	F	1.15	110.1	F	yes	1.02	70.9	E	1.04	78.2	E	yes
		SB	TR	0.77	29.2	C	0.78	29.6	C		0.76	28.6	C	0.77	29.4	C	
		Overall		**1.03**	**62.8**	**E**	**1.04**	**65.7**	**E**		**0.88**	**42.7**	**D**	**0.89**	**45.5**	**D**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.12	158.6	F	1.13	160.4	F	yes	1.11	111.6	F	1.11	111.6	F	
		NB	LT	0.19	8.4	A	0.19	8.4	A		0.19	8.4	A	0.19	8.4	A	
		SB	TR	0.31	9.9	A	0.32	9.9	A		0.32	9.9	A	0.32	10.0	A	
		Overall		**0.58**	**75.0**	**E**	**0.58**	**75.7**	**E**		**0.58**	**52.7**	**D**	**0.58**	**52.6**	**D**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.87	34.0	C	0.97	47.2	D	yes	0.62	24.8	C	0.68	26.1	C	
		NB	L	0.20	16.1	B	0.20	16.1	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.09	15.0	B		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.54**	**37.6**	**D**		**0.53**	**17.5**	**B**	**0.55**	**18.0**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.83	47.9	D	0.93	73.6	E	yes	0.84	37.4	D	0.92	43.4	D	
		WB	LT	1.04	78.6	E	1.35	197.2	F	yes	1.75	381.3	F	2.14	555.1	F	yes
		SB	LTR	0.93	55.4	E	0.95	63.8	E	yes	0.45	22.7	C	0.47	22.9	C	
		RAMP (SB)	TR	1.02	120.2	F	1.09	144.6	F	yes	0.92	57.7	E	1.04	84.5	F	yes
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	2.23	810.9	F	-----	-----	-----		1.71	353.9	F	-----	-----	-----	
		WB	DefL	-----	-----	-----	3.85	1340.0	F	yes	-----	-----	-----	2.94	932.2	F	yes
			T	-----	-----	-----	2.51	976.3	F	yes	-----	-----	-----	1.82	403.4	F	yes
			TR	0.96	47.3	D	1.15	106.9	F	yes	0.89	37.9	D	1.07	75.7	E	yes
		NB	LTR	0.58	16.7	B	0.59	16.8	B		0.42	14.7	B	0.42	14.7	B	
		Overall		**1.30**	**290.6**	**F**	**2.17**	**410.2**	**F**		**0.98**	**126.5**	**F**	**1.53**	**193.7**	**F**	
18	**East 125th Street and Lexington Avenue**	EB	TR	1.30	278.0	F	1.51	369.5	F	yes	1.06	72.2	E	1.20	127.5	F	yes
		WB	LT	1.57	294.2	F	1.89	435.6	F	yes	1.74	365.8	F	1.99	479.9	F	yes
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.63	18.1	B	0.64	18.3	B		0.63	17.9	B	0.64	18.0	B	
		Overall		**1.04**	**186.7**	**F**	**1.19**	**271.1**	**F**		**1.11**	**134.6**	**F**	**1.23**	**193.9**	**F**	
19	**East 125th Street and Park Avenue**	EB	LTR	1.06	136.3	F	1.22	199.0	F	yes	0.72	18.5	B	0.80	21.6	C	
		WB	LTR	0.93	36.0	D	1.16	105.9	F	yes	0.79	21.8	C	0.96	38.6	D	
		NB	TR	0.50	25.4	C	0.50	25.5	C		0.28	22.1	C	0.29	22.2	C	
		SB	TR	0.72	30.0	C	0.73	30.1	C		0.57	26.2	C	0.57	26.2	C	
		Overall		**0.93**	**72.7**	**E**	**1.03**	**119.5**	**F**		**0.70**	**21.6**	**C**	**0.81**	**28.4**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	1.26	147.6	F	1.57	285.8	F	yes	1.20	125.3	F	1.41	218.0	F	yes
		WB	TR	0.67	20.6	C	0.78	24.0	C		0.76	25.7	C	0.87	31.7	C	
		NB	LTR	0.82	28.8	C	0.83	29.2	C		0.54	19.4	B	0.55	19.5	B	
		Overall		**1.06**	**67.9**	**E**	**1.24**	**123.6**	**F**		**0.87**	**56.9**	**E**	**0.98**	**91.6**	**F**	
21	**125th Street and 5th Avenue**	EB	TR	1.02	152.3	F	1.25	238.8	F	yes	1.04	413.7	F	1.16	456.6	F	yes
		WB	LT	0.84	30.9	C	1.06	87.2	F	yes	0.98	222.9	F	1.17	305.2	F	yes
		SB	LTR	0.93	39.0	D	0.96	43.2	D		0.65	23.5	C	0.67	23.9	C	
		Overall		**0.98**	**75.8**	**E**	**1.17**	**128.9**	**F**		**0.89**	**234.8**	**F**	**1.03**	**286.0**	**F**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.82	28.5	C	1.07	73.4	E	yes	1.16	504.7	F	1.31	571.2	F	yes
		WB	TR	0.87	33.2	C	0.99	50.3	D	yes	1.38	657.2	F	1.62	776.5	F	yes
		NB	TR	0.98	47.4	D	0.98	48.1	D		0.80	28.4	C	0.80	28.5	C	
		SB	TR	0.79	27.4	C	0.84	30.5	C		0.88	33.0	C	0.91	36.4	D	
		Overall		**0.93**	**34.9**	**C**	**1.03**	**52.2**	**D**		**1.13**	**315.6**	**F**	**1.26**	**382.6**	**F**	

Table 3.21-6
Comparison of the traffic analyses under year 2017 No-Action and Action Arts Bonus Alternative
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	1.39	268.3	F	1.78	447.4	F	yes	1.06	441.4	F	1.25	547.5	F	yes
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		WB	LTR	1.09	130.0	F	1.63	370.7	F	yes	0.93	325.0	F	1.20	478.0	F	yes
		NB	TR	0.58	20.1	C	0.61	20.6	C		0.61	20.5	C	0.65	21.3	C	
		SB	TR	0.43	17.8	B	0.44	17.9	B		0.49	18.7	B	0.57	20.2	C	
		Overall		**0.99**	**106.9**	**F**	**1.20**	**220.2**	**F**		**0.84**	**186.7**	**F**	**0.95**	**255.2**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.71	21.8	C	0.85	28.4	C		1.20	329.7	F	1.29	364.8	F	yes
		WB	LTR	0.98	48.4	D	1.21	127.3	F	yes	1.19	585.8	F	1.28	621.3	F	yes
		NB	TR	0.62	24.4	C	0.66	25.4	C		0.39	12.7	B	0.41	12.9	B	
		SB	TR	0.58	23.1	C	0.60	23.5	C		0.41	14.5	B	0.43	14.8	B	
		Overall		**0.82**	**30.1**	**C**	**0.96**	**56.1**	**E**		**0.72**	**274.3**	**F**	**0.76**	**299.6**	**F**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	1.21	207.8	F	1.36	276.7	F	yes	0.80	112.0	F	0.85	140.2	F	yes
		WB	LTR	0.70	18.8	B	0.88	28.5	C		0.55	36.5	D	0.60	40.5	D	
		NB	TR	0.87	44.7	D	0.90	48.9	D		0.73	36.0	D	0.76	38.1	D	
		SB	TR	0.90	85.4	F	0.90	87.3	F		1.06	88.7	F	1.09	97.9	F	yes
		Overall		**1.09**	**104.9**	**F**	**1.18**	**132.6**	**F**		**0.91**	**74.5**	**E**	**0.95**	**87.7**	**F**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.68	17.5	B	0.72	18.8	B		0.63	111.3	F	0.65	118.8	F	yes
		WB	LTR	0.80	23.0	C	0.95	37.2	D		0.50	36.4	D	0.53	38.7	D	
		NB	DefL	-----	-----	-----	----	----	----		0.59	33.3	C	0.59	33.3	C	
			TR	-----	-----	-----	----	----	----		0.47	26.3	C	0.48	26.5	C	
			LTR	0.63	29.0	C	0.64	29.5	C		-----	-----	-----	----	----	----	
		SB	LTR	0.46	25.3	C	0.48	25.6	C		0.44	24.8	C	0.44	24.8	C	
		Overall		**0.74**	**22.3**	**C**	**0.83**	**28.0**	**C**		**0.61**	**61.4**	**E**	**0.63**	**65.3**	**E**	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.68	47.3	D	0.84	75.2	E	yes	0.40	101.3	F	0.41	111.4	F	yes
			TR	0.93	42.8	D	0.99	52.6	D	yes	0.97	154.1	F	1.00	174.5	F	yes
		WB	L	0.99	125.0	F	1.00	128.6	F	yes	0.99	449.8	F	0.99	449.8	F	
			TR	0.72	28.2	C	0.81	32.0	C		0.66	95.4	F	0.68	100.0	F	yes
		NB	L	0.35	28.3	C	0.35	28.3	C		0.35	13.5	B	0.35	13.5	B	
			T	0.50	51.3	D	0.50	51.3	D		0.25	19.1	B	0.25	19.1	B	
			R	0.77	42.3	D	0.77	42.3	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.72	46.3	D		0.58	23.8	C	0.58	23.8	C	
			TR	0.35	22.9	C	0.35	22.9	C		0.22	18.8	B	0.22	18.8	B	
		Overall		*	**40.6**	**D**	*	**44.7**	**D**		*	**94.6**	**F**	*	**102.7**	**F**	
28	**West 125th Street and Broadway**	EB	L	0.57	38.9	D	0.71	54.4	D	yes	0.50	31.7	C	0.52	33.0	C	
			T	0.63	30.0	C	0.69	31.5	C		0.56	26.2	C	0.59	26.8	C	
			R	0.23	11.8	B	0.23	11.8	B		0.21	7.3	A	0.21	7.3	A	
		WB	L	0.42	33.4	C	0.49	37.5	D		0.36	28.1	C	0.38	29.3	C	
			T	0.59	29.3	C	0.70	32.3	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.8	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.55	49.9	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.58	63.9	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.49	27.8	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.61	39.2	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.34	22.4	C		0.68	35.6	D	0.68	35.6	D	
			R	0.20	22.1	C	0.20	22.1	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.64**	**36.8**	**D**		**0.57**	**28.2**	**C**	**0.59**	**28.4**	**C**	
29	**West 125th Street and 12th Avenue**	WB	L	0.76	34.2	C	0.87	40.3	D		0.35	21.5	C	0.37	21.7	C	
			TR	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	0.64	14.2	B	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.85	27.9	C		1.10	95.2	F	1.14	109.1	F	yes
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.6	B	
		Overall		**0.67**	**25.9**	**C**	**0.80**	**29.2**	**C**		**1.07**	**51.3**	**D**	**0.86**	**47.4**	**D**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	

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No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.40	24.5	C	0.40	24.5	C		0.39	23.3	C	0.39	23.3	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.47**	**16.0**	**B**		**0.43**	**15.2**	**B**	**0.43**	**15.2**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	LT	0.79	20.6	C	0.79	20.6	C		0.92	29.4	C	0.92	29.7	C	
		Overall		**0.86**	**32.9**	**C**	**0.86**	**32.9**	**C**		**0.84**	**30.4**	**C**	**0.84**	**30.6**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.34	20.2	C	0.34	20.2	C		0.23	18.9	B	0.23	18.9	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.93	36.8	D		0.56	17.5	B	0.57	17.6	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**26.8**	**C**		**0.42**	**16.7**	**B**	**0.42**	**16.8**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.19	21.1	C	0.19	21.1	C		0.19	21.0	C	0.19	21.0	C	
		NB	TR	0.88	25.6	C	0.89	26.1	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.62**	**25.4**	**C**		**0.43**	**16.3**	**B**	**0.44**	**16.4**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.56	32.7	C	0.56	32.7	C		0.47	31.2	C	0.47	31.2	C	
			LR	0.64	23.5	C	0.62	23.5	C		----	----	----	0.50	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	28.9	C		0.39	29.7	C	0.41	30.1	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.42	9.9	A		0.55	11.4	B	0.56	11.6	B	
		Overall		**0.52**	**16.7**	**B**	**0.50**	**16.4**	**B**		**0.55**	**15.2**	**B**	**0.55**	**15.3**	**B**	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.66	28.0	C	0.66	27.9	C		0.63	29.4	C	0.63	29.4	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.7	B	
		SB	DefL	0.67	32.0	C	0.71	36.7	D		----	-----	-----	----	----	----	
			T	0.46	15.1	B	0.48	15.3	B		-----	-----	-----	----	----	----	
			LTR	-----	-----	-----	----	----	----		0.42	12.7	B	0.43	12.9	B	
		Overall		**0.66**	**18.5**	**B**	**0.69**	**18.9**	**B**		**0.50**	**15.8**	**B**	**0.51**	**15.8**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.80	35.4	D	0.80	35.4	D		0.59	26.1	C	0.59	26.1	C	
		NB	TR	0.41	14.9	B	0.43	15.2	B		0.34	14.1	B	0.35	14.3	B	
		SB	LT	0.54	17.1	B	0.56	17.5	B		0.44	15.6	B	0.45	15.7	B	
		Overall		**0.65**	**21.2**	**C**	**0.67**	**21.2**	**C**		**0.51**	**17.7**	**B**	**0.51**	**17.7**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.66	23.8	C	0.66	23.8	C		0.67	25.3	C	0.67	25.3	C	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.39	18.4	B	
		SB	LT	0.74	26.7	C	0.76	28.3	C		0.75	29.6	C	0.76	30.2	C	
		Overall		**0.70**	**24.0**	**C**	**0.71**	**24.3**	**C**		**0.71**	**25.3**	**C**	**0.71**	**25.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.64	25.2	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.78	25.9	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	0.99	54.0	D		0.83	29.2	C	0.84	30.0	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**33.1**	**C**		**0.76**	**25.5**	**C**	**0.77**	**25.7**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.73	32.9	C	0.74	33.3	C		0.68	30.8	C	0.69	31.1	C	
		WB	LTR	0.71	30.7	C	0.73	31.6	C		0.70	30.6	C	0.73	31.5	C	
		NB	LTR	0.40	12.5	B	0.42	12.8	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.40	12.7	B		0.34	12.0	B	0.36	12.1	B	
		Overall		**0.52**	**20.4**	**C**	**0.54**	**20.7**	**C**		**0.48**	**20.5**	**C**	**0.50**	**20.8**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.30	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.80	25.1	C		0.63	18.0	B	0.64	18.5	B	
		SB	LTR	0.50	15.7	B	0.52	16.1	B		0.45	14.5	B	0.47	14.7	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.4**	**C**		**0.66**	**22.4**	**C**	**0.68**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.77	37.8	D	0.82	40.2	D		0.49	28.2	C	0.51	28.6	C	
		WB	LR	0.54	30.2	C	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.79	30.1	C	0.88	35.5	D		0.85	35.7	D	0.88	37.8	D	
		SB	T	0.27	20.0	B	0.29	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		*	**30.6**	**C**	*	**33.5**	**C**		*	**30.0**	**C**	*	**31.0**	**C**	

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				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	SB	L	0.32	11.6	B	0.26	11.0	B		0.27	11.0	B	0.27	11.0	B	
			R	0.57	14.8	B	0.85	27.6	C		0.49	13.1	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.27	8.0	A	0.40	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**,** **LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS

Table 3.21-7
Mitigation of the traffic analyses under year 2017 No-Action and ARTS BONUS Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ART BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	0.98	59.5	E		0.69	31.1	C	0.88	44.5	D	
			DefL	1.11	147.8	F	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	0.87	47.2	D	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.02	66.1	E	1.01	61.1	E		0.73	32.3	C	0.75	33.4	C	
		NB	L	0.22	14.8	B	0.27	19.5	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.63	18.0	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.66	32.3	C		0.30	13.8	B	0.30	13.8	B	
			TR	0.77	19.8	B	0.84	24.9	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.93**	**36.8**	**D**		**0.57**	**20.7**	**C**	**0.63**	**23.7**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.61	29.3	C		0.50	27.0	C	0.65	32.6	C	
		WB	L	0.88	64.1	E	0.86	59.0	E		0.44	28.3	C	0.45	28.7	C	
			TR	0.98	68.2	E	0.95	59.9	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.50	14.4	B		0.45	13.3	B	0.48	13.6	B	
		SB	DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			LT	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.88	24.3	C	0.94	30.6	C		0.35	12.0	B	0.36	12.1	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**32.0**	**C**		**0.60**	**20.6**	**C**	**0.62**	**21.2**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.43	27.9	C		0.23	25.1	C	0.23	25.2	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.30	9.3	A		0.33	9.6	A	0.35	9.7	A	
		SB	LTR	0.45	10.9	B	0.46	11.0	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.7**	**C**		**0.54**	**25.6**	**C**	**0.55**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.6	C	
		NB	L	1.06	98.6	F	1.06	97.7	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.8	C		0.45	20.3	C	0.45	20.4	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.7**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.69	28.7	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.36	11.9	B		0.27	11.2	B	0.34	11.7	B	
		Overall		**0.46**	**19.0**	**B**	**0.49**	**18.6**	**B**		**0.33**	**15.7**	**B**	**0.37**	**15.5**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	-----	-----	-----		1.14	111.3	F	-----	-----	-----	
			L	-----	-----	-----	0.51	27.0	C		-----	-----	-----	0.66	31.9	C	
			T	-----	-----	-----	1.12	170.7	F		-----	-----	-----	0.79	36.1	D	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.89**	**72.0**	**E**		**0.75**	**59.7**	**E**	**0.62**	**24.9**	**C**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.98	67.6	E		0.78	36.7	D	0.86	40.9	D	
		NB	DefL	0.38	12.7	B	0.43	16.1	B		----	-----	-----	----	----	----	
			T	0.35	10.7	B	0.38	13.1	B		-----	-----	-----	----	----	----	
			TH	----	----	----	----	----	F		0.22	9.1	A	0.22	9.6	A	
		SB	TR	0.42	10.9	B	0.45	13.3	B		0.26	9.3	A	0.26	9.8	A	
		Overall		**0.61**	**37.2**	**D**	**0.66**	**37.4**	**D**		**0.44**	**21.6**	**C**	**0.47**	**24.8**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.84	35.7	D		0.56	26.1	C	0.56	26.2	C	
		NB	LT	0.61	15.8	B	0.69	17.5	B		0.55	14.7	B	0.65	16.7	B	
		Overall		**0.70**	**25.5**	**C**	**0.75**	**25.7**	**C**		**0.55**	**19.2**	**B**	**0.62**	**20.1**	**C**	
9	**126th Street and 5th Avenue**	WB	LT	1.08	84.4	F	1.08	81.3	F		0.87	43.0	D	-----	-----	-----	
			L	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.52	27.2	C	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.77	35.7	D	
		SB	TR	0.80	21.3	C	0.87	27.6	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.97**	**51.0**	**D**		**0.65**	**26.1**	**C**	**0.76**	**22.9**	**C**	

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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ART BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
10	**West 126th Street and Lenox Avenue ****	WB	LTR	0.98	51.8	D	-----	-----	-----		0.69	25.5	C	0.79	32.0	C	
			LT	-----	-----	-----	0.73	27.1	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.45	22.6	C		-----	-----	-----	-----	-----	-----	
		NB	L	0.74	66.3	E	0.95	93.2	F	yes	0.58	30.0	C	0.79	44.7	D	
			T	0.44	18.3	B	0.40	15.4	B		0.46	18.6	B	0.44	17.0	B	
		SB	TR	0.99	48.2	D	-----	-----	-----		0.47	18.8	B	0.46	17.5	B	
			T	-----	-----	-----	0.74	21.9	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.42	19.8	B		-----	-----	-----	-----	-----	-----	
		Overall		**0.99**	**42.6**	**D**	**0.84**	**24.2**	**C**		**0.63**	**21.1**	**C**	**0.79**	**23.5**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.70	C	0.80	31.70	C		0.56	26.3	C	0.62	27.7	C	
		NB	LT	0.54	16.20	B	-----	-----	----		0.44	13.0	B	0.57	14.8	B	
			DefL	----	----	----	1.01	105.7	F		----	----	----	-----	-----	----	
			T	----	----	----	0.52	15.9	B		----	----	----	-----	-----	----	
		SB	TR	0.58	16.50	B	0.59	16.50	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.92**	**24.0**	**C**		**0.49**	**15.6**	**B**	**0.59**	**16.9**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.97	51.3	D		0.78	36.0	D	0.88	43.8	D	
		NB	LT	0.31	14.0	B	0.53	19.5	B		0.34	12.1	B	0.44	14.0	B	
		SB	TR	0.45	15.5	B	0.48	17.7	B		0.27	11.3	B	0.28	12.0	B	
		Overall		**0.67**	**30.2**	**C**	**0.74**	**31.4**	**C**		**0.51**	**20.0**	**B**	**0.62**	**24.0**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	-----	-----	-----		0.79	32.4	C	0.88	40.8	D	
			L	-----	-----	-----	0.30	17.1	B		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	0.63	23.3	C		-----	-----	-----	-----	-----	-----	
		NB	LT	0.87	41.0	D	-----	-----	-----		0.70	26.8	C	-----	-----	-----	
			L	-----	-----	-----	0.73	43.9	D		-----	-----	-----	0.46	24.0	C	
			T	-----	-----	-----	0.66	25.4	C		-----	-----	-----	0.58	22.7	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.55	21.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.75**	**29.6**	**C**		**0.74**	**27.1**	**C**	**0.73**	**29.1**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.06	87.1	F		0.89	56.7	E	0.92	57.8	E	
		NB	LT	0.14	8.0	A	-----	-----	----		0.11	7.8	A	-----	-----	----	
			DefL	----	----	----	0.32	12.0	B		----	----	----	0.22	10.2	B	
			T	----	----	----	0.20	10.1	B		----	----	----	0.18	9.4	A	
		SB	TR	0.29	9.6	A	0.31	11.3	B		0.27	9.5	A	0.28	10.5	B	
		Overall		**0.56**	**50.7**	**D**	**0.61**	**49.3**	**D**		**0.47**	**30.9**	**C**	**0.50**	**31.0**	**C**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.64	24.8	C	0.66	25.8	C		0.61	24.4	C	0.66	25.6	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.49**	**17.8**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.1**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.66	32.8	C	0.65	30.8	C		0.72	27.7	C	0.71	25.5	C	
		WB	LT	1.16	121.7	F	1.16	120.1	F		0.92	50.9	D	0.95	51.4	D	
		SB	LTR	0.81	31.7	C	0.95	42.7	D		0.65	33.3	C	0.78	39.8	D	
		RAMP (SB)	TR	1.09	218.2	F	1.07	207.3	F		0.69	37.7	D	0.75	40.0	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	1.16	115.4	F	-----	-----	----		1.60	314.4	F	-----	-----	----	
			T	----	----	----	0.55	20.8	C		----	----	----	0.78	28.0	C	
		WB	TR	0.80	31.3	C	0.93	41.4	D		0.78	30.3	C	0.92	40.8	D	
		NB	LTR	0.39	14.4	B	0.47	17.6	B		0.43	14.8	B	0.53	17.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.70**	**25.9**	**C**		**0.94**	**121.0**	**F**	**0.72**	**26.8**	**C**	
18	**East 125th Street and Lexington Avenue**	EB	TR	0.91	41.1	D	0.95	43.9	D		1.03	68.6	E	1.21	132.6	F	yes
		WB	LT	1.41	322.6	F	----	-----	----		1.54	292.2	F	-----	-----	----	
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	0.70	31.6	C		-----	-----	-----	0.64	22.8	C	
		SB	LTR	0.70	20.3	C	0.83	27.6	C		0.45	15.3	B	0.56	19.2	B	
		Overall		**1.01**	**113.1**	**F**	**0.89**	**33.4**	**C**		**0.93**	**123.1**	**F**	**0.87**	**66.1**	**E**	

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No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ART BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
19	**East 125th Street and Park Avenue**	EB	LTR	0.64	16.8	B	-----	-----	----		0.74	19.4	B	-----	-----	----	
			TR	-----	-----	-----	0.61	15.9	B		-----	-----	-----	0.76	19.8	B	
		WB	LTR	0.93	36.0	D	-----	-----	----		0.87	28.7	C	-----	-----	----	
			TR	-----	-----	-----	0.72	18.9	B		-----	-----	-----	0.64	16.7	B	
		NB	TR	0.46	24.6	C	0.48	24.9	C		0.36	23.1	C	0.38	23.4	C	
		SB	TR	0.56	28.0	C	0.64	30.0	C		0.50	25.1	C	0.58	26.5	C	
		Overall		**0.79**	**26.7**	**C**	**0.69**	**21.5**	**C**		**0.73**	**23.8**	**C**	**0.69**	**20.6**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	0.88	32.4	C	-----	-----	----		0.99	52.0	D	-----	-----	----	
			T	-----	-----	-----	0.63	19.9	B		-----	-----	-----	0.67	20.8	C	
		WB	TR	0.57	18.9	B	0.72	22.6	C		0.67	21.0	C	0.87	30.5	C	
		NB	LTR	0.64	23.1	C	0.68	23.9	C		0.59	22.2	C	0.65	23.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.70**	**22.4**	**C**		**0.81**	**31.9**	**C**	**0.76**	**24.9**	**C**	
21	**125th Street and 5th Avenue**	EB	TR	0.80	33.8	C	0.70	23.6	C		0.80	35.5	D	0.73	24.2	C	
		WB	LT	0.80	27.4	C	0.62	21.5	C		0.81	27.9	C	0.51	18.1	B	
		SB	LTR	1.15	102.8	F	1.15	100.9	F		0.77	27.2	C	0.88	33.2	C	
		Overall		**1.00**	**64.8**	**E**	**0.92**	**59.8**	**E**		**0.82**	**30.1**	**C**	**0.80**	**26.1**	**C**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.51	19.4	B	0.55	20.2	C		0.77	26.8	C	0.78	26.5	C	
		WB	TR	0.69	29.0	C	0.86	43.2	D		0.81	29.8	C	0.81	29.3	C	
		NB	TR	0.66	22.6	C	0.66	22.8	C		0.63	21.8	C	0.65	22.4	C	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		SB	TR	1.00	50.9	D	-----	-----	-----		0.57	20.8	C	0.63	22.0	C	
			T	-----	-----	-----	0.89	33.5	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.40	19.7	B		-----	-----	-----	-----	-----	-----	
		Overall		**0.84**	**33.5**	**C**	**0.88**	**30.5**	**C**		**0.72**	**25.1**	**C**	**0.73**	**25.3**	**C**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.72	25.4	C	-----	-----	----		1.08	125.2	F	-----	-----	----	
			TR	-----	-----	-----	0.55	20.3	C		-----	-----	-----	0.74	28.1	C	
		WB	LTR	0.72	25.4	C	-----	-----	----		0.93	50.8	D	-----	-----	----	
			TR	-----	-----	-----	0.62	21.9	C		-----	-----	-----	0.85	34.9	C	
		NB	TR	0.40	17.6	B	0.46	18.2	B		0.56	19.9	B	0.66	21.8	C	
		SB	TR	0.65	21.2	C	0.67	21.6	C		0.45	18.3	B	0.54	19.6	B	
		Overall		**0.69**	**22.0**	**C**	**0.65**	**20.6**	**C**		**0.82**	**52.8**	**D**	**0.75**	**25.7**	**C**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.76	33.7	C	-----	-----	----		0.75	20.5	C	-----	-----	----	
			TR	-----	-----	-----	0.69	26.9	C		-----	-----	-----	0.61	16.1	B	
		WB	LTR	0.77	26.0	C	-----	-----	----		0.80	23.4	C	-----	-----	----	
			TR	-----	-----	-----	0.66	21.7	C		-----	-----	-----	0.61	16.2	B	
		NB	TR	0.33	18.2	B	0.40	19.2	B		0.60	27.8	C	0.72	31.5	C	
		SB	TR	0.52	20.7	C	0.54	21.1	C		0.60	29.3	C	0.73	34.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.62**	**22.7**	**C**		**0.72**	**24.4**	**C**	**0.66**	**23.1**	**C**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	0.96	55.7	E	-----	-----	----		0.90	31.6	C	-----	-----	----	
			TR	-----	-----	-----	0.69	21.5	C		-----	-----	-----	0.68	20.4	C	
		WB	LTR	0.72	20.0	B	-----	-----	----		0.55	15.4	B	-----	-----	----	
			TR	-----	-----	-----	0.58	17.3	B		-----	-----	-----	0.51	16.7	B	
		NB	TR	0.56	28.5	C	0.73	32.0	C		0.69	33.6	C	0.85	41.0	D	
		SB	TR	1.00	64.8	E	0.99	60.6	E		0.83	41.7	D	0.87	42.3	D	
		Overall		**0.97**	**44.6**	**D**	**0.82**	**32.2**	**C**		**0.87**	**29.4**	**C**	**0.76**	**28.0**	**C**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.65	17.0	B	-----	-----	----		0.61	16.1	B	-----	-----	----	
			TR	-----	-----	-----	0.70	19.3	B		-----	-----	-----	0.73	19.3	B	
		WB	LTR	0.64	17.1	B	-----	-----	----		0.52	14.6	B	-----	-----	----	
			TR	-----	-----	-----	0.51	15.4	B		-----	-----	-----	0.46	13.5	B	
		NB	DefL	0.79	50.6	D	0.79	50.0	D		0.50	30.7	C	0.52	31.8	C	
			TR	0.28	22.7	C	0.32	21.8	C		0.26	22.4	C	0.30	22.9	C	
			LTR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.53	26.6	C	0.55	25.5	C		0.39	24.0	C	0.43	24.5	C	
		Overall		**0.70**	**21.5**	**C**	**0.74**	**21.7**	**C**		**0.57**	**18.0**	**B**	**0.65**	**19.2**	**B**	

Table 3.21-7
Mitigation of the traffic analyses under year 2017 No-Action and ARTS BONUS Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ART BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.49	33.5	C	-----	-----	----		0.57	36.4	D	-----	-----	----	
			TR	0.87	37.4	D	0.62	25.4	C		0.82	33.7	C	0.56	24.3	C	
		WB	L	0.82	89.6	F	-----	-----	----		0.60	52.0	D	-----	-----	----	
			TR	0.65	27.3	C	0.45	22.8	C		0.63	26.7	C	0.44	22.6	C	
		NB	L	0.29	17.5	B	0.31	19.5	B		0.18	14.0	B	0.19	15.0	B	
			T	0.38	22.6	C	0.44	23.5	C		0.33	22.1	C	0.42	23.2	C	
			R	0.61	31.6	C	0.61	31.6	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.5	D		0.71	33.5	C	0.71	34.0	C	
			TR	0.50	24.5	C	0.59	26.1	C		0.36	22.5	C	0.42	23.3	C	
		Overall		*	**32.0**	**C**	*	**26.4**	**C**		*	**29.8**	**C**	*	**25.5**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.21	25.5	C	0.28	21.1	C		0.26	20.7	C	0.28	21.1	C	
			T	0.50	27.5	C	0.37	20.6	C		0.42	21.2	C	0.37	20.6	C	
			R	0.14	10.9	B	0.40	11.1	B		0.27	9.5	A	0.40	11.1	B	
		WB	L	0.44	32.0	C	0.18	19.6	B		0.20	20.1	C	0.18	19.6	B	
			T	0.45	26.8	C	0.35	20.3	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.28	9.7	A		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.54	39.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.59	30.5	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.50	32.7	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.64	43.3	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.36	26.5	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.17	25.3	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.50**	**25.6**	**C**		**0.52**	**25.9**	**C**	**0.50**	**25.6**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.54	25.6	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.55	12.4	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.27	27.3	C	
		SB	T	0.47	17.2	B	0.59	20.9	C		0.91	47.9	D	0.91	47.4	D	
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	10.3	B	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**20.0**	**B**		**0.72**	**18.6**	**B**	**0.75**	**26.6**	**C**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			RT	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			RT	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.32	22.4	C	0.43	23.8	C		0.32	22.4	C	0.51	25.0	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.45**	**15.6**	**B**		**0.37**	**14.5**	**B**	**0.45**	**16.1**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	LT	0.93	31.6	C	-----	-----	-----		0.57	15.2	B	0.78	20.8	C	
			L	-----	-----	-----	0.37	13.1	B		-----	-----	-----	-----	-----	-----	
			T	-----	-----	-----	0.78	20.0	B		-----	-----	-----	-----	-----	-----	
		Overall		**0.94**	**38.7**	**D**	**0.85**	**28.2**	**C**		**0.68**	**25.1**	**C**	**0.81**	**27.5**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.45	22.0	C	0.47	22.3	C		0.34	20.2	C	0.35	20.3	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.2	C		0.46	15.8	B	0.46	15.8	B	
		Overall		**0.64**	**21.8**	**C**	**0.66**	**22.0**	**C**		**0.41**	**16.4**	**B**	**0.41**	**16.5**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.29	22.1	C	0.40	23.4	C		0.23	21.4	C	0.35	22.9	C	
		NB	TR	0.65	16.5	B	0.65	16.5	B		0.71	18.3	B	0.72	18.3	B	
		Overall		**0.51**	**17.9**	**B**	**0.56**	**18.6**	**B**		**0.52**	**18.9**	**B**	**0.58**	**19.6**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.32	28.1	C	0.33	28.2	C		0.53	33.0	C	0.65	37.1	D	
			LR	0.38	23.5	C	0.37	23.5	C		0.58	23.5	C	0.63	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.24	26.7	C		0.23	26.7	C	0.25	27.0	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.8	A	
		SB	T	0.64	12.9	B	0.64	13.0	B		0.34	9.1	A	0.36	9.3	A	
		Overall		**0.57**	**14.1**	**B**	**0.57**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.45**	**16.5**	**B**	

Table 3.21-7
Mitigation of the traffic analyses under year 2017 No-Action and ARTS BONUS Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ART BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.36	20.9	C	0.46	22.5	C		0.49	25.9	C	0.63	29.6	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	----	----		-----	-----	-----	0.52	20.6	C	
			T	-----	-----	-----	----	----	----		-----	-----	-----	0.36	12.2	B	
			LTR	0.65	18.4	B	0.67	18.8	B		0.39	12.4	B	----	----	----	
		Overall		**0.53**	**17.3**	**B**	**0.58**	**17.9**	**B**		**0.42**	**14.5**	**B**	**0.56**	**16.2**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.72	32.4	C	0.82	38.7	D		0.42	22.3	C	0.55	25.3	C	
		NB	TR	0.19	12.7	B	0.20	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	DefL	-----	-----	-----	----	----	----		-----	-----	-----	0.53	20.4	C	
			T	-----	-----	-----	----	----	----		-----	-----	-----	0.38	15.1	B	
			LT	0.38	14.6	B	0.48	15.9	B		0.34	14.2	B	----	----	----	
		Overall		**0.53**	**19.3**	**B**	**0.63**	**21.9**	**C**		**0.37**	**15.7**	**B**	**0.54**	**17.9**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.65	24.4	C	0.82	33.0	C		0.54	21.7	C	0.73	27.9	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	LT	0.80	30.0	C	-----	-----	-----		0.52	20.8	C	-----	-----	-----	
			L	-----	-----	-----	0.34	18.7	B		-----	-----	-----	0.48	22.3	C	
			T	-----	-----	-----	0.70	25.5	C		-----	-----	-----	0.34	17.5	B	
		Overall		**0.72**	**25.9**	**C**	**0.76**	**26.5**	**C**		**0.53**	**20.3**	**C**	**0.61**	**22.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.7	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.04	66.0	E		0.66	21.4	C	0.66	21.4	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**38.9**	**D**		**0.61**	**21.7**	**C**	**0.61**	**21.7**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.85	40.6	D	0.82	37.3	D		0.67	30.6	C	0.69	31.4	C	
		WB	LTR	1.02	70.1	E	1.01	67.3	E		0.72	31.6	C	0.84	38.6	D	
		NB	LTR	0.41	12.8	B	0.44	13.7	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.67	17.0	B		0.30	11.6	B	0.29	11.5	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**30.4**	**C**		**0.46**	**21.0**	**C**	**0.50**	**23.4**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.39	23.0	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	0.96	55.9	E		0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.78	25.6	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.74	23.2	C		0.67	20.6	C	0.69	21.3	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**33.8**	**C**		**0.66**	**23.2**	**C**	**0.67**	**23.5**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.67	32.3	C	0.71	33.9	C		0.60	30.5	C	0.62	31.0	C	
		WB	LR	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.68	28.2	C		0.67	28.0	C	0.70	29.0	C	
		SB	T	0.12	19.8	B	0.15	20.1	C		0.27	21.2	C	0.28	21.4	C	
		Overall		*****	**28.0**	**C**	*****	**28.7**	**C**		*****	**27.1**	**C**	*****	**27.6**	**C**	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.52	14.4	B		0.32	11.6	B	0.47	13.3	B	
			R	0.96	45.0	E	0.97	45.7	D		0.57	14.8	B	0.58	15.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table was revised subsequent to the release of the DEIS

Table 3.21-7
Mitigation of the traffic analyses under year 2017 No-Action and ARTS BONUS Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.80	35.3	D	0.89	41.0	D		0.58	27.2	C	0.76	34.0	C	
			DefL	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		WB	LTR	1.12	114.6	F	1.00	71.3	E		0.84	39.4	D	0.87	42.2	D	
		NB	L	0.36	16.7	B	0.43	22.7	C		0.24	13.1	B	0.25	13.4	B	
			TR	0.53	14.5	B	0.58	17.6	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.50	20.4	C	0.60	29.0	C		0.48	19.2	B	0.49	19.4	B	
			TR	0.61	15.8	B	0.68	19.7	B		0.54	14.6	B	0.56	14.9	B	
		Overall		**0.81**	**39.3**	**D**	**0.82**	**34.0**	**C**		**0.66**	**21.7**	**C**	**0.68**	**23.6**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.89	50.1	D	1.20	141.2	F	yes	0.62	30.5	C	0.75	37.7	D	
		WB	L	0.78	52.7	D	0.64	35.8	D		0.56	32.9	C	57.00	33.5	C	
			TR	0.91	53.4	D	0.80	36.5	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	0.72	20.1	C		0.50	13.7	B	0.53	14.2	B	
		SB	DefL	0.68	34.2	C	-----	-----	-----		----	-----	-----	----	----	----	
			LT	-----	-----	-----	0.91	34.9	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.09	12.1	B		-----	-----	-----	-----	-----	-----	
			TR	0.43	12.9	B	-----	-----	-----		-----	-----	-----	----	----	----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.49	13.7	B	
		Overall		**0.77**	**27.1**	**C**	**1.04**	**44.4**	**D**		**0.62**	**20.5**	**C**	**0.64**	**21.5**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.48	29.0	C	0.52	29.9	C		0.33	26.4	C	0.34	26.5	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.48	11.1	B		0.35	9.7	A	0.36	9.8	A	
		SB	LTR	0.40	10.3	B	0.37	9.9	A		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.65**	**26.6**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.5	C	0.58	33.6	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.70	23.8	C	0.71	24.0	C		0.63	22.6	C	0.64	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.5**	**C**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.49	24.5	C	
		NB	LT	0.37	11.9	B	0.42	12.5	B		0.21	10.6	B	0.26	11.0	B	
		Overall		**0.43**	**16.4**	**B**	**0.46**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.35**	**16.2**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.36	212.2	F	-----	-----	-----		1.27	162.7	F	-----	-----	-----	
			L	-----	-----	-----	0.60	29.4	C		-----	-----	-----	0.71	34.3	C	
			T	-----	-----	-----	0.97	60.5	E		-----	-----	-----	1.03	77.8	E	
		SB	TR	0.67	17.0	B	0.68	17.1	B		0.77	19.9	B	0.80	21.9	C	
		Overall		**0.93**	**103.3**	**F**	**0.79**	**33.0**	**C**		**0.96**	**73.0**	**E**	**0.89**	**37.9**	**D**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.99	67.6	E	0.99	69.1	E		0.76	34.8	C	0.82	37.7	D	
		NB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TH	0.45	11.6	B	0.49	13.2	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.49	12.7	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.67**	**34.5**	**C**		**0.47**	**20.5**	**C**	**0.49**	**22.3**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.84	22.8	C		0.54	14.5	B	0.65	16.4	B	
		Overall		**0.74**	**23.2**	**C**	**0.77**	**24.6**	**C**		**0.55**	**19.3**	**B**	**0.62**	**20.1**	**C**	
9	**126th Street and 5th Avenue**	WB	LT	1.13	103.8	F	1.12	97.2	F		0.89	44.3	D	-----	-----	-----	
			L	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.23	20.0	B	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	0.92	46.7	D	
		SB	TR	0.68	17.2	B	0.75	21.7	C		0.54	14.6	B	0.59	17.1	B	
		Overall		**0.85**	**54.5**	**D**	**0.91**	**56.0**	**E**		**0.68**	**26.8**	**C**	**0.73**	**28.6**	**C**	

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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS				NO ACTION			ACTION ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
10	**West 126th Street and Lenox Avenue ****	WB	LTR	1.00	57.4	E	-----	-----	-----		0.92	43.7	D	-----	-----	-----	
			LT	-----	-----	-----	0.88	39.0	D		-----	-----	-----	0.86	37.8	D	
			R	-----	-----	-----	0.29	19.8	B		-----	-----	-----	0..37	21.7	C	
		NB	L	0.76	53.7	D	0.98	88.6	F	yes	0.97	90.8	F	1.04	99.0	F	yes
			T	0.81	27.4	C	0.74	22.1	C		0.48	18.8	B	0.43	15.8	B	
		SB	TR	0.70	23.7	C	-----	-----	-----		0.67	22.5	C	-----	-----	-----	
			T	-----	-----	-----	0.54	17.3	B		-----	-----	-----	0.52	16.9	B	
			R	-----	-----	-----	0.24	15.4	B		-----	-----	-----	0.13	13.1	B	
		Overall		**0.91**	**35.9**	**D**	**0.93**	**28.0**	**C**		**0.94**	**31.0**	**C**	**0.96**	**27.8**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.82	34.4	C	0.89	39.7	D		0.59	27.0	C	0.64	28.3	C	
		NB	LT	0.58	14.9	B	0.74	18.5	B		0.57	14.8	B	-----	-----	----	
			DefL	----	----	----	-----	-----	----		----	----	----	0.77	32.9	C	
			T	----	----	----	-----	-----	----		----	----	----	0.61	15.7	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.6	B	
		Overall		**0.67**	**19.5**	**B**	**0.80**	**22.7**	**C**		**0.58**	**16.4**	**B**	**0.72**	**18.8**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	1.07	90.6	F	1.08	91.1	F		0.65	41.5	D	0.76	44.9	D	
		NB	LT	0.38	8.2	A	0.49	10.9	B		0.38	12.5	B	0.53	17.0	B	
		SB	TR	0.31	7.5	A	0.33	9.1	A		0.34	12.6	B	0.38	15.3	B	
		Overall		**0.59**	**34.6**	**C**	**0.69**	**37.2**	**D**		**0.48**	**20.4**	**C**	**0.63**	**25.0**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.93	47.8	D	-----	-----	-----		0.74	28.4	C	0.83	34.2	C	
			L	-----	-----	-----	0.21	16.0	B		-----	-----	-----	-----	-----	-----	
			TR	-----	-----	-----	0.64	24.2	C		-----	-----	-----	-----	-----	-----	
		NB	LT	1.13	103.4	F	-----	-----	-----		1.02	70.9	E	-----	-----	-----	
			L	-----	-----	-----	0.68	39.2	D		-----	-----	-----	0.70	39.6	D	
			T	-----	-----	-----	0.89	40.0	D		-----	-----	-----	0.53	20.8	C	
		SB	TR	0.77	29.2	C	0.78	29.6	C		0.76	28.6	C	0.77	29.4	C	
		Overall		**1.03**	**62.8**	**E**	**0.77**	**149.5**	**F**		**0.88**	**42.7**	**D**	**0.80**	**29.6**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.12	158.6	F	1.13	153.4	F		1.11	111.6	F	1.09	98.0	F	
		NB	LT	0.19	8.4	A	0.29	10.7	B		0.19	8.4	A	-----	-----	----	
			DefL	----	----	----	-----	-----	----		----	----	----	0.43	14.4	B	
			T	----	----	----	-----	-----	----		----	----	----	0.26	11.2	B	
		SB	TR	0.31	9.9	A	0.33	11.6	B		0.32	9.9	A	0.35	12.3	B	
		Overall		**0.58**	**75.0**	**E**	**0.62**	**72.1**	**E**		**0.58**	**52.7**	**D**	**0.67**	**47.1**	**D**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.87	34.0	C	0.95	41.6	D		0.62	24.8	C	0.68	26.1	C	
		NB	L	0.20	16.1	B	0.20	16.9	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.10	15.7	B		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.54**	**37.6**	**D**		**0.53**	**17.5**	**B**	**0.55**	**18.0**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.83	47.9	D	0.93	73.6	E	yes	0.84	37.4	D	0.85	36.1	D	
		WB	LT	1.04	78.6	E	1.35	197.2	F	yes	1.75	381.3	F	1.85	423.5	F	yes
		SB	LTR	0.93	55.4	E	0.95	63.8	E	yes	0.45	22.7	C	0.54	26.4	C	
		RAMP (SB)	TR	1.02	120.2	F	1.09	144.6	F	yes	0.92	57.7	E	0.92	54.4	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	2.23	810.9	F	-----	-----	----		1.71	353.9	F	-----	-----	----	
			T	----	----	----	1.06	178.6	F		----	----	----	0.76	26.4	C	
		WB	TR	0.96	47.3	D	1.08	78.8	E	yes	0.89	37.9	D	0.98	48.5	D	yes
		NB	LTR	0.58	16.7	B	0.74	22.0	C		0.42	14.7	B	0.54	18.4	B	
		Overall		**1.30**	**290.6**	**F**	**0.91**	**81.4**	**F**		**0.98**	**126.5**	**F**	**0.75**	**29.3**	**C**	
18	**East 125th Street and Lexington Avenue**	EB	TR	1.30	278.0	F	1.62	420.2	F	yes	1.06	72.2	E	1.11	88.1	F	yes
		WB	LT	1.57	294.2	F	----	----	----		1.74	365.8	F	----	----	----	
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	0.73	25.2	C		-----	-----	-----	0.77	26.4	C	
		SB	LTR	0.63	18.1	B	0.76	23.5	C		0.63	17.9	B	0.76	23.4	C	
		Overall		**1.04**	**186.7**	**F**	**1.18**	**191.5**	**F**		**1.11**	**134.6**	**F**	**0.93**	**46.6**	**D**	

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				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
19	**East 125th Street and Park Avenue**	EB	LTR	1.06	136.3	F	-----	-----	----		0.72	18.5	B	-----	-----	----	
			TR	-----	-----	-----	1.13	154.4	F		-----	-----	-----	0.72	18.3	B	
		WB	LTR	0.93	36.0	D	-----	-----	----		0.79	21.8	C	-----	-----	----	
			TR	-----	-----	-----	0.68	17.5	B		-----	-----	-----	0.69	17.5	B	
		NB	TR	0.50	25.4	C	0.52	25.8	C		0.28	22.1	C	0.30	22.4	C	
		SB	TR	0.72	30.0	C	0.77	31.6	C		0.57	26.2	C	0.60	26.8	C	
		Overall		**0.93**	**72.7**	**E**	**0.99**	**78.5**	**E**		**0.70**	**21.6**	**C**	**0.67**	**20.2**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	1.26	147.6	F	-----	-----	----		1.20	125.3	F	-----	-----	----	
			T	-----	-----	-----	0.91	32.3	C		-----	-----	-----	0.77	25.7	C	
		WB	TR	0.67	20.6	C	0.84	27.5	C		0.76	25.7	C	0.93	38.6	D	
		NB	LTR	0.82	28.8	C	0.89	33.0	C		0.54	19.4	B	0.59	20.3	C	
		Overall		**1.06**	**67.9**	**E**	**0.90**	**31.3**	**C**		**0.87**	**56.9**	**E**	**0.76**	**28.1**	**C**	
21	**125th Street and 5th Avenue**	EB	TR	1.02	152.3	F	1.04	134.7	F		1.04	413.7	F	0.88	241.0	F	
		WB	LT	0.84	30.9	C	0.66	22.7	C		0.98	222.9	F	0.71	62.3	E	
		SB	LTR	0.93	39.0	D	0.95	41.0	D		0.65	23.5	C	0.71	25.0	C	
		Overall		**0.98**	**75.8**	**E**	**1.00**	**71.4**	**E**		**0.89**	**234.8**	**F**	**0.80**	**120.0**	**F**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.82	28.5	C	1.01	51.9	D	yes	1.16	504.7	F	0.84	224.9	F	
		WB	TR	0.87	33.2	C	0.93	36.3	D		1.38	657.2	F	1.07	408.5	F	
		NB	TR	0.98	47.4	D	-----	-----	-----		0.80	28.4	C	0.84	29.9	C	
			T	-----	-----	-----	0.75	27.5	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.60	28.9	C		-----	-----	-----	-----	-----	-----	
		SB	TR	0.79	27.4	C	0.94	44.5	D		0.88	33.0	C	0.96	43.7	D	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		Overall		**0.93**	**34.9**	**C**	**0.98**	**60.4**	**E**		**1.13**	**315.6**	**F**	**1.01**	**179.9**	**F**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	1.39	268.3	F	-----	-----	----		1.06	441.4	F	-----	-----	----	
			TR	-----	-----	-----	0.87	38.0	D		-----	-----	-----	0.70	142.3	F	
		WB	LTR	1.09	130.0	F	-----	-----	----		0.93	325.0	F	-----	-----	----	
			TR	-----	-----	-----	0.99	83.0	F		-----	-----	-----	0.82	214.1	F	
		NB	TR	0.58	20.1	C	0.66	21.5	C		0.61	20.5	C	0.70	22.4	C	
		SB	TR	0.43	17.8	B	0.46	18.2	B		0.49	18.7	B	0.62	21.0	C	
		Overall		**0.99**	**106.9**	**F**	**0.83**	**39.4**	**D**		**0.84**	**186.7**	**F**	**0.76**	**90.6**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.71	21.8	C	-----	-----	----		1.20	329.7	F	-----	-----	----	
			TR	-----	-----	-----	0.67	20.2	C		-----	-----	-----	1.23	353.5	F	
		WB	LTR	0.98	48.4	D	-----	-----	----		1.19	585.8	F	-----	-----	----	
			TR	-----	-----	-----	0.73	22.0	C		-----	-----	-----	1.18	609.9	F	
		NB	TR	0.62	24.4	C	0.71	26.8	C		0.39	12.7	B	0.47	13.7	B	
		SB	TR	0.58	23.1	C	0.65	24.6	C		0.41	14.5	B	0.50	15.9	B	
		Overall		**0.82**	**30.1**	**C**	**0.72**	**23.2**	**C**		**0.72**	**274.3**	**F**	**0.78**	**257.6**	**F**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	1.21	207.8	F	-----	-----	----		0.80	112.0	F	-----	-----	----	
			TR	-----	-----	-----	0.75	30.9	C		-----	-----	-----	0.60	48.7	D	
		WB	LTR	0.70	18.8	B	-----	-----	----		0.55	36.5	D	-----	-----	----	
			TR	-----	-----	-----	0.75	22.3	C		-----	-----	-----	0.50	31.9	C	
		NB	TR	0.87	44.7	D	1.13	105.0	F	yes	0.73	36.0	D	0.88	44.4	D	
		SB	TR	0.90	85.4	F	0.85	57.3	E		1.06	88.7	F	1.06	83.8	F	
		Overall		**1.09**	**104.9**	**F**	**0.92**	**50.2**	**D**		**0.91**	**74.5**	**E**	**0.80**	**51.5**	**D**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.68	17.5	B	-----	-----	----		0.63	111.3	F	-----	-----	----	
			TR	-----	-----	-----	0.87	25.4	C		-----	-----	-----	0.65	102.3	F	
		WB	LTR	0.80	23.0	C	-----	-----	----		0.50	36.4	D	-----	-----	----	
			TR	----	-----	-----	0.58	15.3	B		-----	-----	-----	0.47	30.8	C	
		NB	DefL	-----	-----	-----	----	----	----		0.59	33.3	C	----	----	----	
			TR	-----	-----	-----	----	----	----		0.47	26.3	C	----	----	----	
			LTR	0.63	29.0	C	0.68	30.9	C		-----	-----	-----	0.64	29.5	C	
		SB	LTR	0.46	25.3	C	0.53	26.6	C		0.44	24.8	C	0.52	26.4	C	
		Overall		**0.74**	**22.3**	**C**	**0.79**	**23.3**	**C**		**0.61**	**61.4**	**E**	**0.64**	**57.2**	**E**	

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				NO ACTION			ACTION ARTS BONUS				NO ACTION			ACTION ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.68	47.3	D	-----	-----	----		0.40	101.3	F	-----	-----	----	
			TR	0.93	42.8	D	0.67	26.3	C		0.97	154.1	F	0.66	39.4	D	
		WB	L	0.99	125.0	F	-----	-----	----		0.99	449.8	F	-----	-----	----	
			TR	0.72	28.2	C	0.56	24.3	C		0.66	95.4	F	0.47	45.8	D	
		NB	L	0.35	28.3	C	0.36	29.7	C		0.35	13.5	B	0.38	15.2	B	
			T	0.50	51.3	D	0.57	53.6	D		0.25	19.1	B	0.29	19.6	B	
			R	0.77	42.3	D	0.75	39.3	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.71	44.7	D		0.58	23.8	C	0.58	24.2	C	
			TR	0.35	22.9	C	0.40	22.9	C		0.22	18.8	B	0.31	19.8	B	
		Overall		*****	**40.6**	**D**	*****	**32.7**	**C**		*****	**94.6**	**F**	*****	**32.6**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.57	38.9	D	0.67	48.2	D	yes	0.50	31.7	C	0.52	33.0	C	
			T	0.63	30.0	C	0.57	28.1	C		0.56	26.2	C	0.54	25.9	C	
			R	0.23	11.8	B	0.37	13.5	B		0.21	7.3	A	0.29	8.1	A	
		WB	L	0.42	33.4	C	0.37	29.9	C		0.36	28.1	C	0.34	27.5	C	
			T	0.59	29.3	C	0.68	30.8	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.4	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.57	52.0	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.59	66.4	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.50	28.5	C		0.64	43.7	D	0.64	42.7	D	
		SB	L	0.61	39.1	D	0.63	40.2	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.35	22.8	C		0.68	35.6	D	0.68	35.6	D	
			R	0.20	22.1	C	0.21	22.5	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.63**	**36.1**	**D**		**0.57**	**28.2**	**C**	**0.57**	**28.0**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.76	34.2	C	0.87	40.3	D		0.35	21.5	C	0.38	22.6	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	0.64	14.3	B	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	T	0.77	22.4	C	0.85	27.9	C		1.10	95.2	F	1.11	96.0	F	
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.1	B	
		Overall		**0.67**	**25.9**	**C**	**0.80**	**29.2**	**C**		**1.07**	**51.3**	**D**	**0.84**	**43.4**	**D**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.40	24.5	C	0.64	29.0	C		0.39	23.3	C	0.59	26.3	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.57**	**18.3**	**B**		**0.43**	**15.2**	**B**	**0.51**	**17.0**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	LT	0.79	20.6	C	-----	-----	-----		0.92	29.4	C	-----	-----	-----	
			L	-----	-----	-----	0.58	16.8	B		-----	-----	-----	0.65	18.7	B	
			T	-----	-----	-----	0.65	16.4	B		-----	-----	-----	0.70	17.6	B	
		Overall		**0.86**	**32.9**	**C**	**0.77**	**27.8**	**C**		**0.84**	**30.4**	**C**	**0.71**	**20.8**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.34	20.2	C	0.36	20.5	C		0.23	18.9	B	0.25	19.0	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.93	36.0	D		0.56	17.5	B	0.57	17.5	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**26.3**	**C**		**0.42**	**16.7**	**B**	**0.43**	**16.8**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.19	21.1	C	0.37	23.1	C		0.19	21.0	C	0.31	22.3	C	
		NB	TR	0.88	25.6	C	0.89	26.1	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.69**	**25.5**	**C**		**0.43**	**16.3**	**B**	**0.48**	**17.2**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.56	32.7	C	0.59	33.5	C		0.47	31.2	C	0.69	39.2	D	
			LR	0.64	23.5	C	0.63	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	29.0	C		0.39	29.7	C	0.42	30.4	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.44	10.1	B		0.55	11.4	B	0.57	11.8	B	
		Overall		**0.52**	**16.7**	**B**	**0.51**	**16.6**	**B**		**0.55**	**15.2**	**B**	**0.61**	**16.8**	**B**	

Table 3.21-7
Mitigation of the traffic analyses under year 2017 No-Action and ARTS BONUS Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION ARTS BONUS			Impact?	NO ACTION			ACTION ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.66	28.0	C	0.81	34.7	C		0.63	29.4	C	0.78	35.0	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.7	B	
		SB	DefL	0.67	32.0	C	0.77	43.1	D		----	-----	-----	0.79	39.6	D	
			T	0.46	15.1	B	0.48	15.2	B		-----	-----	-----	0.38	12.3	B	
			LTR	-----	-----	-----	----	----	----		0.42	12.7	B	----	----	----	
		Overall		**0.66**	**18.5**	**B**	**0.79**	**21.2**	**C**		**0.50**	**15.8**	**B**	**0.78**	**19.3**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.80	35.4	D	0.89	42.6	D		0.59	26.1	C	0.75	32.4	C	
		NB	TR	0.41	14.9	B	0.44	15.9	B		0.34	14.1	B	0.35	14.3	B	
		SB	DefL	-----	-----	-----	0.84	44.9	D		-----	-----	-----	0.72	29.8	C	
			T	-----	-----	-----	0.54	18.1	B		-----	-----	-----	0.42	15.5	B	
			LT	0.54	17.1	B	----	----	----		0.44	15.6	B	----	----	----	
		Overall		**0.65**	**21.2**	**C**	**0.86**	**27.2**	**C**		**0.51**	**17.7**	**B**	**0.73**	**21.9**	**C**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.66	23.8	C	0.91	38.4	D		0.67	25.3	C	0.86	36.3	D	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.39	18.4	B	
		SB	LT	0.74	26.7	C	-----	-----	-----		0.75	29.6	C	-----	-----	-----	
			L	-----	-----	-----	0.52	24.2	C		-----	-----	-----	0.79	37.2	D	
			T	-----	-----	-----	0.57	21.6	C		-----	-----	-----	0.30	17.1	B	
		Overall		**0.70**	**24.0**	**C**	**0.74**	**28.7**	**C**		**0.71**	**25.3**	**C**	**0.82**	**29.6**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.65	25.7	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.78	25.9	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	0.98	52.0	D		0.83	29.2	C	0.83	29.3	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**32.7**	**C**		**0.76**	**25.5**	**C**	**0.76**	**25.5**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.73	32.9	C	0.75	34.2	C		0.68	30.8	C	0.70	31.7	C	
		WB	LTR	0.71	30.7	C	0.84	37.9	D		0.70	30.6	C	0.84	38.8	D	
		NB	LTR	0.40	12.5	B	0.42	12.7	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.39	12.5	B		0.34	12.0	B	0.34	12.0	B	
		Overall		**0.52**	**20.4**	**C**	**0.58**	**22.5**	**C**		**0.48**	**20.5**	**C**	**0.54**	**23.1**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.30	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.80	25.1	C		0.63	18.0	B	0.64	18.5	B	
		SB	LTR	0.50	15.7	B	0.52	16.1	B		0.45	14.5	B	0.47	14.7	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.4**	**C**		**0.66**	**22.4**	**C**	**0.68**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.77	37.8	D	0.82	40.2	D		0.49	28.2	C	0.51	28.6	C	
		WB	LR	0.54	30.2	C	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.79	30.1	C	0.88	35.5	D		0.85	35.7	D	0.88	37.8	D	
		SB	T	0.27	20.0	B	0.29	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		*	**30.6**	**C**	*	**33.5**	**C**		*	**30.0**	**C**	*	**31.0**	**C**	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	SB	L	0.32	11.6	B	0.43	12.8	B		0.27	11.0	B	0.40	12.3	B	
			R	0.57	14.8	B	0.85	27.7	C		0.49	13.1	B	0.50	13.3	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.27	8.0	A	0.40	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"

***** HCS does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions.
The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table was revised subsequent to the release of the DEIS

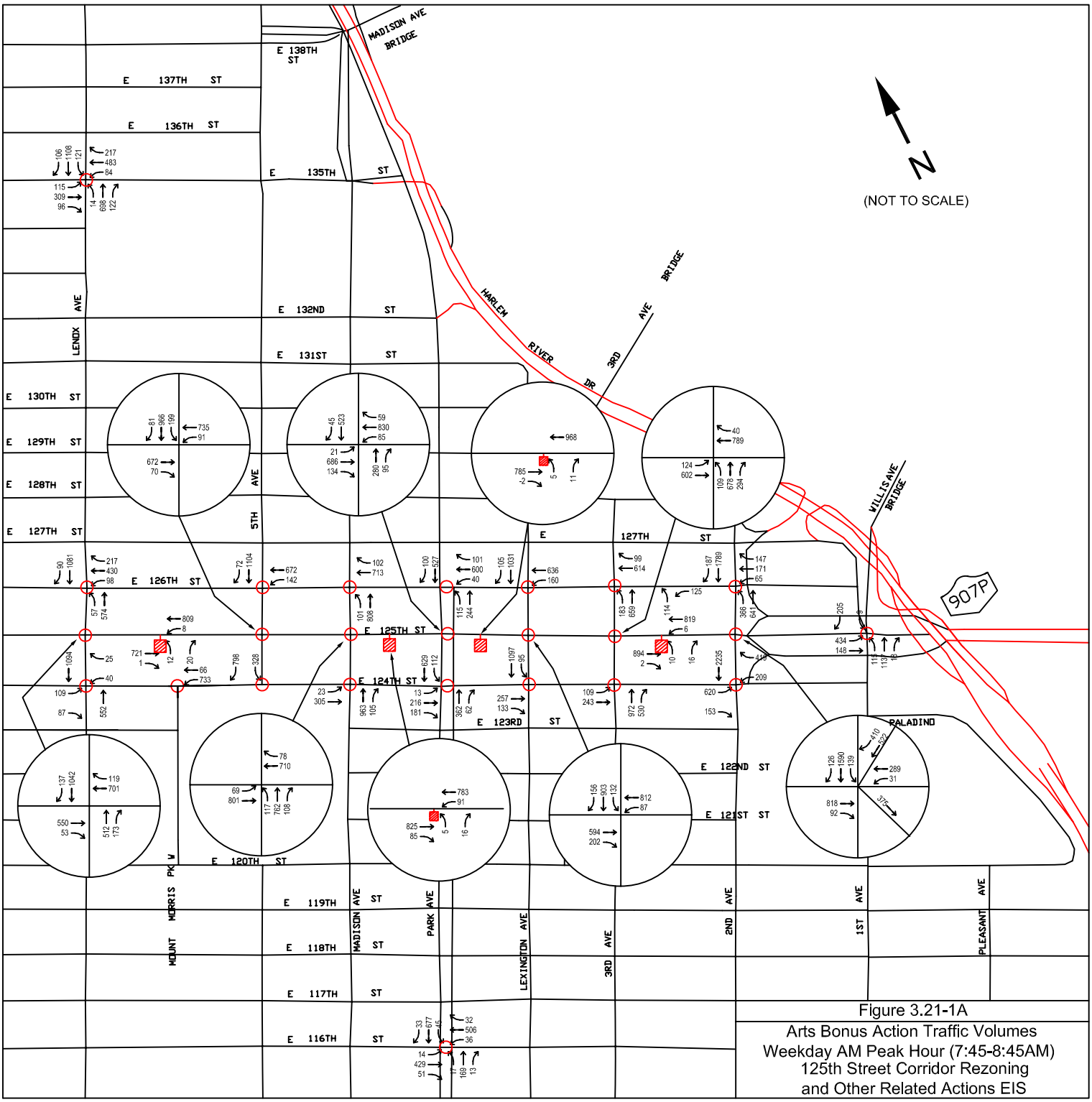


Figure 3.21-1A
Arts Bonus Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

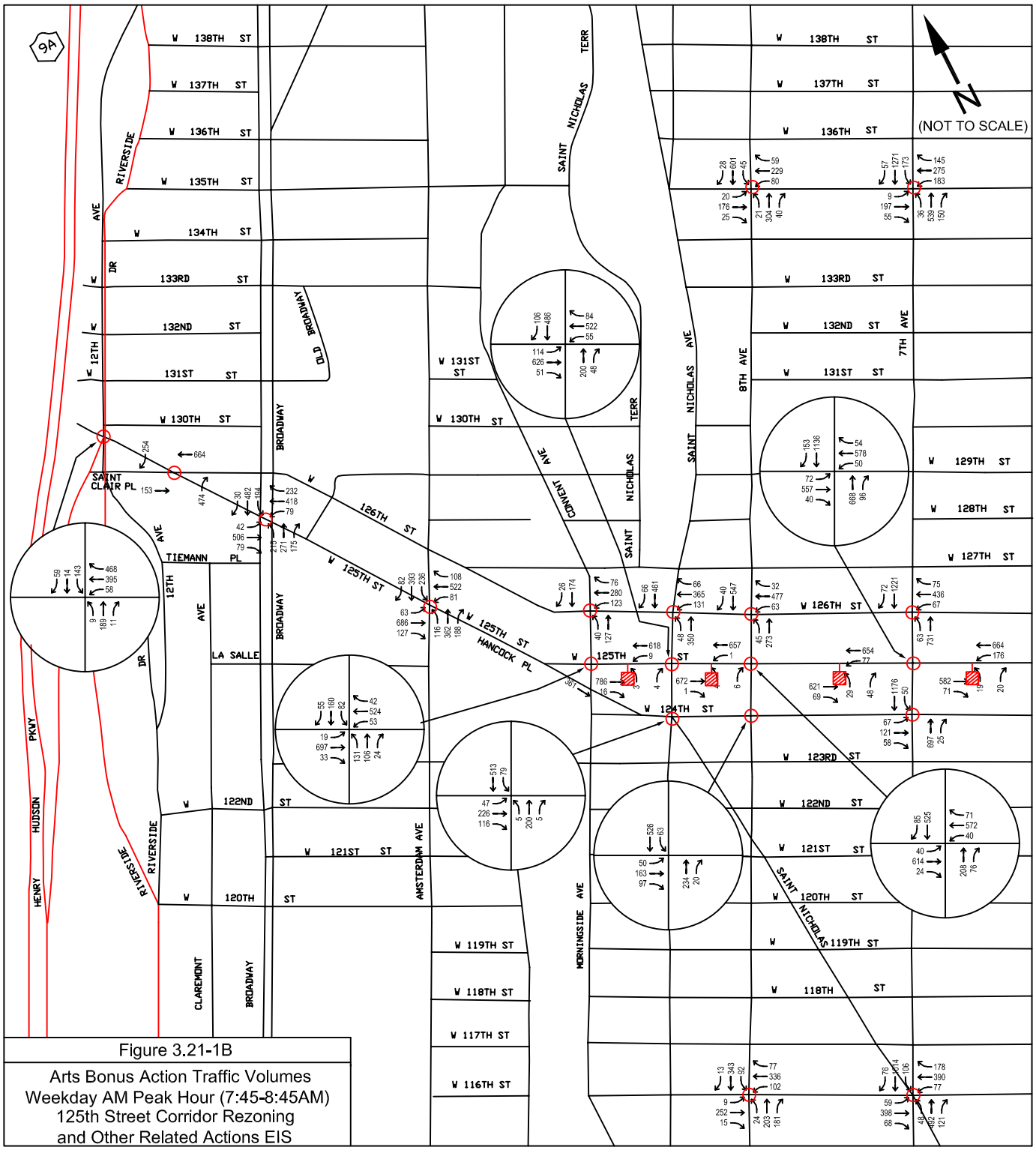


Figure 3.21-1B

Arts Bonus Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

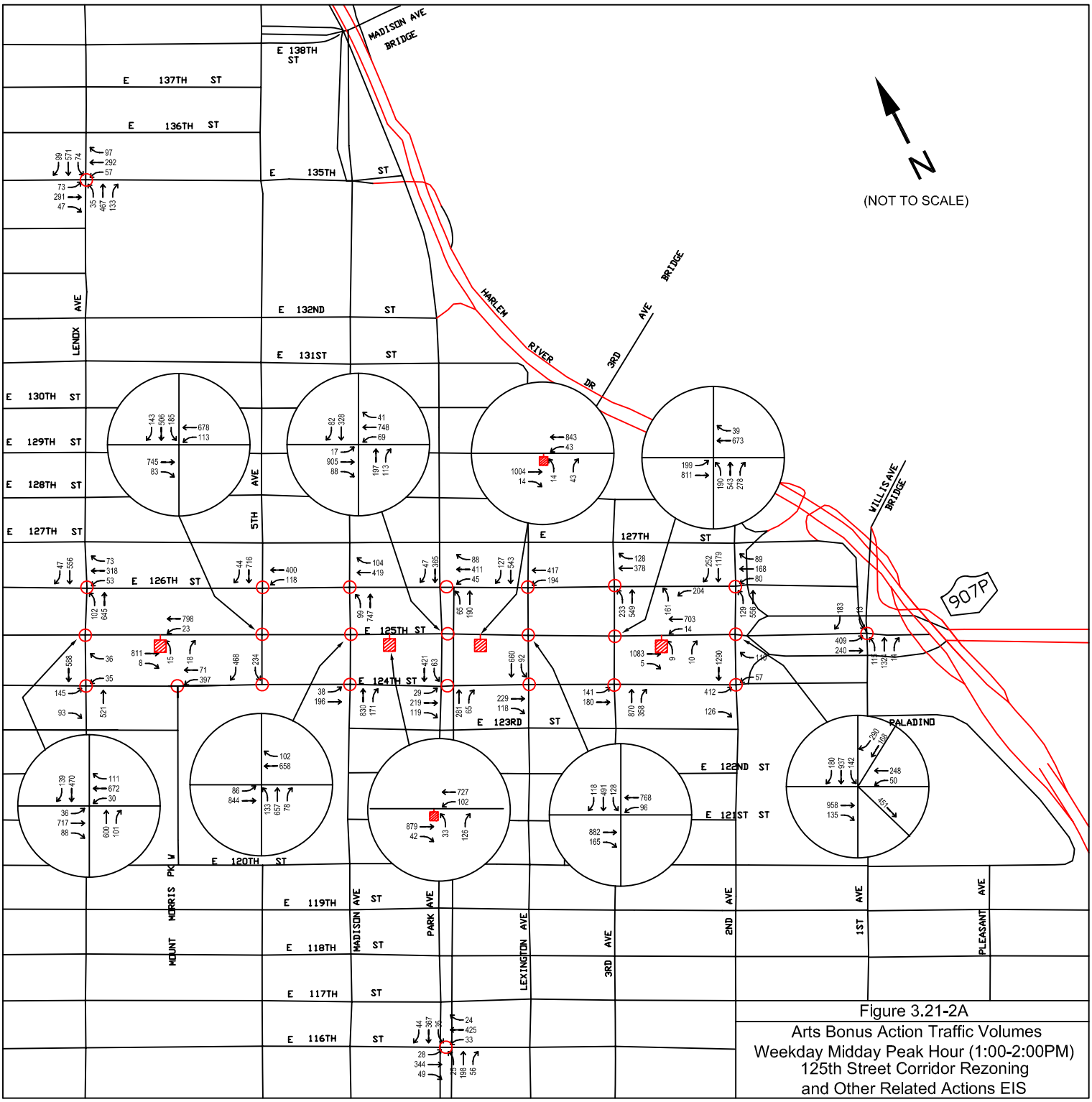


Figure 3.21-2A
Arts Bonus Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

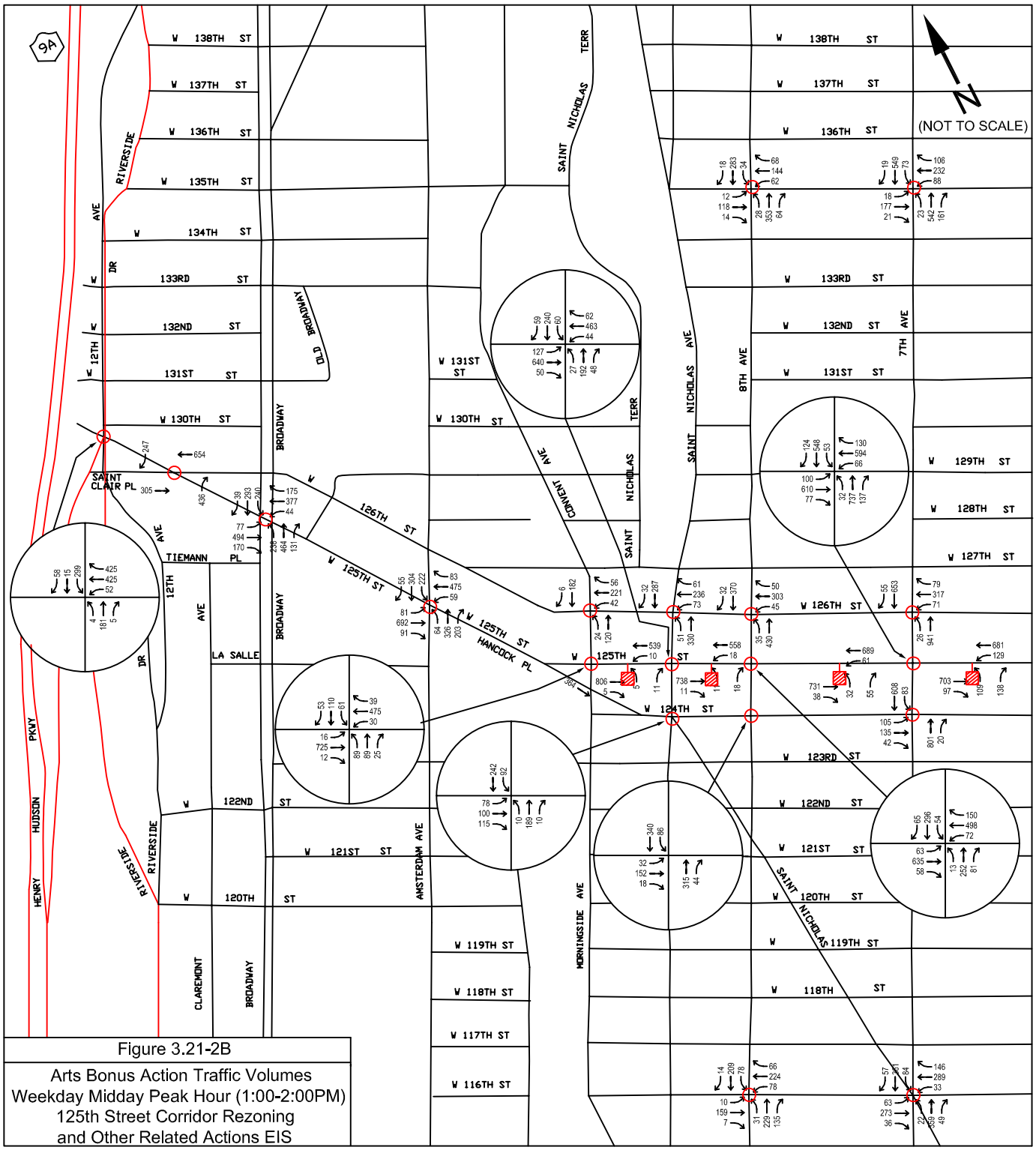


Figure 3.21-2B

Arts Bonus Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

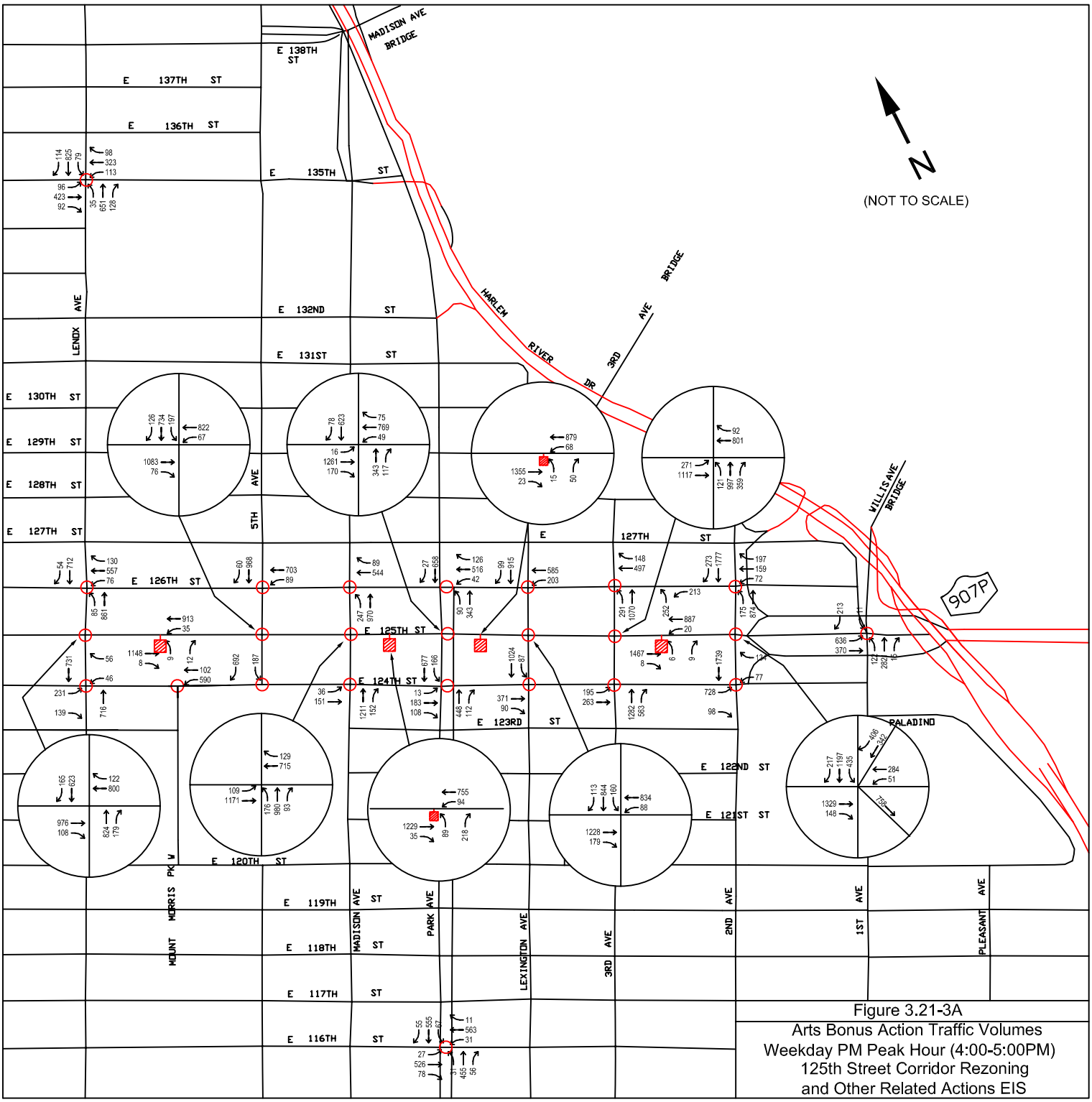


Figure 3.21-3A
Arts Bonus Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

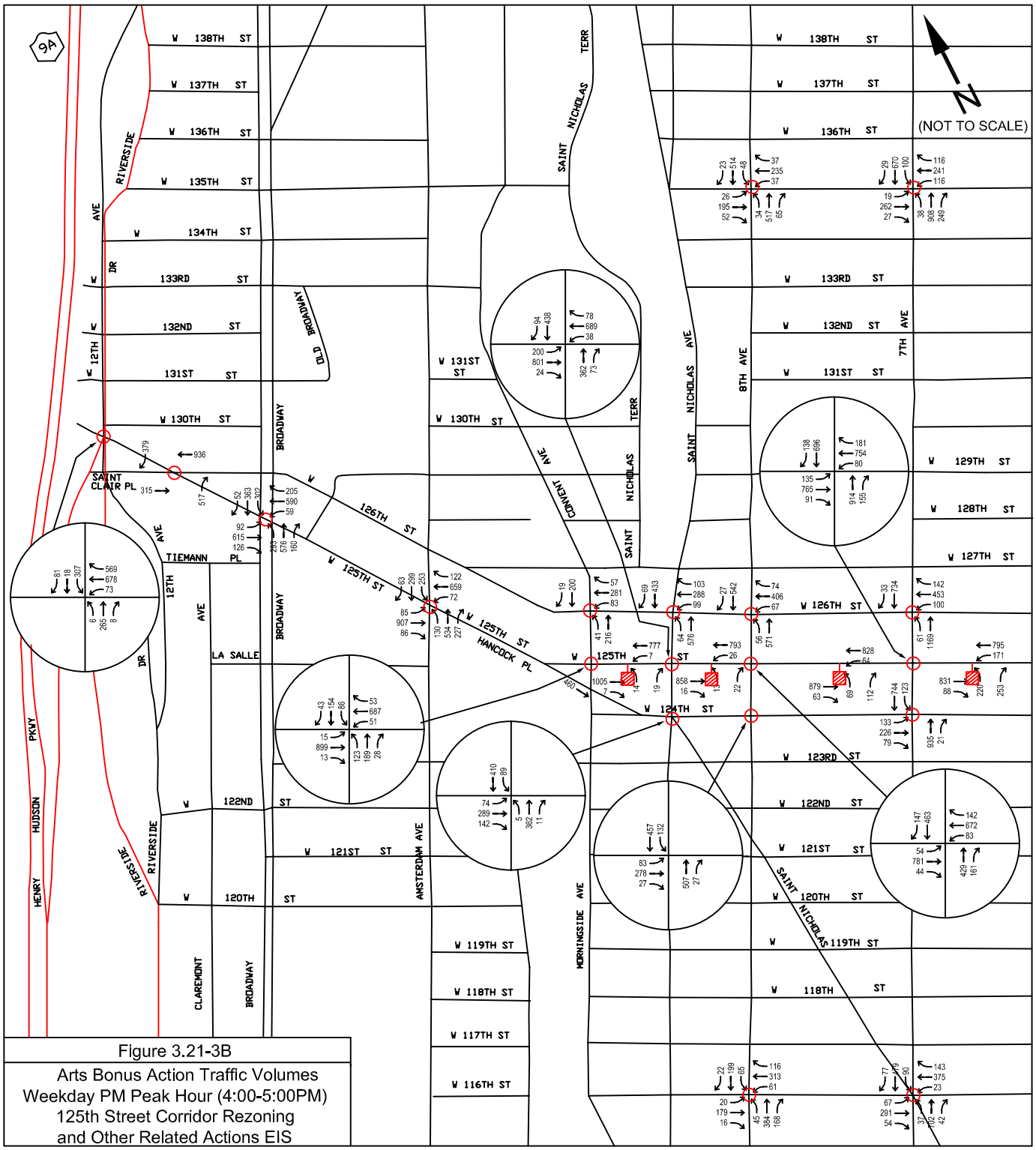


Figure 3.21-3B
Arts Bonus Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

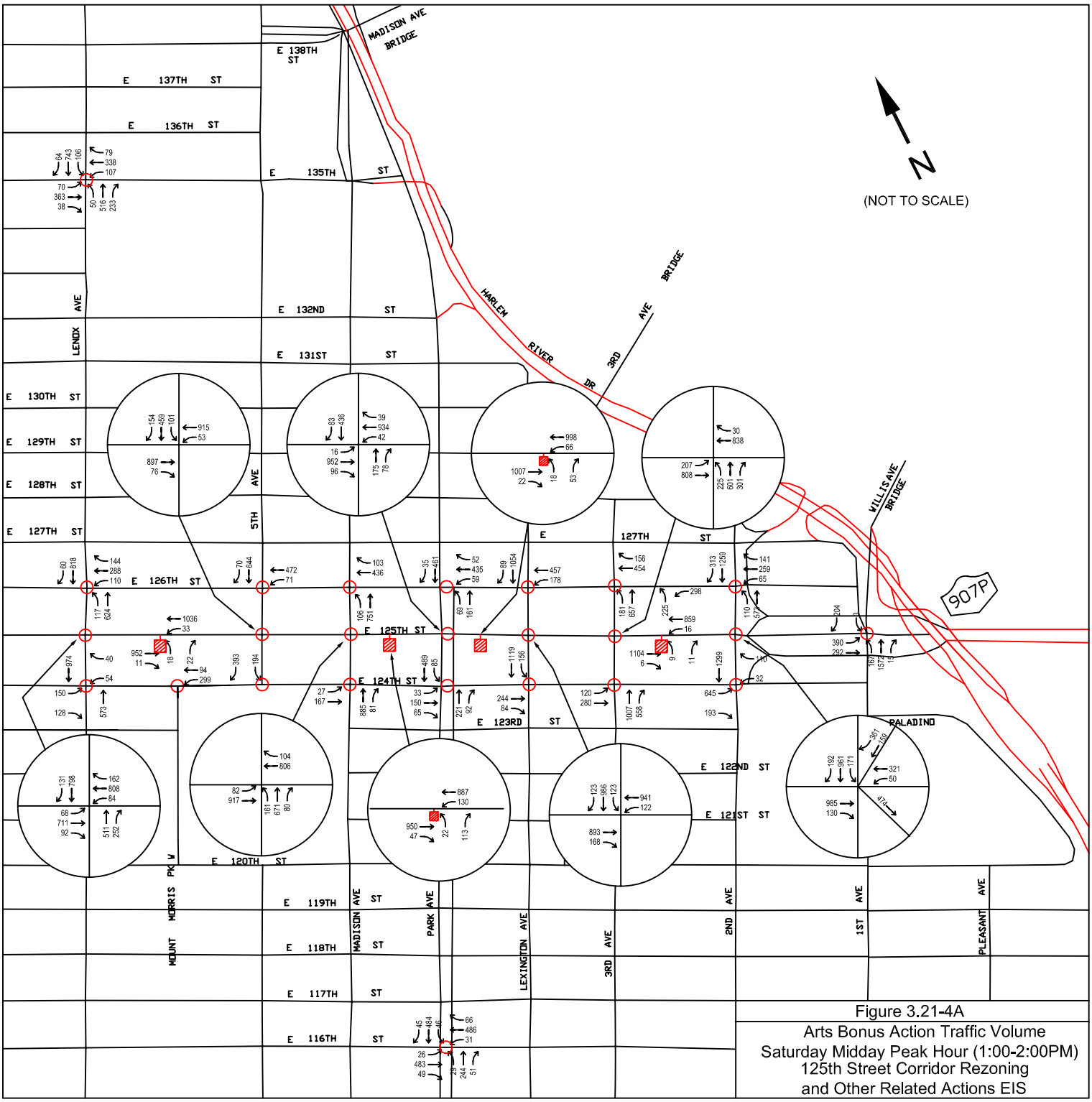


Figure 3.21-4A
Arts Bonus Action Traffic Volume
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

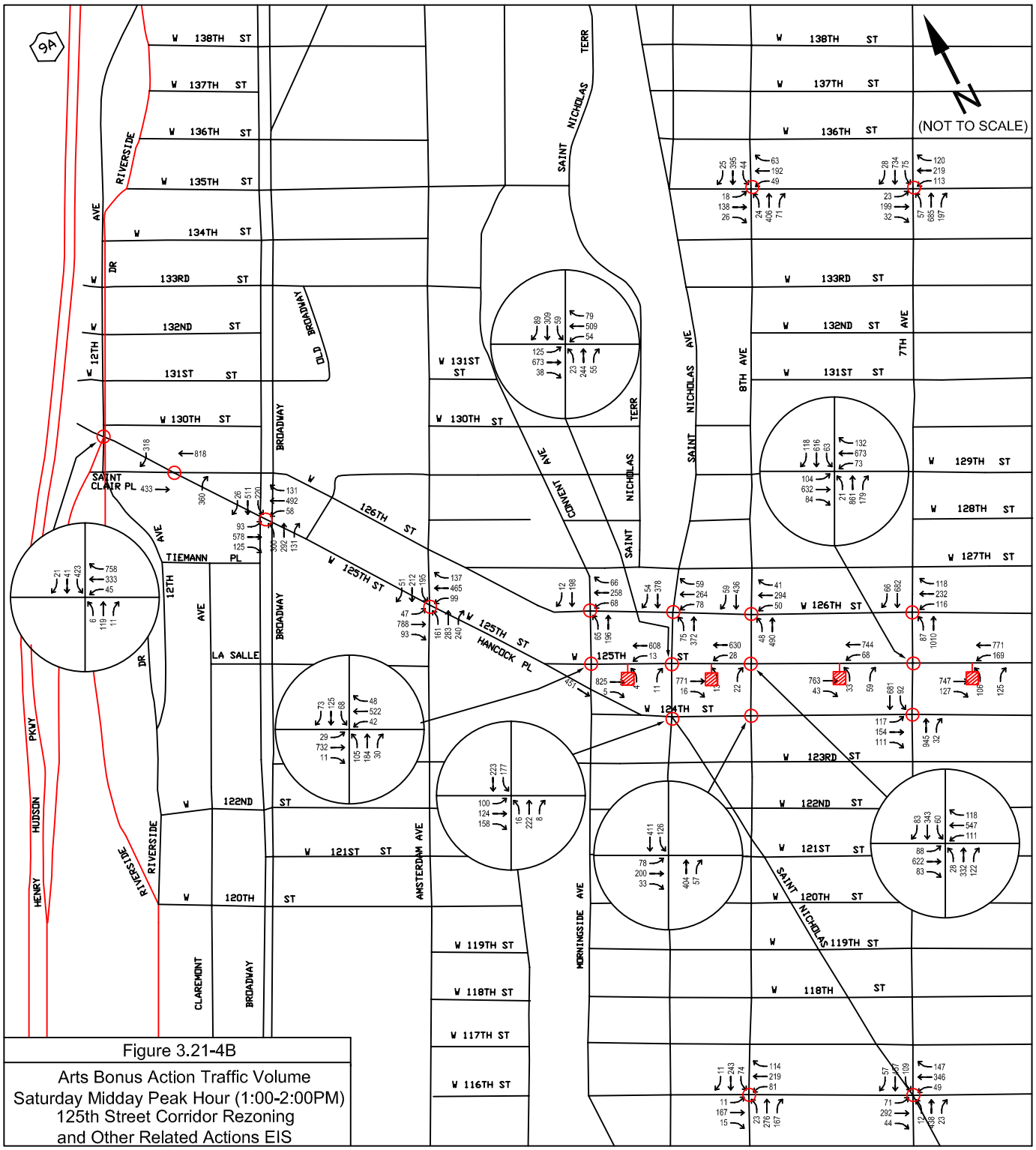


Figure 3.21-4B

Arts Bonus Action Traffic Volume
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

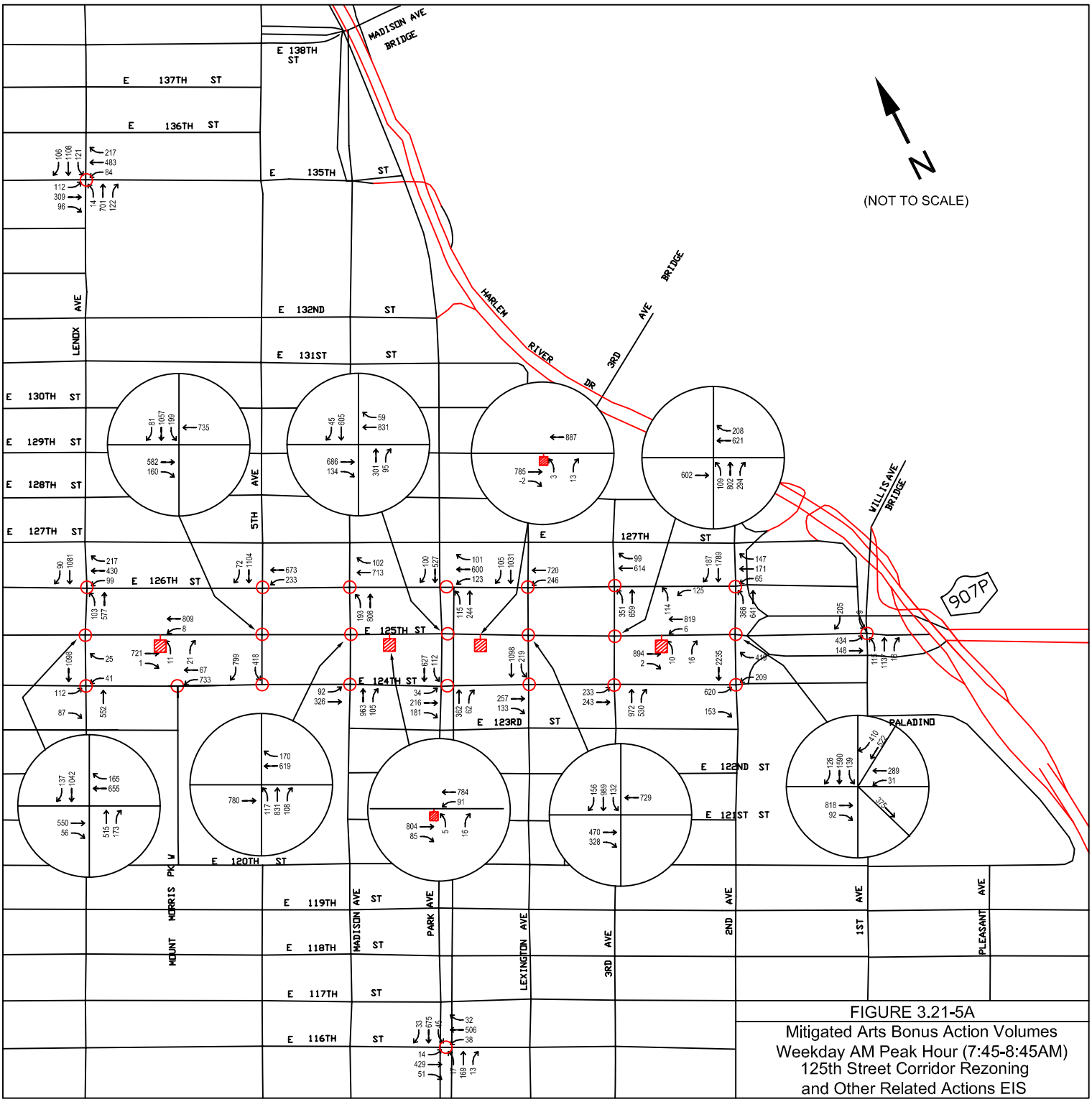


FIGURE 3.21-5A
Mitigated Arts Bonus Action Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

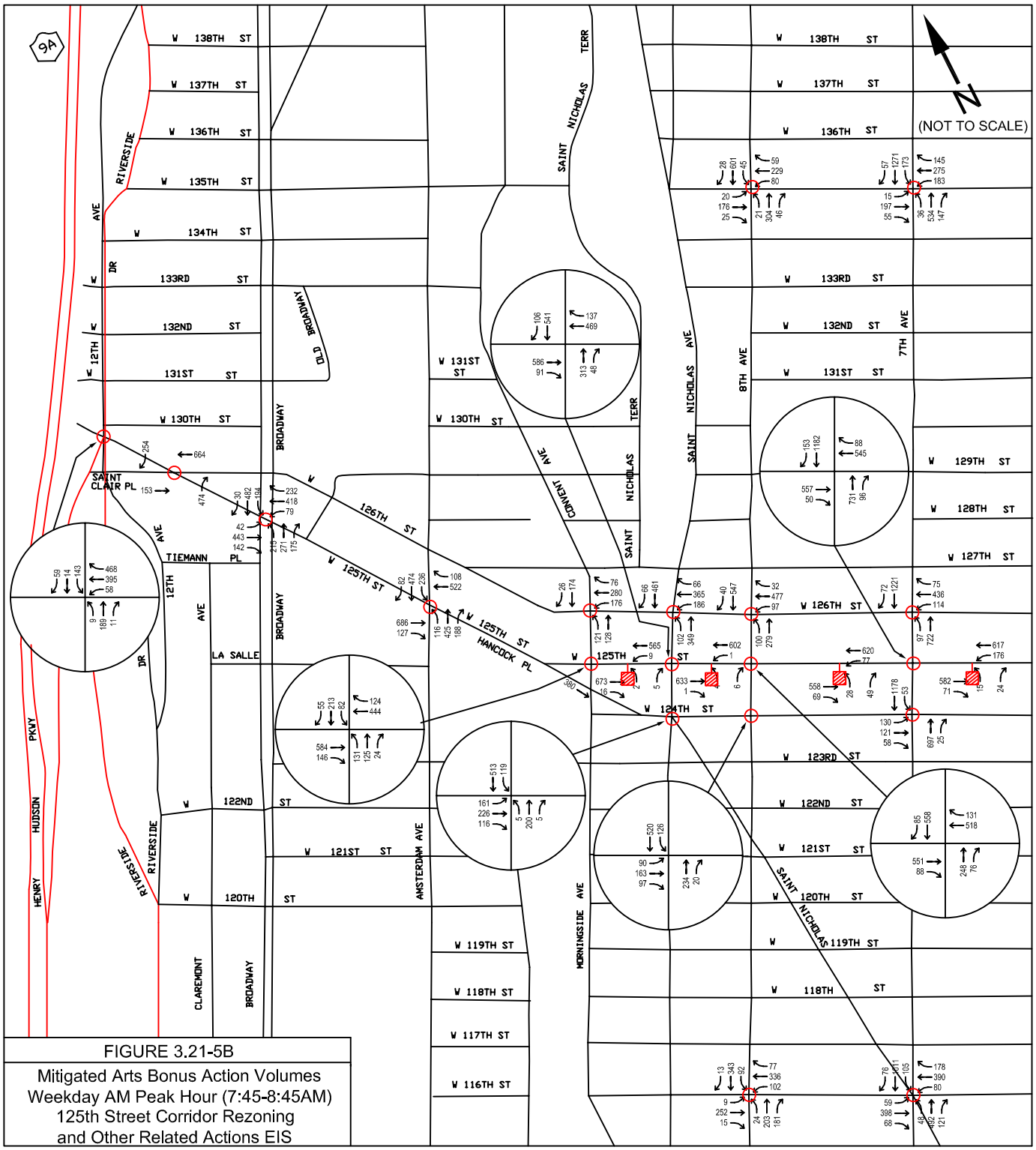


FIGURE 3.21-5B

Mitigated Arts Bonus Action Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

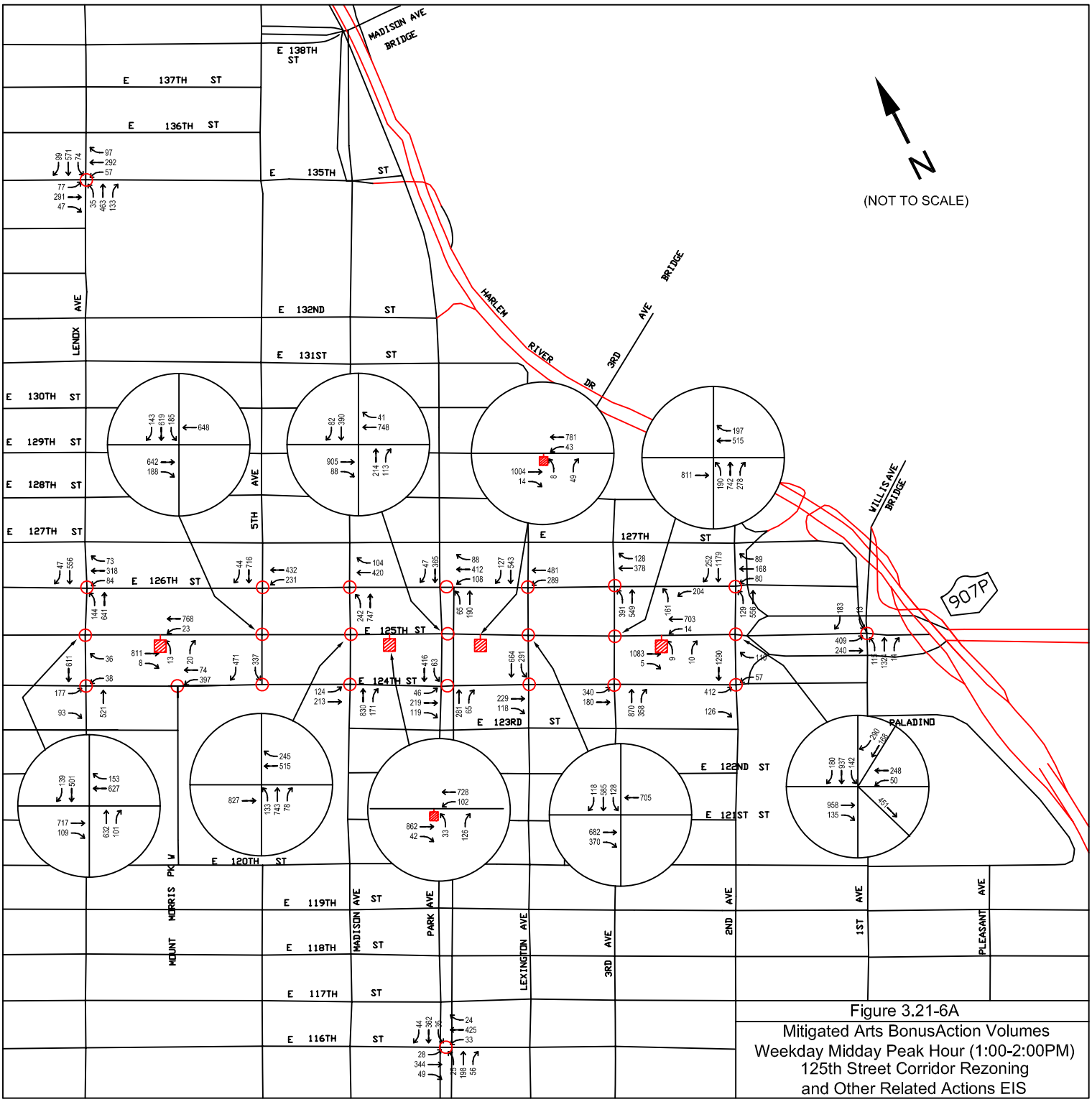


Figure 3.21-6A
Mitigated Arts BonusAction Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

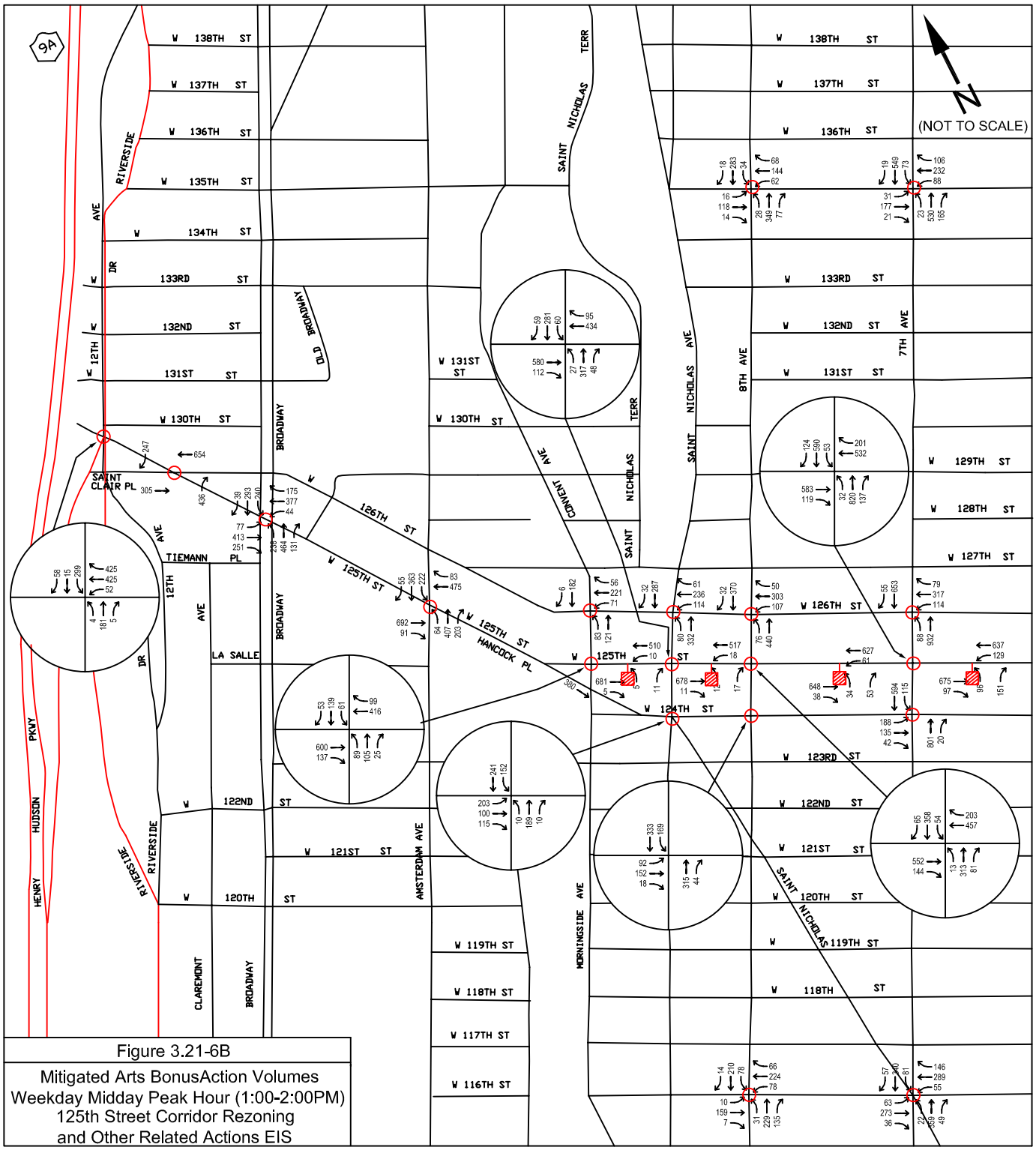


Figure 3.21-6B

Mitigated Arts BonusAction Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

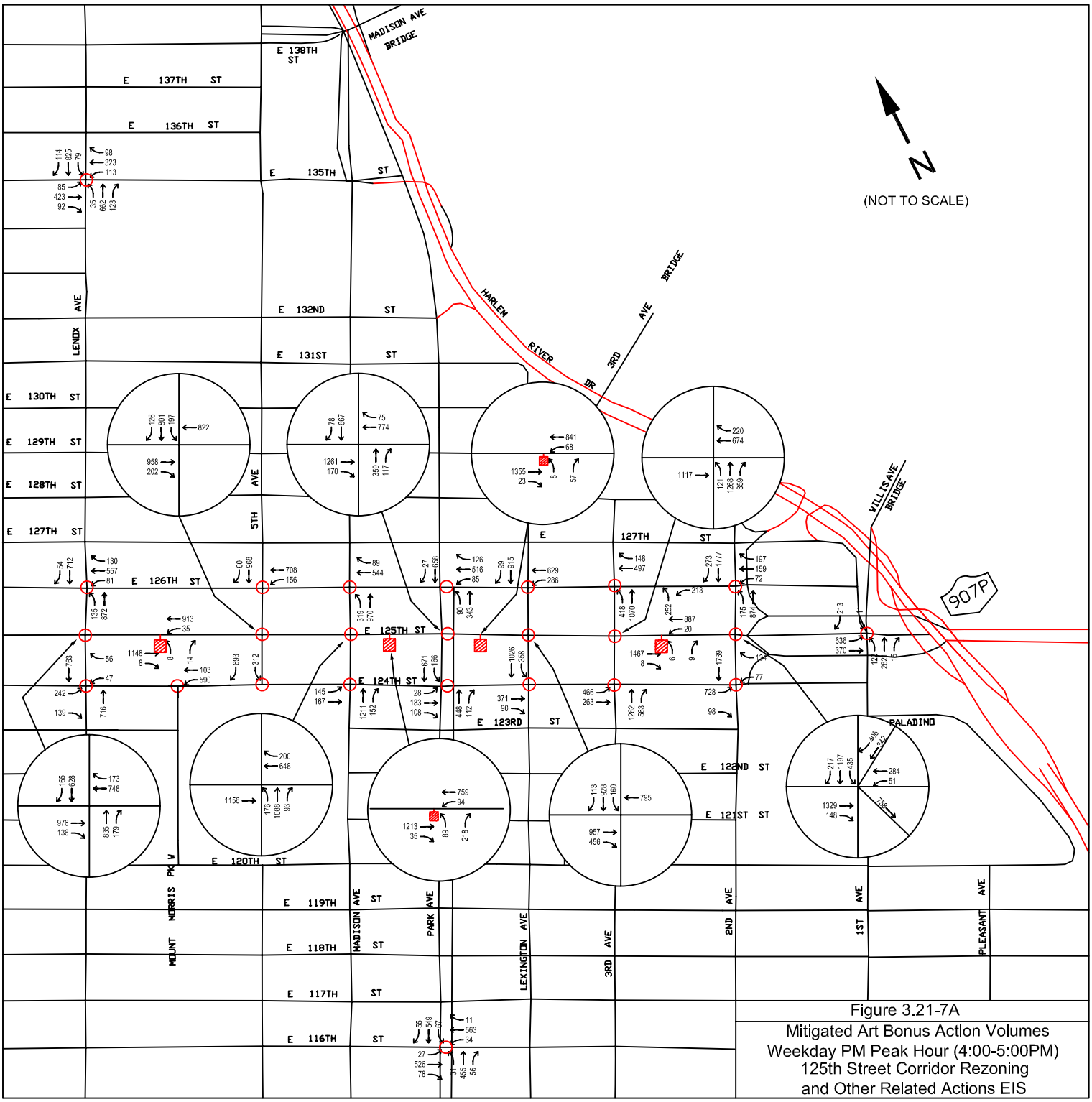


Figure 3.21-7A
Mitigated Art Bonus Action Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

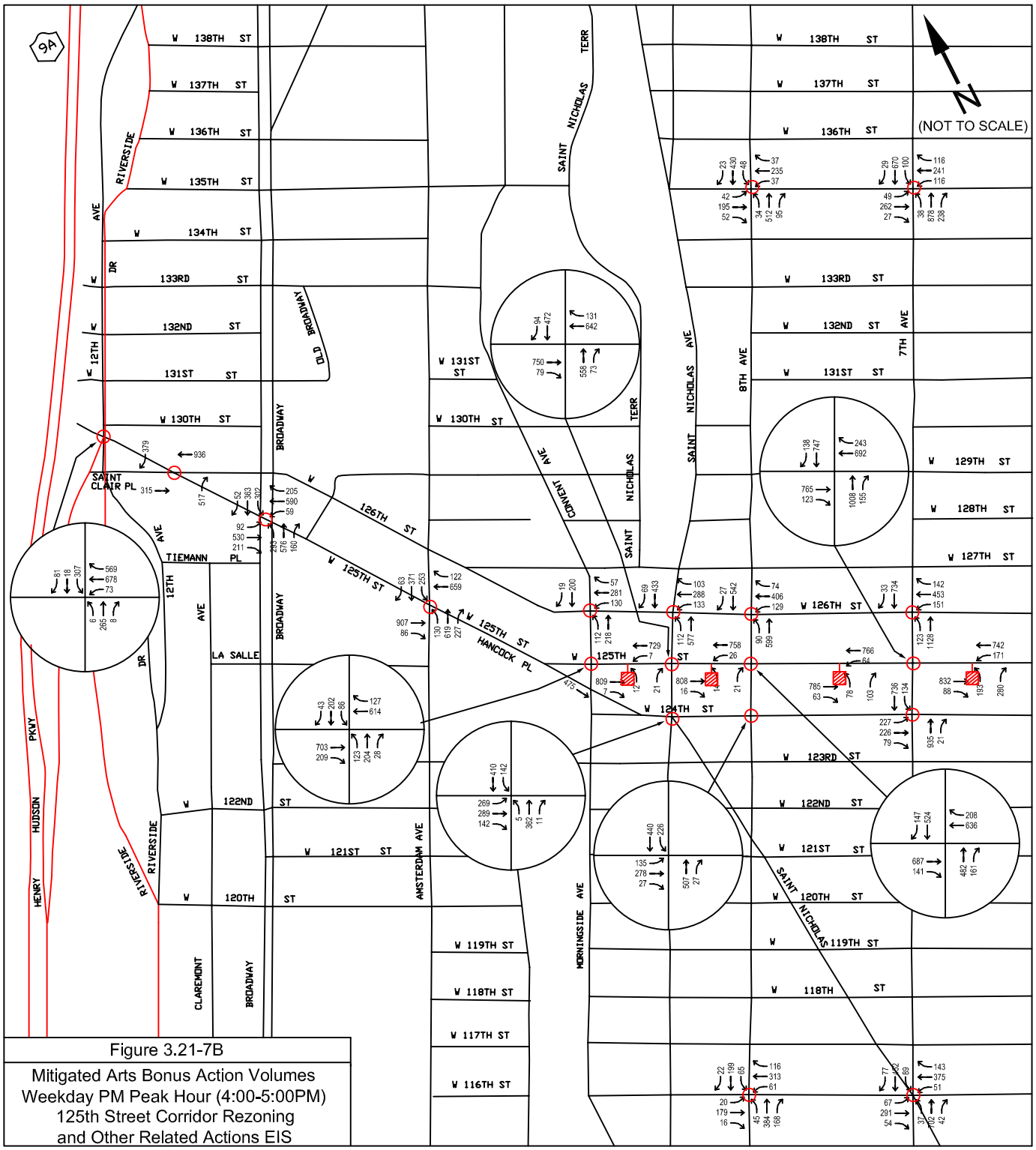


Figure 3.21-7B

Mitigated Arts Bonus Action Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

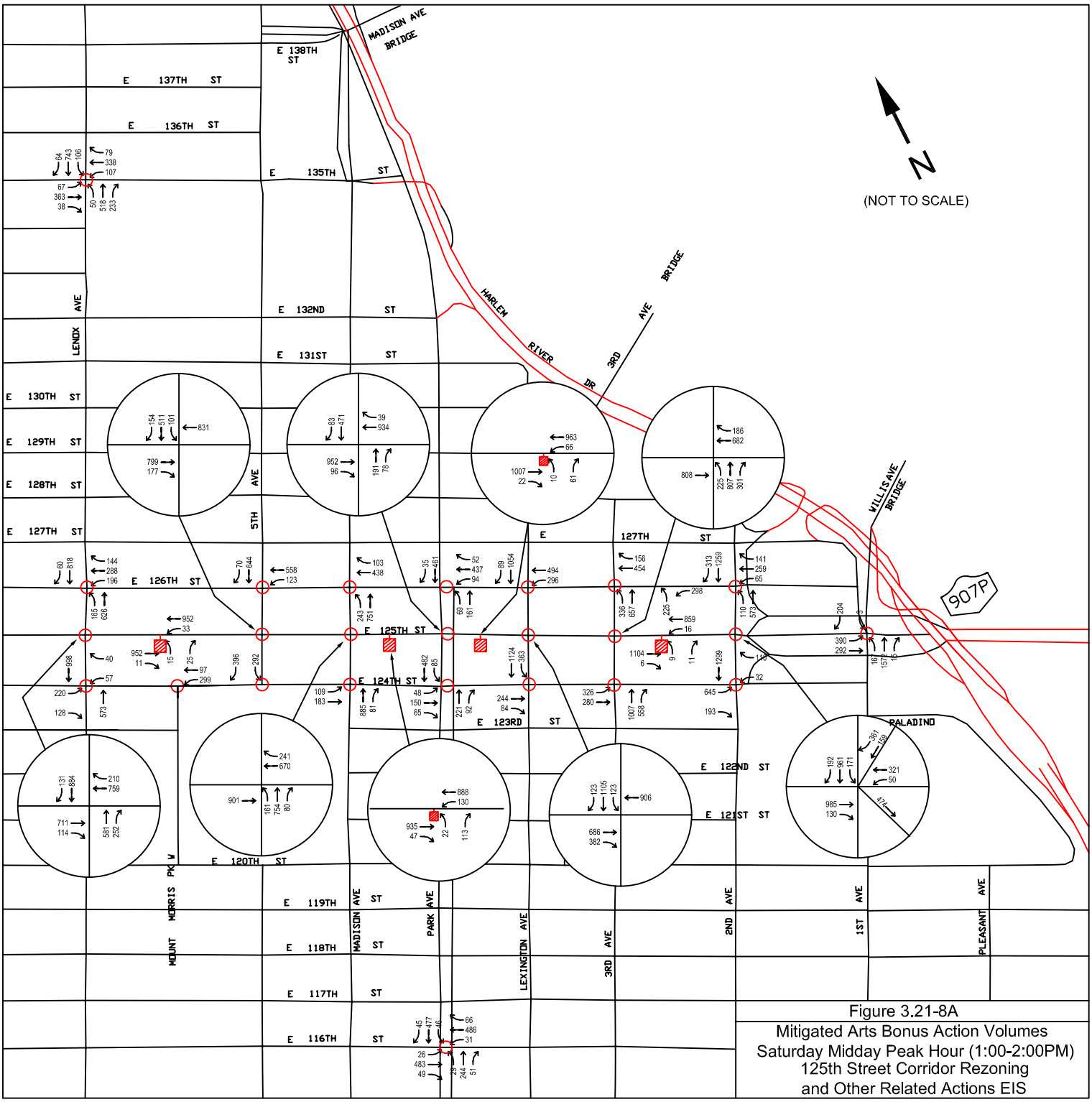


Figure 3.21-8A
Mitigated Arts Bonus Action Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

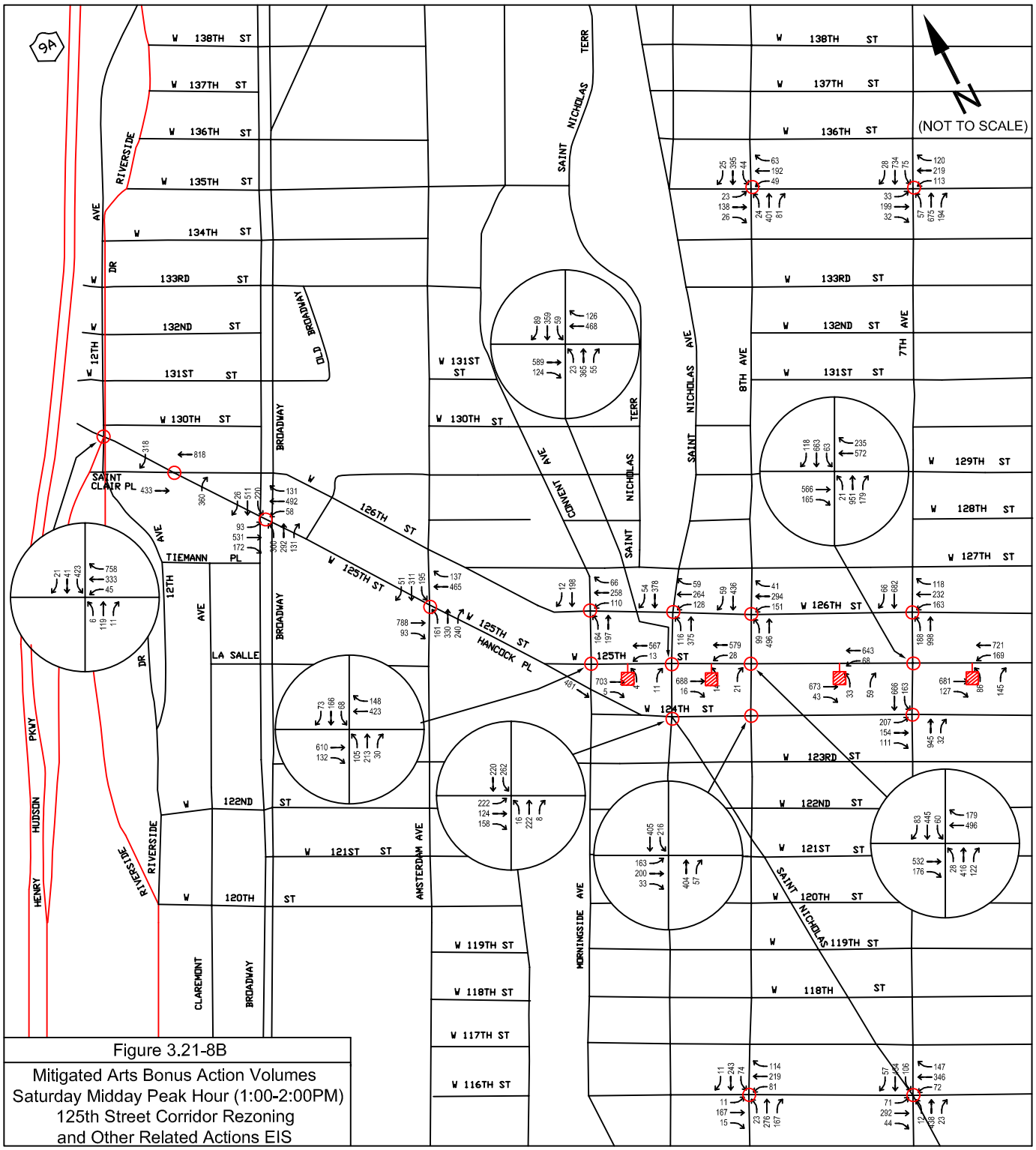


Figure 3.21-8B

Mitigated Arts Bonus Action Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

Transit and Pedestrians

The net increase in office, hotel and art/performance space (and decrease in dwelling units) under the Arts Bonus Alternative would increase transit and pedestrian demand compared to the proposed action. Table 3.21-8 below shows the net transit (subway, bus, Metro-North) and walk-only trips that would be generated by the Arts Bonus Alternative in each peak hour compared to the numbers of trips that would be generated by the proposed action. As shown in Table 3.21-8, the Arts Bonus Alternative would generate a net total of 1,249 new subway trips in the AM peak hour, 1,062 in the midday and 1,938 in the PM peak hour (compared to 1,193, 1,028 and 1,775 trips, respectively, with the proposed action). The C4-4D would also generate a net total of 341, 621 and 932 bus trips in the AM, midday and PM peak hours, respectively (compared to 305, 598 and 793, respectively, with the proposed action). As discussed below, with this increase in demand compared to the proposed action, it is expected that subway station, subway line haul, and pedestrian conditions would marginally worsen under this alternative, but that there would be no additional significant adverse impacts. However, compared to the proposed action, the Arts Bonus Alternative would result in one additional local bus impact in the AM peak hour (to the Bx15 route).

Subway Stations

As shown in Table 3.21-8, compared to the proposed action, the Arts Bonus Alternative would increase peak hour demand at analyzed subway stations by an estimated 56 trips in the AM peak hour and 163 trips in the PM peak hour. With this additional demand, all analyzed stairways and fare arrays at the 125th Street IND (A, B, C D) and 125th Street IRT (2, 3) stations would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, and there would be no new significant adverse impacts at these stations under the Arts Bonus Alternative.

Table 3.21-8
Net Trips Generated by the Arts Bonus Alternative
Compared to the Proposed Action

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Proposed Action	Arts Bonus Alternative	Proposed Action	Arts Bonus Alternative	Proposed Action	Arts Bonus Alternative
Subway	1,193	1,249	1,028	1,062	1,775	1,938
Bus	305	341	598	621	793	932
Commuter Rail	57	68	68	68	103	114
Walk	79	131	1,861	2,194	1,418	2,005
Total	**1,634**	**1,789**	**3,555**	**3,945**	**4,089**	**4,989**

At the 125th Street IRT (4, 5, 6) station, stairway S2 at the southeast corner of Lexington Avenue and East 125th Street would operate at LOS D with a v/c ratio of 1.02 in the PM peak hour

(versus LOS D, v/c ratio of 0.95 in the No-Action), and stairway S3 at the northwest corner would operate at LOS D with a v/c ratio of 1.10 in the AM peak hour (versus LOS D, v/c ratio of 1.06 in the No-Action). However, as the width increment threshold needed to restore these stairs to their No-Action conditions would total 1.12 inches and 1.35 inches, respectively, below the *CEQR Technical Manual* impact threshold of six inches at LOS D, neither of these stairways would be significantly impacted in these periods under the Arts Bonus Alternative. In other periods, both of these stairways would operate at an acceptable LOS C under the Arts Bonus Alternative, as would the station's fare array and stairway S1 at the southwest corner of the intersection. As no project-generated demand is expected to occur at stairway S4 at the northeast corner of the intersection, conditions at this stair would remain unchanged from the No-Action condition (LOS D in the AM peak hour and LOS E in the PM). Therefore, no significant adverse impacts are anticipated at the 125th Street IRT (4, 5, 6) station under the Arts Bonus Alternative.

In summary, as with the proposed action, the Arts Bonus Alternative would not result in any significant adverse impacts at any of the three analyzed subway stations in either the AM or PM peak hours.

Subway Line Haul

As shown in Table 3.21-8, the Arts Bonus Alternative would generate a net total of approximately 1,249 new subway trips in the AM peak hour (56 more than the proposed action), and 1,938 new trips in the PM peak hour (163 more than the proposed action). As with the proposed action, these trips would be distributed among the various subway routes serving the proposed rezoning area. Although the increased demand would marginally worsen line haul conditions at the maximum load points, conditions would remain generally similar to those with the proposed action, with practical capacity exceeded on several routes including the southbound 2, 3 4, 5 and 6 in the AM peak hour, and the northbound 4 in the PM peak hour. Like the proposed action, the Arts Bonus Alternative would generate an average of fewer than five additional peak hour passengers per car on any route exceeding practical capacity (the *CEQR Technical Manual* threshold for a significant adverse impact), and would therefore not result in any significant adverse impacts to subway line haul conditions.

Bus Service

As shown in Table 3.21-8, the Arts Bonus Alternative would generate a net total of approximately 341 new bus trips in the AM peak hour (36 more than the proposed action), and 932 new trips in the PM peak hour (139 more than the proposed action), with these trips distributed among the various bus routes serving the proposed rezoning area. Compared to the proposed action, the increased demand from the Arts Bonus Alternative would marginally worsen conditions at the maximum load points on each route, and would result in one additional significant adverse AM peak hour impact. Eastbound M60, and northbound M100 and Bx15 buses would be adversely impacted in the PM peak hour under both the Arts Bonus Alternative and the proposed action. The addition of one peak direction bus to each of these routes in the PM peak hour would fully address these impacts under both the proposed action and the Arts Bonus Alternative. In addition, under the Arts Bonus Alternative, southbound Bx15 buses would have a capacity shortfall of 11 spaces in the AM peak hour and would therefore also be significantly adversely impacted under *CEQR Technical Manual* criteria. The addition of one southbound Bx15 bus in the AM peak hour would fully address this impact.

As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally and fiscally feasible. As such, the capacity shortfalls on the M60 M100 and Bx15 under the Arts Bonus Alternative would be addressed by NYCT (as they would with the proposed action), and no action-initiated mitigation for impacts to local bus service would be required for this alternative.

Pedestrians

As shown in Table 3.21-8, compared to the proposed action, the Arts Bonus Alternative would generate 155 more walk-only trips in the AM peak hour, 390 in the midday and 900 in the PM peak hour. These additional walk-only trips, along with increased pedestrian demand associated with trips to and from area subway stations and bus stops, would be distributed along sidewalks, corner areas and crosswalks throughout the study area under the Arts Bonus Alternative. All analyzed sidewalks would continue to operate at a platoon-adjusted LOS D or better with average flow rates of less than 13 persons per foot-width per minute (mid-LOS D) in all peak hours, and all analyzed corner areas would continue to operate at LOS C or better with more than 20 square-feet per pedestrian. Therefore, like the proposed action, no significant adverse impacts to sidewalks or corner areas would occur under the Arts Bonus Alternative based on *CEQR Technical Manual* criteria.

As discussed in Chapter 3.16, pedestrian demand from the proposed action would result in significant adverse impacts to three analyzed crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue and the north and south crosswalks at Third Avenue. With the increased demand under the Arts Bonus Alternative, all three of these crosswalks would continue to operate at LOS E in the midday, the same as under the proposed action. Although increased demand would marginally worsen conditions at other analyzed

crosswalks in all periods, there would be no further significant adverse crosswalk impacts under the Arts Bonus Alternative.

Overall, the Arts Bonus Alternative would result in three significant adverse crosswalk impacts and no significant impacts to sidewalks or corner areas, the same as for the proposed action.

Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No Action LOS A, B or C). Under the proposed action a one-foot widening of the south crosswalk at southbound Park Avenue (to 13 feet in width from 12 feet) would fully mitigate the project's midday peak hour impact to this facility. This mitigation measure would also fully mitigate the midday peak hour impact at this location under the Arts Bonus Alternative. With this one-foot widening, the south crosswalk at southbound Park Avenue would operate at LOS D (15.6 sq-ft/ped) in the Arts Bonus Alternative, compared to LOS D (15.1 sq-ft/ped) in the No Action.

Under the proposed action the, significant adverse midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street would be fully mitigated by widening the north crosswalk to 15 feet in width from 14 feet. This mitigation measure would also full mitigate the midday peak hour impact at this location under the Arts Bonus Alternative. With this one-foot widening, the north crosswalk at Third Avenue at East 125th Street would operate at LOS D (15.8 sq-ft/ped) in the Arts Bonus Alternative compared to LOS D (15.5 sq-ft/ped) under the No Action.

Under the proposed action, the significant adverse midday peak hour impact to the south crosswalk at Third Avenue at East 125th Street would be fully mitigated by signal timing improvements included in the proposed action's traffic mitigation plan. The proposed traffic mitigation plan for the Arts Bonus Alternative, which would provide an additional four seconds of green time for pedestrians crossing Third Avenue, would also fully mitigate the significant adverse impact at this location. With this mitigation measure, the south crosswalk would operate at LOS D (15.1 sq-ft/ped) under the Arts Bonus Alternative, compared to LOS E (14.7 sq-ft/ped) in the No Action.

~~As discussed in Chapter 3.16, pedestrian demand from the proposed action would result in significant adverse impacts to three analyzed crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue and the north and south crosswalks at Third Avenue. With the increased demand under the Arts Bonus Alternative, all three of these crosswalks would continue to operate at LOS E in the midday, the same as under the proposed action. Although increased demand would marginally worsen conditions at other analyzed crosswalks in all periods, there would be no further significant adverse crosswalk impacts under the Arts Bonus Alternative.~~

~~Overall, the Arts Bonus Alternative would result in three significant adverse crosswalk impacts and no significant impacts to sidewalks or corner areas, the same as for the proposed action.~~

~~Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No-Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No-Action LOS A, B or C). Under the proposed action a one-foot widening of the south crosswalk at southbound Park Avenue (to 13 feet in width from 12 feet) would fully mitigate the project's midday peak hour impact to this facility. The significant adverse midday peak hour impacts to the north and south crosswalks on Third Avenue at East 125th Street would be fully mitigated by widening the north crosswalk to 17 feet in width from 14 feet, and by widening the south crosswalk to 13 feet in width from 12 feet. These mitigation measures would also fully mitigate the midday peak hour impacts to all three crosswalks under the Arts Bonus Alternative. With these measures, the south crosswalk at southbound Park Avenue would operate at LOS D (15.5 sq-ft/ped) in the midday under the Arts Bonus Alternative, compared to LOS D (15.2 sq-ft/ped) in the No-Action. At Third Avenue, the north crosswalk would operate at LOS D (16.3 sq-ft/ped) in the midday compared to LOS D (15.5 sq-ft/ped) in the No-Action, and the south crosswalk would operate at LOS E (14.8 sq-ft/ped) in the midday compared to LOS E (14.7 sq-ft/ped) in the No-Action condition.~~

~~Application and implementation of the crosswalk improvements described above would require approval from NYCDOT. Coordination would be undertaken in order to implement the proposed mitigation measures. Approval of each proposed mitigation measure would depend on the applicable agency. In the absence of the implementation of mitigation measures, unmitigated conditions would remain.~~

Air Quality

Under this alternative and the proposed action, no violations of the National Ambient Air Quality Standards (NAAQS) are predicted to occur with respect to mobile sources and parking facilities. Although the Arts Bonus Alternative would result in a net decrease in the number of residential units it would increase the square footage of commercial arts space. This would result in slight increases in traffic at a few locations however, it is not expected that these increases in project induced traffic over the proposed action would result in air quality impacts or violations of air quality standards, given that conditions under the proposed actions are well below the standard, and impacts would not occur. The increases in diesel traffic induced by the Arts Bonus Alternative are not significant and therefore the $PM_{2.5}$ screening results of the proposed action would still hold. Significant $PM_{2.5}$ impacts would not occur with this alternative or the proposed action.

The Arts Bonus Alternative would require the same (E) designations described for the Proposed Action to avoid significant adverse air quality impacts with respect to proposed HVAC systems. The heights of the proposed buildings would be the similar to those of the proposed action. As with the proposed action, pollutant emissions from existing large residential and industrial sources would not result in any impacts under the Arts Alternative.

Noise

When compared to the proposed Action, the changes in traffic under the Arts Bonus Alternative would be minor relative to their impact on noise and are not expected to result in any significant increases in local ambient noise or a doubling of traffic at any roadway or intersection such that a significant adverse impact would occur. With respect to the need for noise attenuation, the (E) designations would be the same as required for the proposed action.

Construction Impacts

Development of additional floor area is expected under the Arts Bonus Alternative, when compared to the proposed action. As a result of this development scenario, there would be an incremental increase in the temporary construction disruptions when compared to the proposed action. Additionally, this alternative would also result in slightly increased duration of construction-related noise and traffic than the proposed action. However, neither this alternative nor the proposed actions would result in significant adverse impacts on air quality, noise, traffic, or transit during construction.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. Similar to the proposed action, the Arts Bonus Alternative would also incorporate the noise attenuation, air quality, and hazardous materials testing and remediation requirements due to the proposed (E) designations.

Mitigation

The Arts Bonus alternative is projected to generate approximately ~~70~~ 92 more vehicle trips during the weekday AM peak hour, ~~three~~44 ~~fewer~~ more vehicle trips during the weekday midday peak hour, ~~158~~ 192 more vehicle trips during the weekday PM peak hour, and ~~45~~ 102 more vehicle trips during the Saturday midday peak hour. Mitigation measures required to alleviate the projected impacts are discussed in detail above in the Traffic and Parking section of this alternative. Despite these mitigation measures, several intersections are still projected to experience significant adverse traffic impacts. These intersections are discussed below in the "Unavoidable Adverse Impacts" section.
~~As with the case of the proposed action, all traffic impacts would be eliminated with the mitigation measure discussed above in place.~~

Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No Action LOS A, B or C). Under the Arts Bonus Alternative, a one-foot widening of the south crosswalk at southbound Park Avenue (to 13 feet in width from 12 feet)

would fully mitigate the project's midday peak hour impact to this facility. Under the Arts Bonus Alternative, the significant adverse midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street would be fully mitigated by widening the north crosswalk to 15 feet in width from 14 feet. Under the Arts Bonus Alternative, the significant adverse midday peak hour impact to the south crosswalk at Third Avenue at East 125th Street would be fully mitigated by signal timing improvements included in the traffic mitigation plan for the Arts Bonus Alternative, which would provide an additional four seconds of green time for pedestrians crossing Third Avenue, would also fully mitigate the significant adverse impact at this location.

As discussed above in the Shadows section, it is expected that the shadow impacts identified in Chapter 3.5, "Shadows", would be the same under the Arts Bonus Alternative, with no additional incremental shadows cast and no additional impacts, when compared to the proposed action. The four resources significantly affected under the proposed action and the Art Bonus Alternative are: Church of St. Joseph of the Holy Family, Metropolitan Community United Methodist Church, Dream Street Park and Adam Clayton Powell, Jr. State Office Building Plaza. The same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the Arts Bonus Alternative. Potential mitigation measures for the shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated in the Arts Bonus Alternative.

Mitigation measures for these shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated. For the remaining adversely impacted sunlight sensitive resources (the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church), the Department of City Planning, in consultation with the appropriate City and State agencies, has concluded that there are no feasible or practicable mitigation measures that can be implemented to mitigate these impacts,

and the significant adverse shadow impacts on these resources therefore remain unmitigated in the Arts Bonus Alternative.

~~As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the Draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

Unavoidable Adverse Impacts

As discussed above, the Arts Bonus Alternative would result in the same significant adverse shadows impacts on historic and open space resources as the proposed action. Incremental shadows generated by the proposed action would result in significant adverse impacts to the Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist Church, Dream Street Park, and the Adam Clayton Powell Jr. State Office Building Plaza.

As discussed in Chapter 3.5, "Shadows", a potential mitigation measure for the identified impact on the two historic resources includes the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of each resource. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the mitigation measures described above are not feasible and that there are no other feasible or practicable measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated under the Arts Bonus Alternative.

Potential mitigation measures for these shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated under the Arts Bonus Alternative.

Mitigation measures for the shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the

Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated under the Arts Bonus Alternative.

~~As discussed above, the same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the Arts Bonus Alternative. As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the Draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

Under the Arts Bonus Alternative, as in the proposed action, there could be significant adverse impacts to historic resources related to direct and construction effects, similar to the proposed action. Specifically, direct effects could occur on four historic resources: the former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News (#5). Any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks or have been calendared for designation. Inadvertent construction-related damage could potentially occur to seven eligible and potentially eligible resources including: the Park Avenue Viaduct (#8); the Metro-North 125th Street Station (#7), the former Twelfth Ward Bank (#11), Blumstein's Department Store (#12), 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20), and the Lenox Avenue/West 125th Street Subway Station (#24). The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. Additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the construction protection procedures and, as with the proposed action, may therefore be adversely affected by adjacent development resulting from the Arts Bonus Alternative.

Several mitigation measures are proposed to alleviate significantly impacted traffic conditions as part of the Arts Bonus Alternative. However, despite these mitigation measures, significant adverse traffic impacts would remain at the following intersections:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- West 126th Street/Lenox Avenue (weekday AM, weekday PM and Saturday midday peak hours)
- East 125th Street/Second Avenue (weekday PM peak hour and Saturday midday peak hour)
- East 125th Street/.Third Avenue (weekday PM peak hour and Saturday midday peak hours)

- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/Lenox Avenue (weekday PM peak hour)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)
- West 125th Street/Broadway (weekday PM peak hour)

Conclusion

The Arts Bonus Alternative is generally similar to the proposed action except that it also includes a floor area bonus in the proposed C4-7, C6-3, and C4-4D districts in exchange for the provision of core and shell space for visual or performing arts. This alternative seeks to achieve the same goals and objectives as the proposed action while providing additional incentives for the creation of visual or performing arts spaces within the Special 125th Street District. The creation of such spaces would help sustain and enhance the district's identity as a premier arts destination.

The impacts related to specific technical areas of assessment for the Arts Bonus Alternative would be similar to those in the proposed action. Direct effects and construction impacts to historic resources under the Arts Bonus Alternative would be the same as the impacts expected to historic resources under the proposed action. Shadow impacts under the Arts Bonus Alternative would also be the same as under the proposed action. The Arts Bonus Alternative would generate more vehicle trips in ~~three of the~~ all four analysis time periods and would require additional mitigation measure when compared to the proposed action and there would be several intersections with significant traffic impacts despite the mitigation measures proposed. Impacts are expected at three pedestrian crosswalk location and the crosswalks would require widening in order to mitigate the potential impacts.

C6-3 ALTERNATIVE

The C6-3 Alternative is identical to the proposed action except that it would map a C6-3 zoning district instead of a C4-7 district along the north side of 125th Street generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard, see figure **3.21-9**. While seeking to achieve the same overall goals and objectives of the proposed action, this alternative responds to concerns expressed by Manhattan Community Board 10, elected officials and members of the public regarding the potential effects of new development that would reach the maximum building height allowed under the proposed action.

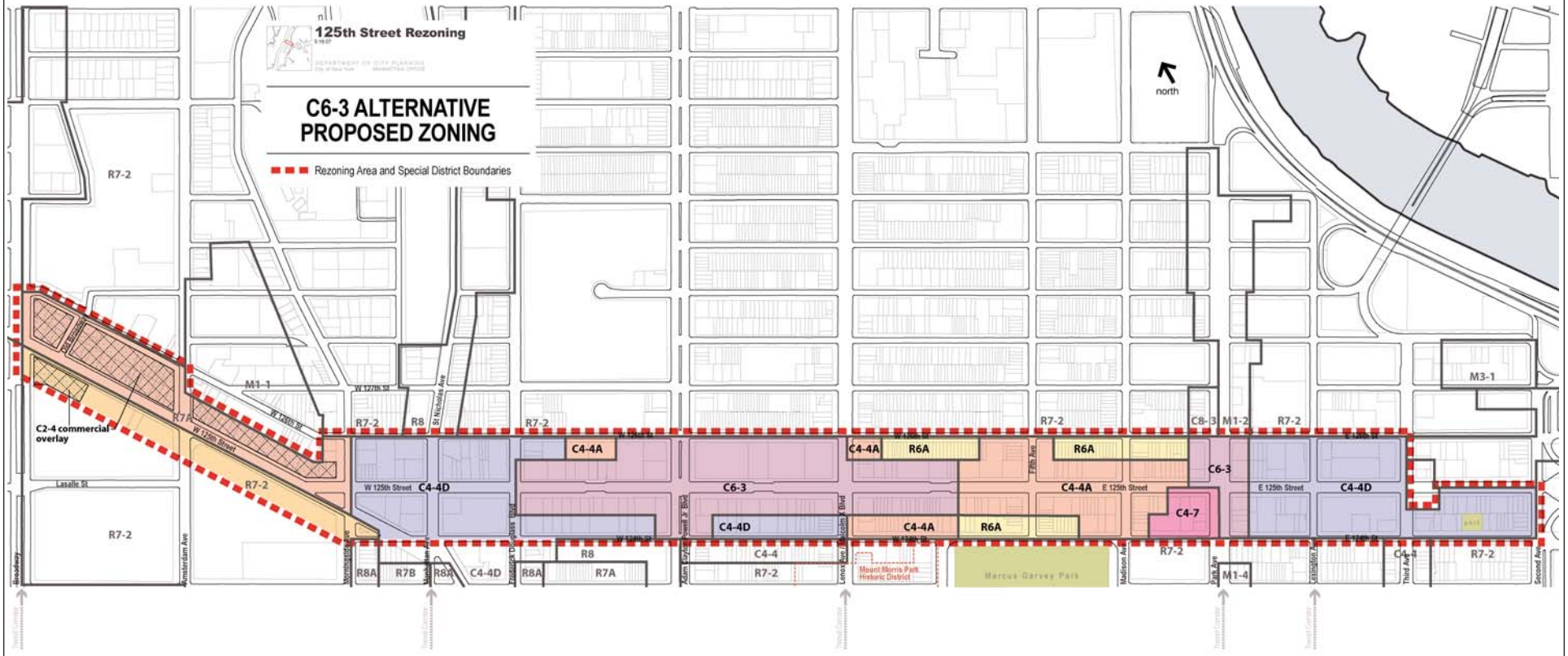
The portion of 125th Street that would be mapped with a C6-3 zoning district in this alternative contains primarily office and commercial buildings. Three of the tallest structures along the corridor are located in this area, the Adam Clayton Powell State Office Building at 20 stories high (approximately 250 feet), the 55 West 125th Street office building at 15 stories high (approximately 150 feet) and the Harlem Center office building at 10 stories high (approximately 160 feet). The remainder of the office and commercial uses within this area range in height from one to six stories. The Apollo Theater, a prominent cultural institution, is located at the western end of this area. The existing zoning for the majority of this area is C4-7, a high density commercial district. The eastern 165 feet of this area are currently zoned C4-4, a medium density commercial district.

The C6-3 Alternative differs from the proposed action with respect to density and building bulk and form regulations. Use regulations are identical to those of the proposed action.

Under this alternative, maximum FARs would be less than under the proposed action for the portion of the corridor affected by this alternative. The C6-3 district proposed to be mapped on the north side of 125th Street under this alternative would allow residential, commercial, and community facility development up to 6 FAR. Residential development would be allowed an additional 2 FAR bonus, for a maximum FAR of 8, in exchange for providing affordable housing under the Inclusionary Housing program. Under the proposed action, the existing C4-7 district and its proposed extension would allow residential development up to 9 FAR with a 3 FAR bonus, for a maximum FAR of 12, available in exchange for providing affordable housing under the Inclusionary Housing program. Commercial and community facility development would be allowed up to 10 FAR.

Under the C6-3 Alternative, maximum building heights would be less than under the proposed action for the portion of the corridor affected by this alternative. Under this alternative, new development would be limited to a maximum building height of 160 feet. Under the proposed action, new development in this area would be limited to a maximum building height of 290 feet.

In addition, this alternative includes a slab width control not included under the proposed action. Under this alternative, the proposed building bulk and form regulations on the north side of 125th Street would limit the width of the portion of the building above 85 feet to a maximum of 150 feet, except on the block bounded by 125th and 126th Streets, Adam Clayton Powell Jr. Boulevard



Source: NYC Department of City Planning

Figure 3.21-9 - C6-3 Alternative - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

and Lenox Avenue/Malcolm X Boulevard. Under the proposed action, there are no slab width controls in the C4-7 district in this area.

Manhattan Community Board 10 Recommendations

The C6-3 Alternative responds to concerns expressed by Manhattan Community Board 10 (CB10), elected officials and members of the public regarding the potential effects of new development that would reach the maximum building height of 290 feet allowed in the C4-7 zoning district under the proposed action, for the area that includes the north side of 125th Street between generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard.

The C6-3 Alternative reflects CB10's request that the EIS analyze an alternative in which the C4-7 zoning district proposed on this part of the corridor be replaced by a C6-3 zoning district with the same maximum height restrictions as proposed for the adjacent southern portion of the corridor.

While this alternative would reduce the allowed density on a portion of the corridor, this alternative seeks to achieve the same overall goals and objectives of the proposed action.

CB10's written comments on the draft scope of work for the EIS submitted on January 29, 2007 and further publicly presented at a Town Hall meeting on June 28, 2007, outline a series of further recommendations with respect to zoning map changes, uses, density (FAR), bonus mechanisms, building form and housing affordability.

These additional recommendations that have not been included in the analysis of the C6-3 Alternative as these recommendations would generally be inconsistent with the overall goals and objectives of the proposed action. The discussion below addresses these recommendations in detail.

Introduction and Geographic Applicability
CB10 proposed recommendations would affect the portion of the 125th Street corridor between Fifth Avenue on the east and Morningside Avenue on the west. Most of this area is within the boundaries of CB10 except for the blocks between St. Nicolas Avenue and Morningside Avenue which are within the boundaries of Manhattan Community Board 9 (CB9). Up to the completion of this DEIS, CB9 had not officially commented or endorsed these recommendations.

Zoning Map Changes
The zoning map changes recommended by CB10 would include mapping a C6-3 zoning district along the north side of 125th Street generally between Morningside Avenue and 545 feet east of Lenox Avenue/Malcolm X Boulevard. CB10 recommendations would also extend the C6-3 zoning district included in the proposed action for the south side of 125th Street, west up to Morningside Avenue. For those portions of 124th and 126th Streets within this area CB10 recommends C6-2A zoning districts replacing the C4-4D zoning districts in the proposed action. The zoning districts included in the proposed action for the portions of 124th and 126th Streets

east of Lenox Avenue/Malcolm X Boulevard would remain in place. The recommendation of mapping a C6-3 zoning district on the north side of 125th Street generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard is included in the analysis of the C6-3 Alternative. The zoning map changes recommended for the blocks between Frederick Douglass Boulevard and Morningside Avenue, including extending the C6-3 zoning district west to Morningside Avenue and replacing the C4-4D zoning districts included in the proposed action with C6-2A zoning districts would be inconsistent with the zoning map changes recently adopted with Frederick Douglas Boulevard rezoning directly to the south of this area. Therefore, this recommendation has not been included in the alternative. The C4-4D zoning districts included in proposed action for these two blocks would continue the existing C4-4D zoning district that is adjacent to the south mapped as part of the Frederick Douglas Boulevard rezoning continuing the scale and character of development on St. Nicholas Avenue as it travels from the south through 125th Street.

Uses and Density

CB10's central zoning recommendation for the portion of the 125th Street corridor is to limit increases in density along 125th Street to commercial uses only. The C6-3 zoning district recommended by CB10 for 125th Street would allow a base commercial FAR of 6.0, bonusable up to 8.0, but would limit the allowed FAR for residential or community facility uses to 4.0, as allowed in the existing C4-4 zoning district. A maximum commercial FAR of 8.0 could be achieved through a cultural and/or small business bonus mechanism discussed further below. The use and density (FAR) recommendations outlined by CB10 would not encourage new mixed-use development, would not create new opportunities for housing development on 125th Street, including affordable housing, and would not sustain and enhance the ongoing revitalization of 125th Street. These use and density recommendations are thus not consistent with the goals and objectives of the proposed action and therefore have not been included in the analysis of the C6-3 Alternative. The use and density recommendations included in the proposed action for this portion of 125th Street recognize the need for incentives to catalyze the production of residential, commercial, retail, arts and entertainment uses to enliven the street during the day and evening.

The portions of 124th and 126th Streets where C6-2A zoning districts are recommended have been described by CB10 as the areas where residential development would be preferable and where the recommended zoning district is intended to provide greater flexibility to commercial uses. The recommended C6-2A zoning district would allow a base residential FAR of 4.0, bonusable up to 7.2 through an Inclusionary Zoning bonus. Commercial and community facility uses would be kept at 4.0 FAR, as allowed in the existing C4-4 zoning district. While these recommendations would encourage some new mixed-use development they fall significantly short of expanding the extent and range of uses permitted under the proposed action. The density bonus recommended for residential use would be inconsistent with the current City-wide Inclusionary Zoning program where a 33% density bonus is available in exchange for a minimum 20% of developed square footage being affordable. The recommended density for commercial uses in the C6-2A zoning districts would provide no additional incentives for the creation of commercial uses as the allowed density would remain as under the existing zoning, and would not meet the goals and objectives of the proposed action. The proposed action would

encourage commercial uses in the proposed C4-4D zoning districts by increasing the existing allowed commercial FAR of 4.0 to 5.4 FAR, providing for greater incentive and flexibility for the development of such uses.

Bonus Mechanisms
CB10's recommendations for the C6-3 district include two different density bonus mechanisms that would be available exclusively for commercial development on 125th Street. The first mechanism would introduce a density bonus incentive for the creation of arts and cultural uses and the second mechanism would introduce a density bonus incentive to attract and preserve small/local businesses, Both mechanisms would allow for the base commercial density of 6.0 FAR to be increased up to a maximum of 8.0 FAR.

The introduction of a density bonus incentive to promote arts and cultural uses on 125th Street is a recommendation analyzed as part of this EIS in the Arts Bonus Alternative discussed in this chapter. The Arts Bonus Alternative seeks to achieve the same goals and objectives as the proposed action while providing additional incentives for the creation of visual and performing arts spaces within the Special 125th Street District. The arts bonus mechanism would allow an increase in floor area, up to the maximum FAR, of four square feet for every one square foot of floor area provided for visual or performing arts space within the development receiving the bonus floor area. Within the C6-3 zoning district, the arts bonus would allow an increase in the allowable FAR from 6.0 up to 8.0 in exchange for the provision of visual or performing arts space at the rate described above. The analysis of this component of CB10's recommendations is included in the Arts Bonus Alternative section of this chapter.

The second bonus mechanism recommended by CB10 would provide incentives to attract and preserve small/local businesses on 125th Street. This bonus mechanism would allow the same increase in density from 6.0 to 8.0 FAR for commercial development using the bonus. Further details on how this mechanism would be structured have not been provided or articulated by CB10. It has not been demonstrated how the introduction of a density bonus mechanism to provide incentives to attract and preserve small/local businesses could be achieved through a zoning bonus mechanism. The Department of City Planning believes that creation of incentives to attract and preserve small/local businesses constitutes an important goal for the City, one that would be more appropriately attained through non-zoning related mechanisms. For these reasons, this recommendation has not been included in the alternative. However, the City remains committed to the study of ways to achieve this goal, particularly in connection to the proposed rezoning of the 125th Street corridor.

Building Form
CB10's recommendations for building bulk and form would limit the width of any building to a maximum of 100 feet and would require side tower setbacks in addition to the front setback included in the proposed action. Limiting new development to a maximum of 100 feet of frontage would unduly affect existing lots or assemblages with more than 100 feet in frontage, forcing new development on these lots to build two separate structures with two separate circulation cores. Furthermore, as these regulations would apply to the C6-3 zoning district where commercial development is recommended over residential development, the achievable

tower floor plates (above the streetwall) for commercial development would be severely restricted to a maximum size of 6,500 square feet (100 feet in frontage times the 65 feet deep tower; including a 15 feet front setback and a 20 feet minimum required commercial rear yard). Commercial building floor plates of this size are considered insufficient for efficient commercial development, particularly for office buildings where extensive floor plates are generally desired, and would render commercial development less likely. The recommended side setbacks of 15 feet on each side of the tower would further restrict the size of the achievable floor plate by reducing the tower width by another 30 feet. As such, these recommendations would render the creation of new commercial or mixed-use development less likely and are not consistent with the goals and objectives of the proposed action, and therefore not included in the analysis of the C6-3 Alternative. The building form controls included in the proposed action for the C6-3 zoning district balance the need for development flexibility with the constrains associated in a contextual zoning district with streetwall requirements and limitations on the maximum building height. New development within the C6-3 zoning district that results from the proposed action would be required to provide a streetwall between 60 and 85 feet, the portion of the building above the streetwall would be required to be setback from the street by 15 feet and its maximum width would be limited to a maximum of 150 feet with an overall maximum height limit of 160 feet. These building form controls would promote an appropriate relationship to the street and the surrounding built context while providing for enough development flexibility.

Housing Affordability

CB10 made several recommendations regarding the Inclusionary Zoning (IZ) program and residential affordability. CB10 recommended that the term used to describe affordable housing be changed to Income-Targeted housing. The recommendations include redefining income-targeted housing requirements to apply to families earning a yearly salary of up to $35,000, instead of the current definition of $56,000; increasing the percentage of income-targeted residential units required under the IZ program in exchange for the density bonus from 20% to 30%; that those income-targeted residential units created through the IZ program be provided within the same development that is receiving the density bonus (or "on-site"); and that all income-targeted housing units created be subject to a 50% community preference. The standards for affordability within the IZ program are based on the standards established by the U.S. Department of Housing and Urban Development (HUD), set in relation to the median family income for the primary metropolitan statistical area (PMSA) rather than for a city, borough or community. In particular, the program requires that the units be affordable to those earning no more than 80% of AMI, which currently amounts to about $56,000 for a family of four (this amount is scaled down according to family size) and represents the maximum income level that can be served; however, deeper levels of affordability can be achieved by taking advantage of available subsidy programs in conjunction with a density bonus. The IZ program offers a 33% floor area ratio (FAR) bonus in exchange for a minimum 20% of developed square footage being affordable or income-targeted as per the program guidelines; this relationship between the density bonus and the required amount of affordable or income-targeted floor area required in exchange has been carefully considered and designed to ensure a strong incentive for the provision of the affordable or income-targeted housing units. In regards to the creation of income-targeted units on-site, income-targeted housing units provided in exchange of the Inclusionary Zoning bonus may be new units on the same site as the development receiving the

bonus, or new or preserved units in a separate building off-site. Off-site affordable units must be located within the same community district, or in an adjacent community district, within the borough of Manhattan, on a site within a half-mile of the site receiving the bonus. It is expected that once the proposed changes to the 421-A program are in effect, the incentives for locating the lower-income housing units on-site would be greater than what they are today. Under the proposed changes to the 421-A program significant tax incentives would be only available when complying with a minimum 20% on-site affordability; such incentives are expected to increase the number of income-targeted housing units provided on-site. Under the IZ program, there is a 50% preference to residents within Community District where the development is being built.

Development Scenario

The development scenario for the C6-3 Alternative contains the same projected and potential development sites and is identical to the development scenario for the proposed action, except for the maximum FARs at projected development sites 6, 10 and 14, and potential development sites 33 and 37 which would be less than under the proposed action.

A comparison of FARs allowed under the Lesser Density (C6-3) Alternative and the proposed action is shown below in **Table 3.21-9**.

Table 3.21-9
Comparison of Allowed FAR between the C6-3 Alternative and the Proposed Action

Development site:	Type:	Primary use:	C6-3 alternative maximum allowed FAR:	Proposed action maximum allowed FAR:
6	Projected	Residential	8	12
10	Projected	Commercial	6	10
14	Projected	Residential	8	12
33	Potential	Residential	8	12
37	Potential	Residential	8	12

Due to the lower densities, this alternative would generate fewer dwelling units and less commercial floor area than the proposed action as described in detail below in **Table 3.21-10**. In addition, the maximum building heights allowed on the projected and potential development sites within the C6-3 zoning district would be 160 feet instead of 290 feet as allowed in the C4-7 zoning district included in the proposed action.

Compared to the proposed action, the C6-3 Alternative would result in the creation of 126 fewer residential dwelling units, including 25 fewer affordable residential units, 5% less than the proposed action. When compared to the proposed action, the C6-3 Alternative would result in 241,008 sf less commercial floor area, 36% less than the proposed action. The C6-3 Alternative

would produce the same amount of floor area as the proposed action for hotel, community facility/institution, storage/manufacturing, parking/automotive and utility uses.

Table 3.21-10.
Summary of RWCDS for the C6-3 Alternative and the Proposed Action

Scenario / Alternative	C6-3 Alternative	Proposed Action	Difference
	New increments (compared to future No-Action conditions):		
Residential Dwelling Units (DUs)*	2,202	2,328	- 126
Affordable DUs	473	498	- 25
Commercial Retail FA (sf)	160,385	208,586	- 48,201
Commercial Office FA (sf)	243,208	436,015	- 192,807
Commercial Hotel FA (sf)	11,672	11,672	0
Commercial FA (retail, office, hotel) (sf)	415,265	656,273	- 241,008
Community Facility/Institutional FA (sf)	- 110,985	- 110,985	0
Storage/Manufacturing FA (sf)	- 26,284	- 26,284	0
Parking/Automotive FA (sf)	- 110,486	- 110,486	0
Utility FA (sf)	0	0	0

*Includes affordable dwelling units

Land Use, Zoning, and Public Policy

Similarly to the proposed action, the C6-3 Alternative would have positive effects on land use, and would not result in significant adverse impacts to land use, zoning, or public policy.

Land Use
The development scenario for the C6-3 Alternative would be identical to that of the proposed action, except for projected development sites 6, 10, and 14, and potential development sites 33 and 37 where the C6-3 zoning district proposed as part of this alternative would allow a lower FAR than the proposed action. As a result, this alternative would generate fewer residential dwelling units and less commercial floor area than under the proposed action.

The RWCDS for the C6-3 Alternative would result in a net increase of 2,202 residential dwelling units, of which 473 would be affordable units, and net increases of 160,385 sf of commercial retail, 243,208 sf of commercial office space and 11,672 sf of commercial hotel space.

The C6-3 Alternative would would support, to a lesser degree, the goals and objectives of the proposed action in terms of providing commercial and residential development, including affordable housing.

Zoning
This alternative is identical to the proposed action in terms of zoning except that a C6-3 zoning district would be mapped instead of a C4-7 zoning district along the north side of 125th Street generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue. The C6-3 zoning district proposed as part of this alternative would be consistent with the zoning district included in the proposed action directly adjacent to the south. The use regulations of the C6-3 Alternative are identical to those of the proposed action; however, the maximum FARs allowed for residential, commercial, and community facility development would be less than under the proposed action. The C6-3 zoning district proposed to be mapped as part of this alternative would allow residential, commercial, and community facility development up to 6.0 FAR. Residential development would be allowed an additional 2.0 FAR bonus, for a maximum FAR of 8.0, in exchange for providing affordable housing through the Inclusionary Zoning program. Compared to the proposed action, the C4-7 zoning district proposed for this portion of the corridor would allow residential development up to 9.0 FAR with a 3.0 FAR bonus, for a maximum FAR of 12, available in exchange for providing affordable housing under the Inclusionary Zoning program, and would allow commercial and community facility development up to 10 FAR.

Public Policy
The C6-3 Alternative would reduce the allowed density on the portion of the corridor where a C6-3 zoning district would be mapped replacing the C4-7 zoning district in the proposed action. This reduction in the allowed density would reduce the inclusionary housing bonus included in the proposed action therefore lowering the amount of affordable housing created as a result of this alternative. However, given the slight reduction in the total amount of affordable units, this alternative would remain consistent with public policy to guide development in the city.

Socioeconomic Conditions

Due to its lower permitted densities for future development, the C6-3 Alternative is expected to generate fewer dwelling units, including fewer affordable units, and less commercial floor area than the proposed action, resulting in lower incremental socioeconomic effects. Specifically, the amount of development capacity on three RWCDS sites on the north side of 125th Street surrounding Adam Clayton Powell Boulevard would differ between that of the proposed action as follows:

- Site #10 would be expected to be developed with 259,084 additional square feet of office space in comparison to the No-Action condition, whereas the proposed action would generate an additional 451,890- square feet of office space in comparison to development occurring pursuant to existing zoning in the future without the proposed action. An

additional increment of 64,428 square feet of retail use would result on Site 10 under the C6-3 Alternative, as opposed to 112,630 square feet under the proposed action.

- The additional increment of residential development expected on Site 6 would be reduced from 143 units under the proposed action to 88 units under the C6-3 Alternative.

- The increment of residential development on Site 14 would be reduced from 183 units under the proposed action to 112 units under the C6-3 Alternative.

Because it would reduce the amount of projected future development in the rezoning area, no new significant adverse impacts on socioeconomic conditions would be anticipated as a result of the C6-3 Alternative.

While the proposed action is expected to generate an increase in development that would result in an additional 2,328 dwelling units housing approximately 6,053 persons, the C6-3 Alternative would be expected to generate only an additional 2,202 dwelling units housing approximately 5,725 persons. The lower amount of development would also result in a lower amount of job creation. While an incremental increase of ~~2,923~~ 2,086 jobs over No-Action conditions would be expected under the proposed action, the C6-3 Alternative would be expected to generate a net increment of only ~~1,714~~ 921 additional jobs.

Indirect effects from rising commercial rents, which under the proposed action are not considered to be significant adverse effects due to ongoing trends in commercial real estate in the area, would be slightly lower under the C6-3 Alternative. Projected development at nearly half the density of the proposed action on Site 10, for example, would still stimulate a change in market conditions in the immediate area of the development site, though this would not be expected to result in significant indirect business or institutional displacement impacts.

Community Facilities

The projected population decreases slightly in the study area under the C6-3 Lesser Density Alternative compared to the proposed action, and would therefore place a somewhat lesser demand on community facilities and services. As with the proposed action, this alternative would not result in a significant adverse impact schools, libraries, health care services, publicly funded day care, or police or fire services.

Open Space

The overall effect of this alternative on open space resources would be to reduce the residential and non-residential populations as compared to the proposed action. The C6-3 alternative would result in a residential open space ratio of 0.97 per thousand residential population compared to the proposed actions ratio of 1.10 per thousand residents, and a ratio of 1.18 acres per thousand non-resident population, greater than the proposed action's ratio of ~~1.06~~ 1.05 acres per thousand non-resident population. The C6-3 Lesser Density alternative would include the same open

spaces available to the proposed action. As the C6-3 Alternative would generate fewer residents and fewer non-residential workers in the study area than the proposed action and the open space study area would have the same amount of open space, this alternative, like the proposed action, would not result in significant adverse impacts on open space.

Shadows

Under the C6-3 Alternative, a C6-3 district is mapped on the portion of 125th Street where the higher-density C4-7 district is proposed. This would affect three projected development sites that are expected to cast additional shadows on light-sensitive resources under the proposed action: Projected Sites 6, 10 and 21. Sites 6 and 10, which would cast shadows upon the Adam Clayton Powell Jr. State Office Building Plaza (Resource H) under the proposed action, would be reduced in height under the Lesser Density Alternative and therefore would generate a shorter shadow on this resource. As the plaza experiences a significant adverse impact under the proposed action, an analysis of the potential for the net new shadows under the C6-3 Alternative is provided below.

Apart from the Adam Clayton Powell Jr. State Office Building Plaza (Resource H), the remaining resources that are identified in Shadows Chapter 3.5, "Shadows," as adversely impacted by the proposed action would remain adversely impacted under the C6-3 Alternative. The remaining three resources adversely affected under the C6-3 Alternative are: The Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist, and Dream Street Park. The projected and potential development sites that contribute shadow to these resources of concern under the proposed action would have the same anticipated bulk and mass under the C6-3 Alternative. Therefore, the projected and potential development sites that contribute shadow to these three resources of concern would cast the same net new shadow and have the same adverse impact as identified under the proposed action.

Assessment of Additional Shadow Duration on Resource H - Adam Clayton Powell Jr. State Office Plaza (Resource H) Under C6-3 Alternative

The assessment of shadow impacts on the Adam Clayton Powell Jr. State Office Building under this alternative determined that the duration of shadows on the plaza would not be reduced. However, the incremental shadow under this alternative would cover a lesser extent of the plaza than under the proposed action. During the morning hours of the December analysis period it was concluded that a larger portion of the plaza's central pathway would receive sunlight, though the sun-sensitive benches at the perimeter are not expected to see additional sunlight during this analysis period.

During the morning hours of June 21st, the benches and sculpture in the southwest portion of the plaza would see additional sunlight when compared to the proposed action. The shadow from Site 10 would gradually recede and exit by 1:30 p.m. Whereas the shadow remains on the resource the same amount of time, when compared to the proposed action, the shadow lengths are reduced due to the lesser development height of Site 10.

During the March analysis period, the shadow cast by Site 10 is also reduced during the morning hours, and by 10:30 a.m. considerable sunlight exists on the benches in the southwestern portion of the plaza. By 12:30, the shadow impacts are expected to be the same as the proposed action. A slight reduction in shadows on several benches is expected during this analysis date under the C6-3 Alternative.

During the May analysis period under the C6-3 Alternative, the shadow from Site 10 recedes quicker from the plaza. Whereas it is expected to exit to the northeast of the plaza during the same times as the proposed action, a lesser proportion of the plaza will be covered by its shadow. This is especially true in the southwest corner of the resource, which begins receiving sunlight by 9:00 a.m. under this alternative.

Projected development site 21, which provides net new shadow upon Marcus Garvey Park, would be of a lesser height, but would still cast a net new shadow on the park under the C6-3 Alternative. However, as the park is not significantly adversely affected by the shadow from a taller building on projected development site 21 under the proposed action, no significant adverse impacts are expected with a building of a lesser height on projected development site 21 in the C6-3 Alternative.

Historic Resources

The C6-3 Alternative would have some differences in permitted FAR and height and bulk regulations as compared to the proposed action, but would include the same projected and potential development sites as the proposed action. Therefore, the C6-3 Alternative would have the same direct effects as the proposed action, i.e., could result in significant adverse impacts to four historic resources: the former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News (#5). Any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks or have been calendared for designation.

Like the proposed action, the potential for inadvertent construction-related damage could potentially occur to four National Register and NYCLPC-designated landmarks: Engine Company 36 (#9), the Apollo Theatre (# 14), the Mount Morris Park Historic District Extension (#19), and the Hotel Theresa (#22). However, for these resources, there would be full protection afforded through TP/PN 1088, and like the proposed action, significant adverse impacts would not occur.

As with the proposed action, inadvertent construction-related damage could potentially occur to seven eligible and potentially eligible resources including: the Park Avenue Viaduct (#8); the Metro-North 125th Street Station (#7), the former Twelfth Ward Bank (#11), Blumstein's Department Store (#12), 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20), and the Lenox Avenue/West 125th Street Subway Station (#24). The resources would be provided a measure of protection from construction as Building Code section

27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. Additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the construction protection procedures and, as with the proposed action, may therefore be adversely affected by adjacent development resulting from this alternative.

Under the C6-3 Alternative, development could occur on all of the same projected and potential sites identified for the proposed action. As LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, the C6-3 Alternative does not have the potential to result in significant adverse archaeological impacts, similar to the proposed action.

Several projected and potential developments that are expected to result from the proposed action could potentially cast new incremental shadows on sunlight sensitive historic resources in the Arts Bonus Alternative. As further discussed in Chapter 3.5, "Shadows," the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church contain light-sensitive features and are expected to receive incremental shadowing effects as a result of the proposed action and the C6-3 Alternative. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the potential mitigation measures described in Chapter 3.5, "Shadows," are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce these impacts, therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated in the C6-3 Alternative.

Urban Design and Visual Resources

For urban design, the C 6-3 alternative would directly affect five development sites, all of which are located in the Mixed-use Core subarea. Therefore potential impacts to urban design and visual resources are considered for this subarea alone. This alternative does not include changes to the remaining subareas where, as described in the proposed action, there would be no significant adverse impacts to urban design or visual resources.

The development resulting from the C6-3 Alternative would be similar in use and building type to the development resulting from the proposed action. However, development resulting from this alternative within the C6-3 zoning district would be considerably lower than that from the proposed action. Within the Mixed-Use Core, buildings on projected development sites 6, 10 and 14 and on potential sites 33 and 37 would be lower, with a maximum building height of 160 feet instead of the 290 feet height in the proposed action. Permitted FAR would be reduced from a maximum of 12 with the Inclusionary Housing bonus to a maximum of 8, with the Inclusionary Housing bonus. The same street wall requirements included in the proposed action would apply (60 feet high minimum and 85 feet high maximum street wall). The reduction in maximum height and allowed density included in this alternative would result in less development.

The C6-3 zoning district included in this alternative would include the same building form controls as those included in the C6-3 districts in the proposed action. These include streetwall requirements and maximum building height as described above, together with the slab width control that limits the length of those portions of the building above a height of 85 feet to a maximum of 150 feet. As in the proposed action, this control would not be applicable to the block bounded by 125th and 126th Streets, Adam Clayton Powell Jr. Boulevard and Malcolm X Boulevard.

As the C6-3 Alternative would result in buildings that are consistent in form and height to those permitted under the proposed action, this alternative would reinforce the built fabric of the proposed action area by developing underutilized low-rise commercial parcels with new mixed use development that would reinforce the street wall context of this portion of the corridor. Compared to the proposed action, the lower building resulting from this alternative would allow additional light and air to reach the street within this portion of the corridor. As the proposed action, this alternative would establish the same use controls designed to place active uses at street level, limit inactive street frontages, and promote new development that further activates the street through continuous retail use, glazing and transparency requirements, and distinctive signage. Neither this alternative nor the proposed action would adversely affect the urban design in the Mixed Use Core.

With the C6-3 Alternative, like the proposed action, significant adverse impacts to existing views of visual resources would not occur. Changes in height limits for development in the Mixed Use Core subarea on projected development sites 6, 10, and 14, and potential development sites 33 and 37 would reduce the overall total height of buildings, however, streetwall requirements would be the same as those included the proposed action. The lower building heights, and reduced building bulk on these development sites would not affect views of the significant visual resources in this subarea, which include the Apollo Theatre and the Hotel Theresa. Similar to the proposed action, the C6-3 Alternative would not result in significant adverse impacts to visual resources.

Under this alternative, effects on neighborhood character would be similar to those of the proposed action. Similar to the proposed action, the C6-3 Alternative would allow a mix of uses and densities that would support the ongoing revitalization of the 125th Street corridor. Unlike the proposed action, new development under the C6-3 Alternative would restrict the building height within the core of the corridor to a maximum of 160 feet, a height similar to the height of the Theresa Hotel, effectively allowing the Adam Clayton Powell Jr. State Office Building to remain as the tallest structure within this portion of the corridor. Like the proposed action, the increase in activity that would be introduced to the area would be expected to have beneficial effects on neighborhood character, particularly with respect to reinforcing the visual character of the 125th Street corridor and enlivening the street-level pedestrian experience through continuous retail and active uses frontage, glazing, transparency, and restrictions for the placement of non-active uses at the street level. Neither the Lesser Density Alternative nor the proposed action would have a significant adverse impact on neighborhood character of the study area.

Hazardous Materials

This alternative would have the same requirements for hazardous material remediation as would the proposed action. Each of the privately owned projected and potential development sites, which are the same as the proposed action, would be subject to (E) designation. The (E) designation requires that a procedure of Phase 1 testing be developed and approved by NYCDEP prior to the issuance of a building permit by NYCDOB. With this procedure, significant adverse impacts would not result from the alternative or from the proposed action.

In addition to the sites receiving (E) designations, there are City owned properties that have been identified as having the potential for hazardous materials contamination. Because these sites are under City ownership, they are not subject to the regulations governing (E) designations. The agencies that own and control these sites will enter into Memoranda of Understanding or other agreements with NYCDEP to ensure that any testing and remediation activities, as deemed necessary by NYCDEP in accordance with NYCDEP requirements, are performed prior to and/or during development of or a change in use on these sites.

Natural Resources

Like the proposed action, this alternative would not result in significant adverse impacts on natural resources.

Waterfront Revitalization

The C6-3 Alternative, like the proposed action, does not include any portion within the designated boundaries of the New York City Coastal Zone. As such, neither this alternative nor the proposed action are subject to review for consistency with the City's LWRP. No further analysis is required.

Infrastructure

Demands on the City's water supply, wastewater treatment and stormwater management systems would increase somewhat under the C6-3 Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure impacts would occur under the C6-3 Alternative.

Solid Waste

Demands on solid waste and recycling would increase somewhat under the C6-3 Alternative as compared to existing and No-Action conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. Approximately 168 tons of solid waste would be generated as a result of this alternative, which is a nearly seven percent decrease over Future No-Action conditions. As with the proposed action, no significant adverse solid waste/sanitation impacts would occur under the C6-3 Alternative.

Energy

Demands on energy would increase somewhat under the C6-3 Alternative as compared to No-Action conditions. In the future with the C6-3 Alternative, it is projected that approximately 441 billion BTUs of energy will be used on the projected development sites, which is a 224 percent increase over the No-Action Alternative, but an eight percent reduction over the proposed action. As with the proposed action, no significant adverse energy impacts would occur under the C6-3 Alternative.

Traffic and Parking

Traffic

Table 3.21-11 compares the estimated peak hour vehicle-trip generation characteristics associated with the No-Action condition, the Action condition, and the C6-3 Alternative. Detailed trip generation tables for this alternative are located in Appendix I.

Table 3.21-11: Comparison of Estimated Vehicle Trip Generation

Analysis Scenario	Estimated Net New Vehicle Trips			
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
No-Action	380	1,085	1,230	1,239
Action	709	1,578	1,954	1,810
C6-3 Alt.	618	1,464	1,762	1,701

As shown in Table 3-21-11, the C6-3 Alternative is projected to generate fewer vehicle trips than the proposed action during all four peak hours analyzed. Therefore, the mitigation measures described under the Action condition are projected to be sufficient to mitigate the potential traffic impacts associated with this alternative, with the exception of the following seven intersections where unmitigated impacts will remain (these same seven intersections are also unmitigated under the Action condition):

135th Street Corridor

- West 135th Street/Adam Clayton Powell Jr. Boulevard – During the weekday PM peak hour, delays for southbound left-turning vehicles are projected to increase from 34.2 seconds/vehicle (LOS "C") under the No-Action condition, to 47.0 seconds/vehicle (LOS "D") under the C6-3 alternative.

126th Street Corridor

- West 126th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 48.2 seconds/vehicle (LOS "D") under the No-Action condition to 54.1 seconds/vehicle (LOS "D") under the C6-3 alternative. During the weekday PM peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 53.7 seconds/vehicle (LOS "D") under the No-Action condition to 59.0 seconds/vehicle (LOS "E") under the Action condition. During the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 90.8 seconds/vehicle (LOS "F") under the No-Action condition to 97.1 seconds/vehicle (LOS "F") under the Action condition.

125th Street Corridor

- East 125th Street/Second Avenue – During the weekday PM peak hour, there are significant impacts on all intersection approaches. Delays for vehicles on the eastbound approach are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 58.7 seconds/vehicle (LOS "E") under the C6-3 alternative. Delays for vehicles on the westbound approach are projected to increase from 78.6 seconds/vehicle (LOS "E") under the No-Action condition to 164.4 seconds/vehicle (LOS "F) under the C6-3 alternative. In addition, delays for vehicles on the southbound approach on Second Avenue are projected to increase from 55.4 seconds/vehicle (LOS "E") under the No-Action condition to 60.9 seconds/vehicle (LOS "E") under the C6-3 alternative. Finally, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 120.2 seconds/vehicle (LOS "F") under the No-Action condition to 136.1 seconds/vehicle (LOS "F") under the C6-3 alternative.

- East 125th Street/Third Avenue – During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 810.9 seconds/vehicle (LOS "F") under the No-Action condition, to 1009.0 seconds/vehicle (LOS "F") under the C6-3 alternative. In addition, delays for vehicles on the westbound approach are projected to increase from 47.3 seconds/vehicle (LOS "D") under the No-Action condition, to 81.9 seconds/vehicle (LOS "F") under the C6-3 alternative.

- East 125th Street/Lexington Avenue
    - During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 68.6 seconds/vehicle (LOS "E") under the No-Action condition, to 99.3 seconds/vehicle (LOS "F") under the C6-3 alternative. In addition, delays for vehicles on the westbound approach are

projected to increase from 292.2 seconds/vehicle (LOS "F") under the No-Action condition, to 386.2 seconds/vehicle (LOS "F") under the C6-3 alternative.

- During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 278.0 seconds/vehicle (LOS "F") under the No-Action condition, to 331.2 seconds/vehicle (LOS "F") under the C6-3 alternative. In addition, delays for vehicles on the westbound approach are projected to increase from 294.2 seconds/vehicle (LOS "F") under the No-Action condition, to 386.4 seconds/vehicle (LOS "F") under the C6-3 alternative.

- During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 72.2 seconds/vehicle (LOS "E") under the No-Action condition, to 110.2 seconds/vehicle (LOS "F") under the C6-3 alternative. In addition, delays for vehicles on the westbound approach are projected to increase from 365.8 seconds/vehicle (LOS "F") under the No-Action condition, to 449.3 seconds/vehicle (LOS "F") under the C6-3 alternative.

- West 125th Street/St. Nicholas Avenue – During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 207.8 seconds/vehicle (LOS "F") under the No-Action condition, to 257.2 seconds/vehicle (LOS "F") under the C6-3 alternative.

The following potential transportation-related improvement measures are recommended:

135th Street Corridor

- West 135th Street/Adam Clayton Powell Jr. Boulevard
  - Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet south of West 135th Street during the weekday PM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Adam Clayton Powell Jr. Boulevard, south of West 135th Street, during the weekday PM peak period.

  - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

  - With these improvements, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. However, re-allocating five seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period would mitigate this impact.

126th Street Corridor

- West 126th Street/Lenox Avenue
  - Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lenox Avenue during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the north side of 126th Street, east of Lenox Avenue, during these peak periods.

  - Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods.

  - Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM, weekday PM, and Saturday midday peak period.

  - Re-allocate two seconds of green time from the westbound phase to the north-south phase during the weekday midday peak period.

  - With these improvements, an unmitigated impact will remain during the weekday AM and weekday PM peak hours for northbound left-turns. However, re-allocating five seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period, and seven seconds during the weekday PM peak period would mitigate this impact.

  - The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM peak hours increased as a result of the left-turn prohibition.

125th Street Corridor

- East 125th Street/Second Avenue
  - During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the

Triborough Bridge off-ramp. It should be noted that this analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane. Even with this measure—and additional on-street parking removal along the north side of 125th Street (i.e. in the westbound direction)—the significant adverse impacts at this intersection would not be mitigated during the weekday PM peak hour. Widening of the 125th Street, Second Avenue, and the Tri-borough Bridge off-ramp approaches were also not considered due to the potential impacts on right-of-way and the need for property acquisition. As such, an unmitigated impact remains at this intersection during the weekday PM peak hour.

- East 125th Street/Third Avenue
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the westbound approach. However, re-allocating six seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period would mitigate this impact. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- East 125th Street/Lexington Avenue
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating eight seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period would mitigate this impact.

  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating eight seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period would mitigate this impact.

  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the Saturday midday peak period.

  - Removal of on-street parking on 125th Street was considered during the weekday midday and weekday PM peak periods, but not recommended as a viable mitigation measure.

- West 125th Street/St. Nicholas Avenue
  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period. With this improvement, an

unmitigated impact will remain during the weekday PM peak hour on the northbound approach. However, re-allocating 10 seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period would mitigate this impact.

Parking

As with the proposed action, the C6-3 Alternative is expected to increase the overall availability of off-street public parking in the study area. In addition, with fewer dwelling units and less commercial (retail and office) space than the proposed action, the C6-3 Alternative would also generate less parking demand. Therefore, like the proposed action, the C6-3 Alternative is not expected to result in significant adverse parking impacts.

Transit and Pedestrians

Transit

This alternative, with fewer dwelling units and less commercial (retail and office) space than the proposed action, would generate approximately 21 percent fewer pedestrian and transit (subway, bus and Metro-North) trips in the weekday AM peak hour, 24 percent fewer in the midday and 20 percent fewer in the PM peak hour. Given this lower level of demand, the proposed action's significant adverse impact to northbound M100 buses in the PM peak hour would not occur with the C6-3 Alternative.[2] Northbound M100 buses would operate with an available capacity of three spaces in the PM peak hour under the C6-3 Alternative compared to a deficit of five spaces with the proposed action. The significant adverse PM peak hour impacts to eastbound M60 buses and northbound Bx15 buses would, however, remain, albeit with smaller capacity deficits. Eastbound M60 buses would operate with a deficit of 28 spaces in the PM peak hour under the C6-3 Alternative compared to a deficit of 41 spaces for the proposed action, while northbound Bx15 buses would operate with a deficit of 33 spaces compared to a deficit of 47 spaces for the proposed action.

As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally and fiscally feasible. As such, the capacity shortfall on the M60 and Bx15 under the C6-3 Alternative would be addressed by NYCT (as they would with the proposed action), and no action-initiated mitigation for impacts to local bus service would be required for this alternative.

As discussed in Chapter 3.16, "Transit and Pedestrians," new subway demand generated by the proposed action is not expected to result in significant adverse impacts to subway stations serving the project site, or to subway line haul conditions. With fewer subway trips than the proposed action in both the weekday AM and PM peak hours, the C6-3 Alternative is also not

[2] According to current NYCT guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant adverse impact as it would necessitate the addition of more bus service along that route.

expected to result in significant adverse impacts to subway stations or subway line haul conditions.

Pedestrians

New pedestrian demand generated by the proposed action is not expected to result in significant adverse impacts to analyzed sidewalks or corner areas, however, demand from the proposed action would significantly adversely impact three crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue, and the north and south crosswalks at Third Avenue. With fewer pedestrian trips than the proposed action, the C6-3 Alternative is not expected to result in significant adverse impacts to analyzed sidewalks or corner areas. In addition, the significant adverse impact to the south crosswalk at southbound Park Avenue would not occur with this alternative as it would result in a decrease in pedestrian space of less than one square foot per pedestrian compared to No-Action conditions (~~14.3~~ 14.5 sq-ft/ped and LOS E compared to a No-Action ~~15.2~~ 15.1 sq-ft/ped and LOS E). The significant adverse midday peak hour impacts to the north and south crosswalks at Third Avenue would, however, remain under the C6-3 alternative. The north crosswalk would operate at LOS E with 14.2 sq-ft/ped compared to LOS D with 15.5 sq-ft/ped in the No-Action condition. The south crosswalk would operate at LOS E with 13.6 sq-ft/ped compared to LOS E with 14.7 sq-ft/ped in the No-Action.

Fully mitigating these impacts under the C6-3 Alternative would require ~~As with the proposed action~~, widening the north crosswalk on Third Avenue at 125th Street to ~~16~~ 15 feet in width (from 14 feet), and the south crosswalk to 13 feet (from 12 feet). ~~would fully mitigate the significant adverse impacts to these crosswalks under the C6-3 Alternative.~~

Air Quality

Under this alternative and the proposed action, no violations of the National Ambient Air Quality Standards (NAAQS) are predicted to occur with respect to mobile sources and parking facilities. Since the C6-3 Alternative would result in less overall density, it is not expected that the project induced traffic would result in air quality impacts or violations of air quality standards given that conditions under the proposed actions are well below the standard. There would also be a slight decrease in the accessory parking spaces that would be required under this alternative. Therefore, as with the proposed action, no significant adverse impacts from those parking facilities are expected under this C6-3 Alternative.

The C6-3 Alternative would result in several development sites (sites, 6, 10, 14, 33 and 37) being down zoned to a lesser height

Specifically, for the C6-3 Alternative compared to the Proposed Action,

- Site 6 would still pass CEQR screening methodology for all fuel types.
- Site 10 would pass CEQR screening nomograph methodology for No. 2 fuel oil and

natural gas. To preclude the potential for significant adverse air quality impacts, the following (E) designations would be placed on projected development sites 10 with the specified requirements:

For projected development site 10 to operate its HVAC system using No. 4 fuel oil, any new development on the property must locate the HVAC stack no closer than 120 feet to the edge of roof (on the highest tier). However, if No. 2 Oil and/or natural gas is used no significant impacts are expected

- Site 14 would still pass CEQR screening methodology for all fuel types.
- Site 33, the same (E) designations determined for the Proposed Action would still apply. with a minimum distance of 156 feet for No. 4 oil, 130 feet for No. 2 oil and 104 feet for natural gas in order not to have a significant adverse impact
- Site 37 would still pass CEQR screening methodology for all fuel types.

For the remaining forty-four development sites, the C6-3 Alternative would require the same (E) designations as described for the Proposed Action to avoid significant adverse air quality impacts with respect to proposed HVAC systems.

In conclusion, the only change for HVAC systems from the proposed action is in the text for the (E) designation for Site 10 as indicated above.

As with the proposed action, pollutant emissions from existing large residential and industrial sources would not result in any impacts to the C6-3 Alternative.

Noise

When compared to the proposed Action, the decrease in project density under the C6-3 Alternative would not result in any significant increases in local ambient noise or a doubling of traffic at any roadway or intersection such that a significant adverse impact would occur. With respect to the need for noise attenuation, the (E) designations would be the same as were outlined for the proposed action.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. Similar to the proposed action, the C6-3 Alternative would also include the noise attenuation, and hazardous materials testing and remediation requirements due to the proposed (E) designations that would be incorporated as part of this alternative and the proposed action. Therefore no significant adverse impacts are expected under the Lesser Density Alternative or the proposed action.

Construction

The C6-3 Alternative would generate temporary construction disruptions similar, although at a lower magnitude, to those attributable to the proposed action. As under the proposed action, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas. The C6-3 Alternative would result in somewhat less truck traffic and construction-related noise projected to occur with the proposed action, but would not provide the degree of economic benefits associated with the construction of the projected development sites.

Mitigation

The C6-3 alternative is projected to generate fewer vehicle trips than the proposed action alternative during all four peak hours analyzed. However, significant impacts would occur at the same intersections and time periods as identified under the proposed action. Potential mitigation measures required to alleviate the impacts and are discussed in detail above in the Traffic and Parking section of this alternative. Despite these mitigation measures, intersections in the study area are still projected to experience significant adverse traffic impacts. These intersections are discussed below in the "Unavoidable Adverse Impacts" section.

~~Therefore, the mitigation measures described under the proposed action are projected to be sufficient to mitigate the potential traffic impacts associated with the C6-3 alternative. The mitigation measures of the proposed action are detailed in Chapter 3.15 ("Traffic and Parking").~~

Significant adverse midday peak hour impacts to the north and south crosswalks at Third Avenue occur under the C6-3 alternative. As with the proposed action, widening the north crosswalk on Third Avenue at 125th Street to 16 feet in width (from 14 feet), and the south crosswalk to 13 feet (from 12 feet) would fully mitigate the significant adverse impacts to these crosswalks under the C6-3 Alternative.

The same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the C6-3 Alternative. Potential mitigation measures for the shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial

mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated in the C6-3 Alternative.

Mitigation measures for these shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated. For the remaining adversely impacted sunlight sensitive resources (the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church), the Department of City Planning, in consultation with the appropriate City and State agencies, has concluded that there are no feasible or practicable mitigation measures that can be implemented to mitigate these impacts, and the significant adverse shadow impacts on these resources therefore remain unmitigated in the C6-3 Alternative.

~~As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

Unavoidable Adverse Impacts

As discussed above, the C6-3 Alternative would result in the same significant adverse shadows impacts on historic and open space resources as the proposed action. Incremental shadows generated by the proposed action would result in significant adverse impacts to the Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist Church, Dream Street Park, and the Adam Clayton Powell Jr. State Office Building Plaza. As discussed above, the same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the C6-3 Alternative. As discussed in Chapter 3.5, "Shadows", a potential mitigation measure for the identified impact on the two historic resources includes the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of each resource. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the mitigation measures described above are not feasible and that there are no other feasible or practicable measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated under the C6-3 Alternative.

Potential mitigation measures for these shadow impacts at Dream Street Park include relocating

the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated under the C6-3 Alternative.

Mitigation measures for the shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated under the C6-3 Alternative.

~~As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

The C6-3 alternative would result in the same direct impacts and potential construction-related impacts to historic resources as the proposed action. As with the proposed action, these would be unavoidable adverse impacts under the C6-3 Alternative.

Several mitigation measures are proposed to alleviate significantly impacted traffic conditions as part of the Arts Bonus Alternative. However, despite these mitigation measures, significant adverse traffic impacts would remain at the following intersections:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak)
- West 126th Street/Lenox Avenue (weekday AM and PM peak)
- East 125th Street/Second Avenue (weekday PM peak)
- East 125th Street/Third Avenue (weekday PM peak)
- East 125th Street/Lexington Avenue (weekday PM peak, weekday midday peak, Saturday midday peak)
- West 125th Street/St. Nicholas Avenue (weekday PM peak)

Conclusion

The C6-3 alternative is identical to the proposed action except that it would map a C6-3 zoning district instead of a C4-7 zoning district along the north side of 125th Street generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard. While seeking to achieve the same overall goals and objectives of the proposed action, this alternative responds to concerns expressed by Manhattan Community Board 10, elected officials and members of the public regarding the potential effects of new development that would reach the maximum building height allowed under the proposed action. Under this alternative, within this portion of the corridor, the building height for the C6-3 zoning district would be limited to a maximum of 160 feet, compared to the 290 feet maximum height allowed in the C4-7 district included in the proposed action. The lower building height for this portion of the corridor would reduce the duration and extent of some of the incremental shadows cast by new development resulting from this alternative, however, this reduction in the incremental shadows would not avoid the significant adverse impacts identified to open space resources in the proposed action, as described above.

In addition to building form, the C6-3 alternative differs from the proposed action with respect to density. The C6-3 zoning district included in this alternative would allow a lower FARs compared to those in the proposed action. The lower allowed densities in this alternative would generate less mixed-use development, including less commercial retail floor area, fewer residential dwelling units and fewer affordable units than development under the proposed action.

The C6-3 Alternative would have effects similar to those of the proposed action. Shadow and historic resources impacts expected to occur under the proposed action would also be expected to occur under this alternative. ~~Traffic and~~ Pedestrian potential significant impacts expected under the C6-3 Alternative would be fully mitigated through the mitigation measures implemented similarly to the proposed action. Similar to the proposed action, unmitigated traffic impacts identified as a result of the proposed action scenario would continue to be unmitigable under the C6-3 Alternative.

C4-4D ALTERNATIVE

This alternative is identical to the proposed action except that the C4-4D alternative analyzes mapping a C4-4D zoning district rather than a C4-4A zoning district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street. The proposed zoning map for this alternative is illustrated in Figure 3.21-10.

The portion of 125th Street that would be mapped with a C4-4D designation under this alternative contains a mix of buildings ranging in height from one to four stories, with three vacant lots. The majority of the land uses within this area is commercial with existing buildings that contain ground floor retail with vacant upper floors, office uses, vacant lots and a church. Although there

Source: NYC Department of City Planning

Figure 3.21-10 - C4-4D Alternative - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

are five buildings with residential uses, the predominant land use in this area is not residential. The MTA Metro-North railroad line runs along Park Avenue directly east of this area.

This alternative seeks to achieve the same goals and objectives of the proposed action while creating incentives for new mixed-use development that capitalizes on the proximity to mass transit, specifically on the proximity to the 125th Street station of the MTA Metro-North railroad line on Park Avenue and 125th Street. The primary difference is that the C4-4D zoning district for this area would allow new mixed-use development at a higher density than what is allowed under the proposed action's C4-4A zoning district. The C4-4D zoning district would have a maximum FAR of 7.2, whereas the C4-4A district would have a maximum FAR of 4.0. In addition, the C4-4D zoning district would expand opportunities to create affordable housing through the inclusionary housing bonus proposed under the special district regulations, not available under the proposed action's C4-4A zoning district. The C4-4D zoning district under this alternative would be consistent with the other C4-4D zoning districts that are part of the proposed action.

RWCDS

The RWCDS for this alternative identified three projected development sites within the area where a C4-4D zoning district would be mapped as part of this alternative. The rest of the development sites are the same as those in the proposed action. Projected development sites 18a, 18b and 20 differ from the proposed action in size, location and density. Lots 21, 23, 24, 27 and 31 on block 1750 together with lot 50 on block 1749 are lots not identified as part of development sites in the proposed action and are included as part of development sites in this alternative. The proposed C4-4D zoning district would provide an increase in density that would make some of the lots not considered as "soft" sites in the proposed action, fall within the criteria for considering them as development sites. The C4-4D Alternative would result in increases in the total number of residential dwelling units, affordable units, commercial retail and commercial office development compared to the proposed action. Projected development sites 18a, 18b and 20 would add 96 residential dwelling units, including 31 additional affordable units, together with and additional 23,159 sf of commercial retail space and 42,493 sf of commercial office space when compared to the proposed action. This represents a 4% increase in the total number of residential dwelling units, a 6% increase in the total number of affordable units and a 10% increase in the total amount of commercial development, when compared to the proposed action. Table 3.21-12 below summarizes the difference between the development scenarios for the C4-4D Alternative and the Proposed Action.

Table 3.21-12
Summary of RWCDS for the C4-4D Alternative and the Proposed Action

Scenario / Alternative	C4-4D Alternative	Proposed Action	Difference
	New increments (compared to future No-Action conditions):		
Residential Dwelling Units (DUs)*	2,424	2,328	96

Affordable DUs	529	498	31
Commercial Retail FA (sf)	231,745	208,586	23,159
Commercial Office FA (sf)	478,508	436,015	42,493
Commercial Hotel FA (sf)	11,672	11,672	0
Commercial FA (retail, office, hotel) (sf)	721,925	656,273	65,652
Community Facility/Institutional FA (sf)	- 110,985	- 110,985	0
Storage/Manufacturing FA (sf)	- 26,284	- 26,284	0
Parking/Automotive FA (sf)	- 110,486	- 110,486	0
Utility FA (sf)	0	0	0

*Includes affordable dwelling units

The effects of the C4-4D Alternative are described below and compared to those of the proposed action.

Land Use, Zoning and Public Policy

The overall effect of the C4-4D Alternative on land use, zoning, and public policy would be generally comparable to that of the proposed action.

Land Use
This alternative is identical to the proposed action except that the C4-4D alternative would map a C4-4D zoning district rather than a C4-4A zoning district on a portion of 125th Street between Madison and Park Avenues. Consistent with the goals and objectives of the proposed action the C4-4D zoning district in this area would allow new mixed-use development at a higher density than what is allowed under the proposed action's C4-4A zoning district and would include an inclusionary housing bonus resulting in a greater number of total residential dwelling units, affordable units and commercial development. This alternative would result in a net increase of 2,424 residential dwelling units, of which 529 would be new affordable units, and increases of 231,745 sf of retail and 478,508 sf of office/commercial space. By comparison, the proposed action would result in a net increase of 2,328 dwelling units, of which 498 would be affordable, and increases of 208,586 sf of retail and 436,015 sf of office/commercial space. Development under the C4-4D Alternative represents a 4% increase in the total number of residential dwelling units, a 6% increase in the total number of affordable units and a 10% increase in the total amount of commercial development, when compared to the proposed action. The uses on the development sites would be similar to the uses in the proposed action. As part of this alternative some of the lots that would not contain new development in the proposed action would be redeveloped, as a result of the additional available density, with a mix of uses including ground floor retail, residential and commercial office uses. The new mixed-use development in this area is expected to take advantage of the proximity to regional transportation accessible at the 125th Street station of the Metro-North railroad line and together with the new development

at the adjacent C6-3 and C4-7 zoning districts to the east would further activate the area during the day and evening.

Zoning
Use, density and building form regulations for the C4-4D zoning district mapped as part of this alternative would be consistent with those proposed in C4-4D zoning districts in the proposed action. As in the proposed action, the C4-4D zoning district mapped as part of this alternative would allow a base FAR for residential development of 5.4, bonusable up to a maximum of 7.2 FAR in exchange for the provision of affordable housing through the inclusionary housing program. Commercial development would be allowed up to 5.4 FAR and community facility development up to 6.0 FAR. The remaining zoning districts would be the same as those in the proposed action.

Public Policy
The C4-4D Alternative would include a density bonus in exchange for the provision of affordable housing through the inclusionary housing program not available for this area in the proposed action. This provision would be consistent with the goals and objectives of the proposed action.

This alternative would capitalize on this zoning district's proximity to the 125th Street station of the MTA Metro-North railroad line at Park Avenue and 125th Street. The increase in density associated with this alternative would support the proposed action's objective of encouraging mixed-use development while responding to the specific conditions along the corridor in a fine-tuned approach. In addition, this alternative would further expand opportunities for affordable housing through the inclusionary housing program. Similar to the proposed action, the C4-4D Alternative would have positive effects on land use, and would not result in significant adverse impacts to land use, zoning or public policy.

Socioeconomics

The C4-4D alternative would not be expected to vary significantly in terms of its socioeconomic effects in comparison to the proposed action. The difference in the projected development as a result of three projected development sites identified in the RWCDS for the C4-4D Alternative, in comparison to the proposed action, would amount to a total of 96 additional dwelling units, an additional 23,159 square feet of retail development, and an additional 42,493 square feet of commercial office development. This increment of additional development is not expected to significantly increase effects from indirect residential, business or institutional displacement.

The additional development in comparison to the proposed action would occur on 125th Street in the vicinity of Park Avenue and Madison Avenue. With its excellent mass transit access and access to Metro-North Railroad commuter lines, this area is well situated to absorb the minor increase in additional residential and worker population associated with the increase in development capacity under this alternative. Projected development sites #18a and #18b, located east of Madison Avenue would be expected to be developed with 114 more residential dwelling units than development anticipated under the proposed action in projected site #18. Projected

development site #20 would contribute the increase of 42,493 sf of commercial office floor area not available as part of development for the site in the proposed action.

While the proposed action is expected to generate an increase in development that would result in an additional 2,328 dwelling units housing approximately 6,053 persons, the C4-4D Alternative would be expected to generate an additional 2,424 dwelling units housing approximately 6,302 persons. The greater amount of commercial development would result in a greater amount of job creation. While an incremental increase of ~~2,923~~ 2,086 jobs over No-Action conditions would be expected under the proposed action, the C4-4D Alternative would be expected to generate a net increment of ~~3,203~~ 2,330 additional jobs.

This alternative's similar amount of direct residential and business displacement as compared to the proposed action and minor increase in development expected in eastern portions of the 125th Street Corridor would not be expected to result in significantly different socioeconomic effects compared to the proposed action. No significant adverse socioeconomic effects through either direct or indirect displacement, or effects on specific industries, would be expected.

Community Facilities

The increment of an additional 96 residential units resulting from the C4-4D Alternative would introduce an additional 250 persons to the area under the C4-4D Alternative. The additional 250 residents compared to the proposed action would only slightly increase demand on community facilities and services. As with the proposed action, this alternative would not result in a significant adverse impact on schools, libraries, health care services, publicly funded day care, or police or fire services.

Open Space

The C4-4D alternative would not add a significant number of residents to the residential user population, nor would the increment of new employment, at 280 jobs over the proposed action, add significantly to the non-residential population in the study areas requiring use of passive open space.

Within the residential study area, the total open space ratio, when compared to the proposed action, would remain unchanged at 1.10 acres per 1,000 residents. The active open space ratio would also remain unchanged at 0.52 under the proposed action and under the C4-4D alternative. Additionally, the passive open space ratio for the combined (residential and worker) population would remain unchanged when compared to the proposed action, with 0.43 acres per 1,000 combined workers, which exceeds the recommended weighted average ratio of 0.411 acres per 1,000 workers and residents.

Within the non-residential study area, the passive open space ratio under this alternative, when compared to the proposed action, remains unchanged at ~~0.27~~ 0.26 acres per 1,000 combined workers and residents and is below the recommended weighted average ratio of ~~0.413~~ 0.412

acres per 1,000 workers and residents. The passive open space ratio for just the non-residential population would change from ~~1.06~~ 1.05 under the proposed action to ~~1.05~~ 1.04 under this alternative, and would continue to be above the City guideline of 0.15 acres of passive open space per 1,000 non-residents.

There would be no significant difference between this alternative and the proposed action, and significant adverse impacts to open space would not result from either.

Shadows

The C4-4D alternative is identical to the proposed action except that under the C4-4D Alternative a C4-4D district is mapped rather than a C4-4A district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street. This difference under the C4-4D Alternative only affects projected development sites 18a, 18b, and 20, which are expected to be built up to 120 feet in height under this alternative, compared to 80 feet under the proposed action.

The resources that are identified in Shadows Chapter 3.5, "Shadows," as adversely affected by the proposed action, would also be adversely affected under the C4-4D alternative. The four identified resources adversely affected under the proposed action are: The Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist Church, Dream Street Park, and the Adam Clayton Powell, Jr. State Office Building Plaza. The projected and potential development sites that contribute shadow to The Church of St. Joseph of the Holy Family, Dream Street Park, and the Adam Clayton Powell, Jr. State Office Building Plaza under the proposed action would have the same bulk and mass under the C4-4D alternative. Therefore, the projected and potential development sites that contribute shadow to these ~~three~~ four resources of concern under the proposed action would cast the same net new shadow and have the same adverse impact under the C4-4D alternative. It is expected that the same potential mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the C4-4D Alternative. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the potential mitigation measures described in Chapter 3.5, "Shadows," are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce these impacts, therefore, the significant adverse shadow impacts on two historic resources (Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church) remain unmitigated in the C4-4D Alternative. After the issuance of the DEIS, the Department of City Planning also consulted with the Department of Parks and Recreation (DPR) and concluded that certain improvements at Dream Street Park were feasible, specifically relocation of benches and relocating or replacing plant material, and would partially mitigate the significant adverse shadow impacts on this open space resource. Absent DPR funding to implement these improvements, the significant adverse shadows impacts would remain unmitigated. For the remaining adversely impacted sunlight sensitive open space resource, the Adam Clayton Powell State Office Building Plaza, the Department of City Planning, in

consultation with the appropriate City and State agencies, has concluded that there are no feasible or practicable mitigation measures that can be implemented to mitigate these impacts, and the significant adverse shadow impacts on this open space resource therefore remain unmitigated in the C4-4D Alternative.

~~As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the Draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

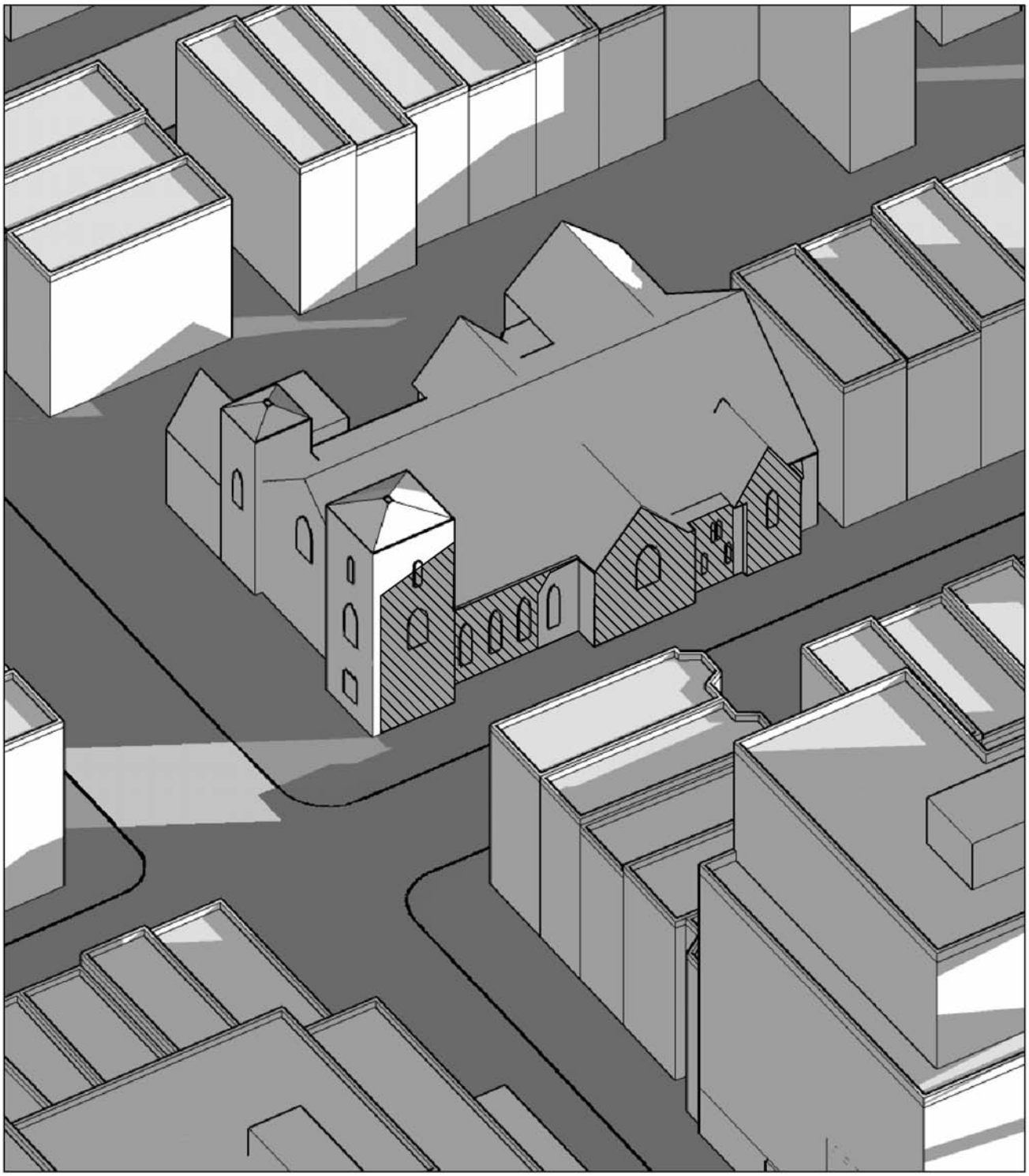
Increased shadow duration related to the increased heights expected at sites 18a, 18b and 20 under the C4-4D Alternative would generate an additional shadow on the Metropolitan Community United Methodist Church. As compared to the shadow expected on the church in the proposed action, under the C4-4D Alternative, the church is expected to receive an additional two hours of shadows. Due to the additional shadow duration under the C4-4D Alternative, an assessment of the additional shadow on the church is provided below.

Assessment of Additional Shadow Duration on Resource B - Metropolitan Community United Methodist Church Under C4-4D Alternative

This State and National Register eligible resource, located on the corner of West 126th Street and Madison Avenue, is a two-story stone building containing a number of stained glass windows. The church has stained glass features on the northern, southern and eastern side of the building. Given the placement of the church and the shadow sweep from the projected and potential development sites that would affect this resource (Sites 18a, 18b, 19 and 21), only the stained glass features on the eastern and southern facades have the potential to be affected by the proposed action.

The church can be seen in Photograph 28 of Chapter 3.6, "Historic Resources." Constructed in 1871 for the congregation of St. James Methodist Episcopal Church, the church and its adjoining parsonage retain a high degree of architectural integrity. The church is a fine example of Gothic Revival design and displays elements typical of the style including pointed arched openings, elaborate window surrounds, corner towers and buttresses.

Similar to the proposed action, the incremental shadow on the church is only expected to occur during the December 21st analysis time period. In the other three analysis time periods (June 21st, March 21st and May 6th) no incremental shadows would be on the church. By 9:00 a.m., the incremental shadow would cover ~~enter the large~~ the stained-glass windows of the church. ~~and three smaller stained-glass windows on the southwest corner of the church fronting 126th Street.~~ At approximately ~~By~~ 9:30 a.m., incremental shadows would be at its maximum coverage point (when compared to no-action shadow conditions) and would cover ~~the entire southern façade of the church, covering~~ all ~~of the~~ stained-glass windows on the southern façade (See Figure 3.21-11). Under the C4-4D alternative, the stained glass windows would experience a greater duration of incremental shadows than compared to the shadow condition under the proposed action. As discussed in Chapter 3.5, "Shadows," under the proposed action the incremental shadows would leave the stained-glass windows of the church at approximately 1:00 p.m. ~~By~~



Incremental Shadow on Resource

Shadow

Resource of Concern B -
Metropolitan Community United Methodist Church
C4-4D Alternative
December 21, 09:30

0 25 Feet 50 Feet

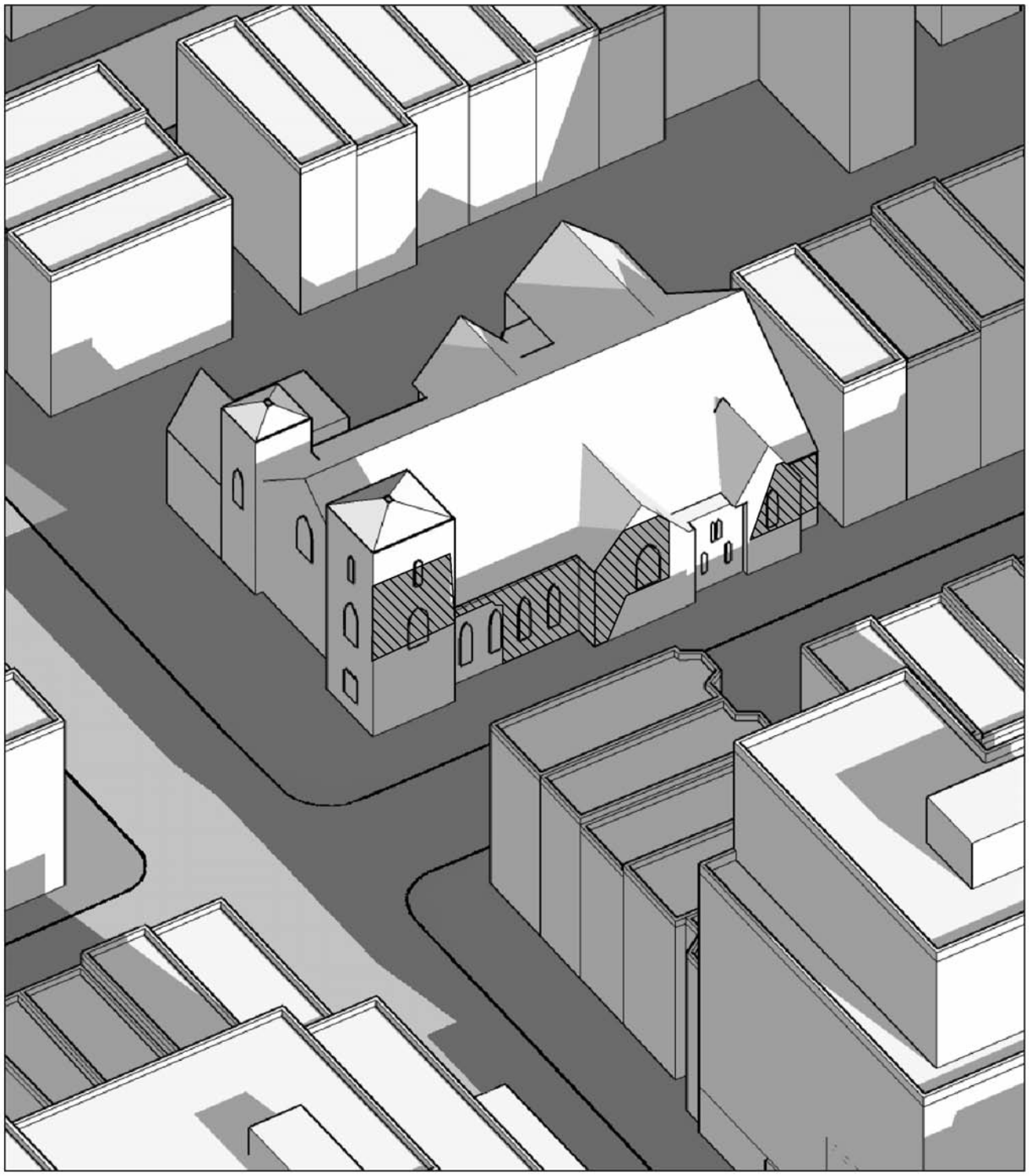
N

This graphic has been revised subsequent to the issuance of the DEIS

Figure 3.21-11 - Shadow Diagram

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Incremental Shadow on Resource

Shadow

Resource of Concern B -
Metropolitan Community United Methodist Church
C4-4D Alternative
December 21, 13:00

0 25 Feet 50 Feet

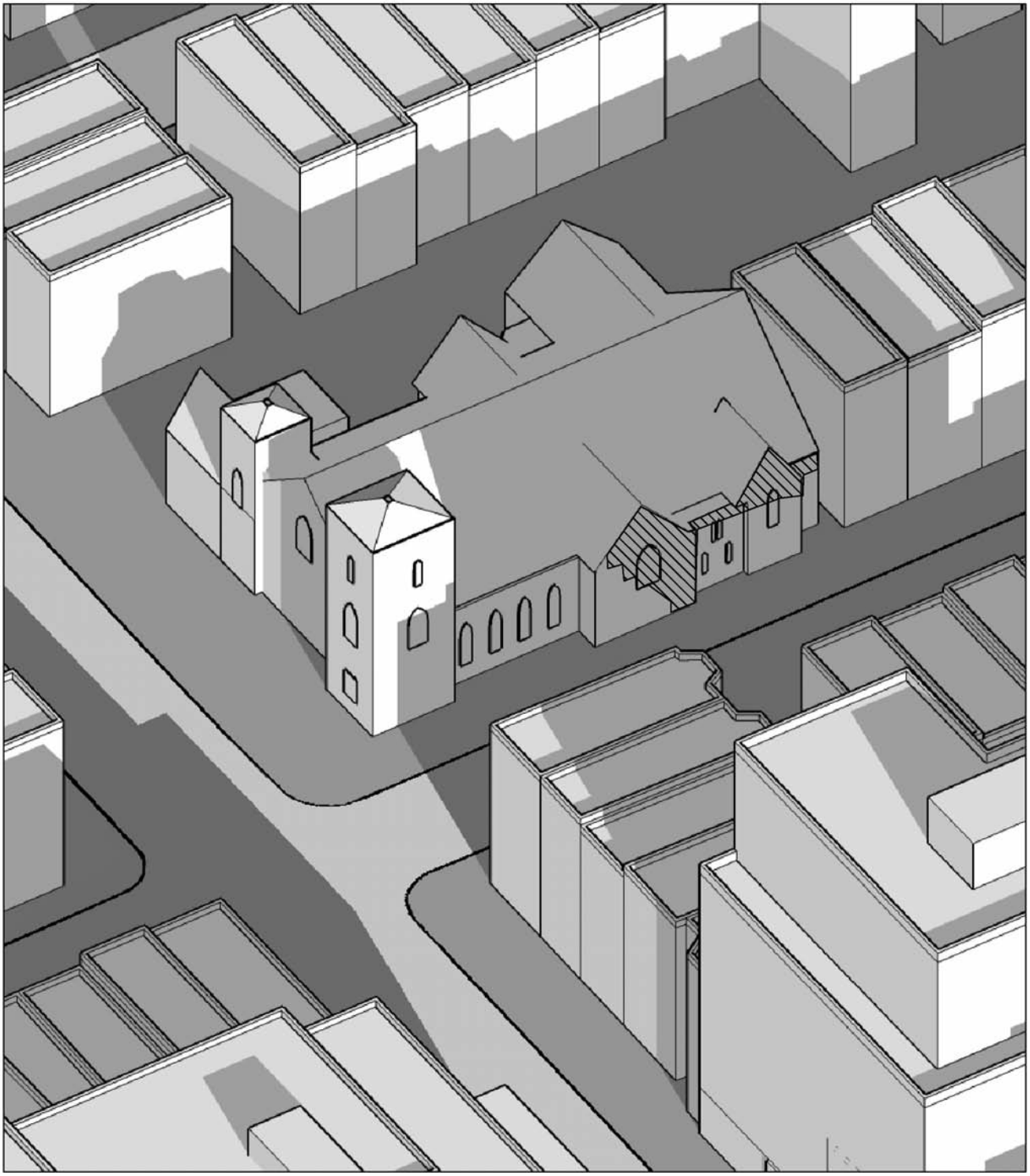
N

This graphic has been revised subsequent to the issuance of the DEIS

Figure 3.21-12 - Shadow Diagram

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Incremental Shadow on Resource

Shadow

0 25 Feet 50 Feet

N

Resource of Concern B -
Metropolitan Community United Methodist Church
C4-4D Alternative
December 21, 14:30

This graphic has been revised subsequent to the issuance of the DEIS

Figure 3.21-13 - Shadow Diagram

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

~~11:30 a.m., the shadows continue moving east, and the incremental shadow from Site 21 would enter the resource, though it only affects the stained-glass windows at the far ends of the southern façade.~~ In comparison, the incremental shadow under C4-4D Alternative ~~This shadow continues moving east,~~ continues to cover a significant portion of the stained-glass windows on the southern façade at 1:00 p.m. (See Figure 3.21-12). ~~and by 12:00 p.m. only the large stained-glass window in the center of the building's southern façade would experience net new shadows. By 12:30 p.m., shadows from Site 18a would enter the southeastern corner of the resource and would affect the large stained-glass window at this location. At 1:30 p.m. the shadow from Site 18a exits the resource and the shadow of Site 18b would begin casting a shadow upon the large stained-glass window located in the center of the building's southern façade. Site 18b would continue casting considerable shadow upon the resource as its shadow moves to the east, and by 2:30 p.m. all southern-facing stained-glass windows, with the exception of the far west windows, experience incremental shadow effects.~~ Under the C4-4D Alternative, the incremental shadow begins to diminish by 2:30 p.m. with the incremental shadow remaining on the stained-glass window at the center of the southern façade and a portion of the stained-glass windows to the east of the southern facade (See Figure 3.21-13). Only a slight amount of incremental shadow is left on ~~This shadow would remain on~~ the eastern portion of the church's southern façade when the analysis period ends at 3:01 p.m.

As with the proposed action, the incremental shadows ~~from projected development site 18a, 18b, 19, and 20~~ under this alternative would be limited to the December 21st analysis period. Compared to the proposed action, the duration of incremental shadows cast on the church's stained-glass windows would be longer ~~occur for an additional 2 hours~~ under the C4-4D Alternative. Therefore, the significant adverse impact identified to this resource under the proposed action would be exacerbated by the ~~longer~~ extended duration of the incremental shadows cast on the church's stained glass window under this alternative. ~~As with the proposed action, a more detailed shadow analysis will be provided in the FEIS to determine more precisely the extent of the shadow coverage on the church's sunlight-sensitive stained-glass windows during the December analysis period.~~

Historic Resources

Like the proposed action, the potential for inadvertent construction-related damage could potentially occur to four National Register and NYCLPC-designated landmarks: Engine Company 36 (#9), the Apollo Theatre (#14), the Mount Morris Park Historic District Extension (#19), and the Hotel Theresa (#22). For these resources, there would be full protection afforded through TP/PN 1088, and like the proposed action, significant adverse impacts would not occur.

The C4-4Dalternative would have the same direct effects as the proposed action and therefore could result in significant adverse impacts resulting from the demolition of four historic resources that are not designated or listed resources: the former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News (#5). Any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks or have been calendared for designation, potential impacts could occur under this scenario.

As with the proposed action, inadvertent construction-related damage could potentially occur to seven eligible and potentially eligible resources including: the Park Avenue Viaduct (#8); the Metro-North 125th Street Station (#7), the former Twelfth Ward Bank (#11), Blumstein's Department Store (#12), 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20), and the Lenox Avenue/West 125th Street Subway Station (#24). The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. Additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the construction protection procedures, and may therefore be adversely affected by adjacent development resulting from the proposed action.

Under the C4-4D Alternative, development could potentially occur on all of the same projected and potential development sites identified for the proposed action and on six additional lots as part of projected development sites 18a, 18b and 20. As LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, similar to the proposed action, the C4-4D Alternative does not have the potential to result in significant adverse archaeological impacts.

Several projected and potential developments that are expected to result from the proposed action could potentially cast new incremental shadows on sunlight sensitive historic resources in the C4-4D Alternative. As further discussed in Chapter 3.5, "Shadows," the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church contain light-sensitive features and are expected to receive incremental shadowing effects as a result of the proposed action and the Arts Bonus Alternative. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the potential mitigation measures described in Chapter 3.5, "Shadows," are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce these impacts, therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated in the C4-4D Alternative.

Urban Design and Visual Resources

The proposed C4-4D zoning district as part of this alternative would have a commercial FAR of 5.4, a base residential FAR of 5.4 and a maximum residential FAR of 7.2 with the inclusionary housing bonus, and a community facility FAR of 6.0, which compares to the proposed actions' designation, which would allow a maximum FAR of 4.0 for commercial, residential and community facility. The C4-4D alternative would include increased floor area over the proposed action, and would include different building form controls for this area than those in the

proposed action. In particular, the streetwall base would change from a minimum of 40 feet and a maximum of 65 feet with the proposed action, to a minimum of 60 feet and a maximum of 85 feet with the C4-4D alternative. Building heights on the affected development sites would be limited to 80 feet under the proposed action, but would be 120 feet with the C4-4D alternative. With the C4-4D alternative, the streetwall heights would be the same as those for adjacent development parcels in the Transit Hub subarea (C6-3 and C4-7) and the maximum building height would be lower than the maximum building height allowed in the adjacent Transit Hub subarea providing a building height transition to the lower scale C4-4A district adjacent to the west.

Like the proposed action, the C4-4D would not result in significant adverse impacts on urban design. Building bulk and height could be increased compared to the proposed action; setbacks would be modified to a height that would be compatible with adjacent building forms that would be unchanged from the proposed action, and building arrangement would not likely be different from the proposed action. Building use and type would be the same as for the proposed action. There would be no changes to street pattern or hierarchy, and no adverse impacts to streetscape.

With respect to visual resources, no significant adverse impacts to views of resources would be anticipated under the C4-4D Alternative. Differences between this alternative and the proposed action relate to development in the vicinity of Park Avenue, near the Mount Morris Bank building, located at 81 East 125th Street at Park Avenue, and the Metro-North Viaduct at Park Avenue at 125th Street. To the west, the C4-4D alternative would not alter views of significant resources available from streets or publicly accessible open spaces. Similar to the proposed action, development of certain sites in this vicinity with increased density would be confined to their existing blocks and would not change block form.

Neighborhood Character

Neither the proposed action nor the C4-4D Alternative would result in significant adverse impacts on neighborhood character. Effects on neighborhood character under this alternative would be similar to those of the proposed action, although with this alternative, building heights and bulks would be greater on three development sites than with the proposed action. The differences in socioeconomic character between this alternative and the proposed action would not be significant. As with the proposed action, the C4-4D Alternative would allow a mix of use and densities that also supports the ongoing revitalization of the 125th Street Corridor while providing for appropriately scaled development in the neighboring low-rise residential communities in the primary study area, and remaining responsive to the transportation opportunities available for development in this area. This alternative would also enhance the character of the local neighborhoods by establishing a strong mixed use corridor with controls for the placement of uses to activate the street environment, a 24-hour destination and activity, and protection for adjacent residential brownstone and historic districts through zoning and the

Special District bulk controls. Neither this alternative nor the proposed action would have a significant adverse impact on neighborhood character of the study area.

Natural Resources

Like the proposed action, this alternative would not result in significant adverse impacts on natural resources.

Hazardous Materials

The C4-4D would result in development on additional lots than the proposed action. Projected development sites 18a, 18b and 20 differ from the proposed action in size, location and density. Lots 21, 23, 24, 27 and 31 on block 1750 together with lot 50 on block 1749 are lots not identified as part of development sites in the proposed action and are included as part of development sites in this alternative.

The analysis examines sites where it could be expected that development in the future with the proposed actions would have the potential for environmental impacts due to potential presence of hazardous materials. These impacts could include the potential for impacts to the health and safety of workers during construction, the potential for the transport of contaminated soil, or the potential for impact on future residents or employees of individual buildings on these sites. These adverse impacts are principally associated with the following uses and concerns:

- Former or current gasoline filling stations or automotive service centers on a development site or an adjacent site.
- Auto-related or "transportation" uses on the development site or an adjacent site (e.g., garage, filling station, auto repair, service or painting);
- Records of underground storage tanks or leaking underground storage tanks on the development site or an adjacent site;
- Records of spills of petroleum or chemicals on the development site or an adjacent site;
- Records of above ground storage tanks on the development site or an adjacent site; and
- Sites adjacent to power substations or utilities.

The additional lots identified above that are included in the Expanded Arts bonus Alternative have the potential to be have significant adverse impacts related to the presence of hazardous materials (See Appendix G). Therefore, (E) designations would be required on the additional lots included under this alternative to avoid the potential for significant adverse hazardous material impacts. As with the proposed action, each of the privately owned projected and potential development sites, including the additional lots on the projected development sites under this alternative, would be subject to (E) designations. The (E) designation requires that a procedure of Phase 1 testing be developed and approved by NYCDEP prior to the issuance of a building permit by NYCDOB. With this procedure, significant adverse impacts would not result from the alternative or from the proposed action.

In addition to the sites receiving (E) designations, there are City owned properties that have been identified as having the potential for hazardous materials contamination. Because these sites are under City ownership, they are not subject to the regulations governing (E) designations. The agencies that own and control these sites will enter into Memoranda of Understanding or other agreements with NYCDEP to ensure that any testing and remediation activities, as deemed necessary by NYCDEP in accordance with NYCDEP requirements, are performed prior to and/or during development of or a change in use on these sites. (See Table 2 in Appendix D "City Owned Sites with Potential Hazardous Materials.")

Waterfront Revitalization

Like the proposed action, the C4-4D alternative would not affect resources within the Coastal Zone.

Infrastructure

The C4-4D Alternative would produce marginally higher demand on the City's infrastructure when compared to the proposed action, however these increases would not result in significant adverse impacts.

Water Supply

Under the C4-4D Alternative, the water consumed for domestic use and air conditioning would total approximately 1,747,773 gpd (1.75 mgd), a 60,142 gpd (0.06mgd) increase to the 1,687,649 gpd (1.69 mgd) estimated for the proposed action. When compared to the 1.3 billion gallons of water that New York City consumes daily, the additional 60,142 gpd represents a negligible increase in demand on the City's water supply. As with the proposed action, the relatively small additional demand generated by the C4-4D Alternative would not result in significant adverse impacts on the City's water supply system or water pressure.

Wastewater Management

The C4-4D Alternative would generate a total of approximately 1,065,535 gpd (1.07 mgd) of wastewater, an increase of 36,142 gpd from the estimated 1,029,393 gpd (1.03 mgd) of wastewater calculated for the proposed action. Considering the location of the additional development, the 36,142 gpd of wastewater would be conveyed to and treated at the Wards Island WPCP. In comparison with the 218 mgd average treatment volume and 250 mgd SPDES permitted treatment capacity of the Wards Island WPCP, 36,142 gpd represents a negligible increase in demand. In accordance to criteria set forth in the *CEQR Technical Manual*, the C4-4D Alternative, like the proposed action, would not produce unusually large flows and would not result in significant adverse impacts.

Stormwater Management

Like the proposed action, the C4-4D Alternative would not increase the amount of impervious surface in the study area, as all unpaved and undeveloped lots would have been developed in the No-Action condition. Under the C4-4D Alternative, the volume of stormwater runoff would remain similar to that calculated for the proposed action. Like the proposed action, the C4-4D Alternative would not increase the volume of stormwater runoff and therefore would not adversely affect the City's stormwater management system.

Solid Waste/Sanitation Services

Demands on solid waste and sanitation would increase under the C4-4D Alternative as compared to the proposed action. The incremental increase of solid waste generation in the future with the C4-4D Alternative is 19,024 pounds, which is a five percent increase compared with the proposed action. However, this increase is insignificant in light of the estimated 12,000 tons of residential and institutional refuse and recyclables collected by DSNY per day. As with the proposed action, no significant adverse solid waste/sanitation impacts would occur under the C4-4D Alternative.

Energy

Demands on energy would increase slightly under the C4-4D Alternative as compared to the action. These generated demands would be of a slightly greater magnitude than would be generated by the proposed action. Approximately 20 billion additional BTUs would be used under the alternative compared with the proposed action, which represents a four percent increase over With-Action conditions. As with the proposed action, no significant adverse energy impacts would occur under the C4-4D Alternative.

Traffic and Parking

Traffic

Table 3.21-13 compares the estimated peak hour vehicle-trip generation characteristics associated with the No-Action condition, the Action condition, and C4-4D alternative. Detailed trip generation tables for this alternative are located in Appendix I.

Table 3.21-13: Comparison of Estimated Vehicle Trip Generation

Analysis Scenario	Estimated Net New Vehicle Trips			
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
No-Action	380	1,085	1,230	1,239
Action	709	1,578	1,954	1,810
C4-4D	760	1,645	2,027	1,883

As shown in Table 3-21.13, relative to the Action condition, the C4-4D alternative is projected to generate approximately:

- 51 more vehicle trips during the weekday AM peak hour;
- 67 more vehicle trips during the weekday midday peak hour;
- 73 more vehicle trips during the weekday PM peak hour; and
- 73 more vehicle trips during the Saturday midday peak hour.

Figures 3-21.14 through 3-21.17 show the total traffic volumes on the study area roadway network for the C4-4D alternative during all four weekday peak hours.

Because the C4-4D alternative generates more vehicle-trips than the Action condition during all four peak hours, detailed intersection capacity analyses were conducted to determine the location of significant traffic impacts and the associated mitigation measures for this alternative. Tables 3-21.14 and 3.21-15 show the results of the capacity analyses and the location of significant traffic adverse impacts, relative to No-Action conditions. The following is a description of the mitigation measures for the C4-4D alternative:

135th Street Corridor

- West 135th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 66.1 seconds/vehicle (LOS "E") under the No-Action condition to 106.8 seconds/vehicle (LOS "F") under the C4-4D alternative. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.3 seconds/vehicle (LOS "D") under the No-Action condition to 84.7 seconds/vehicle (LOS "F") under the C4-4D alternative.

Also, delays for vehicles on the westbound approach are projected to increase from 114.6 seconds/vehicle (LOS "F") under the No-Action condition to 131.9 seconds/vehicle (LOS "F") under the C4-4D alternative.

- West 135th Street/Adam Clayton Powell Jr. Boulevard – During the weekday PM peak hour, delays for southbound left-turning vehicles are projected to increase from 34.2 seconds/vehicle (LOS "C") under the No-Action condition to 59.7 seconds/vehicle (LOS "E") under the C4-4D alternative.

126th Street Corridor

- East 126th Street/Lexington Avenue – During the weekday PM and Saturday midday peak hours, delays for vehicles on the westbound approach are projected to increase significantly. During the weekday PM peak hour, delays are projected to increase from 212.2 seconds/vehicle (LOS "F") under the No-Action condition to 228.3 seconds/vehicle (LOS "F") under the C4-4D alternative. During the Saturday midday peak hour, delays are projected to increase from 162.7 seconds/vehicle (LOS "F") under the No-Action condition to 165.7 seconds/vehicle (LOS "F") under the C4-4D alternative.

- West 126th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 48.2 seconds/vehicle (LOS "D") under the No-Action condition to 59.1 seconds/vehicle (LOS "E") under the C4-4D alternative. During the weekday PM peak hour, delays for northbound left-turning vehicles are projected to increase from 53.7 seconds/vehicle (LOS "D") under the No-Action condition to 61.5 seconds/vehicle (LOS "E") under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 90.8 seconds/vehicle (LOS "F") under the No-Action condition to 103.8 seconds/vehicle (LOS "F") under the C4-4D alternative.

- West 126th Street/St. Nicholas Avenue – During the weekday midday peak hour, delays for vehicles on the southbound approach are projected to increase from 21.3 seconds/vehicle (LOS "C") under the No-Action condition to 56.7 seconds/vehicle (LOS "E") under the C4-4D alternative. During the weekday PM peak hour, delays for vehicles on the northbound approach are projected to increase from 103.4 seconds/vehicle (LOS "F") under the No-Action condition to 108.0 seconds/vehicle (LOS "F") under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles on the northbound approach are projected to increase from 70.9 seconds/vehicle (LOS "E") under the No-Action condition to 76.9 seconds/vehicle (LOS "E") under the C4-4D alternative.

- West 126th Street/Morningside Avenue – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 87.9 seconds/vehicle (LOS "F") under the No-Action condition to 159.5 seconds/vehicle (LOS "F") under the C4-4D alternative.

125th Street Corridor

- East 125th Street/First Avenue – During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 34.0 seconds/vehicle (LOS "C") under the No-Action condition to 46.3 seconds/vehicle (LOS "D") under the C4-4D alternative.

- East 125th Street/Second Avenue
    - During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 121.7 seconds/vehicle (LOS "F") under the No-Action alternative to 178.6 seconds/vehicle (LOS "F") under the C4-4D alternative. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 218.2 seconds/vehicle (LOS "F") under the No-Action condition to 229.0 seconds/vehicle (LOS "F") under the C4-4D alternative.

    - During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 94.4 seconds/vehicle (LOS "F") under the C4-4D alternative.

    - During the weekday PM peak hour, significant impacts are projected on all approaches to the intersection. Delays for vehicles on the eastbound approach are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 70.6 seconds/vehicle (LOS "E") under the C4-4D alternative. Delays for vehicles on the westbound approach are projected to increase from 78.6 seconds/vehicle (LOS "E") under No-Action conditions to 180.5 seconds/vehicle (LOS "F") under the C4-4D alternative. Delays for vehicles on the southbound approach on Second Avenue are projected to increase from 55.4 seconds/vehicle (LOS "E") under No-Action conditions to 62.3 seconds/vehicle (LOS "E") under the C4-4D alternative. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 120.2 seconds/vehicle (LOS "F") under the No-Action condition to 140.3 seconds/vehicle (LOS "F") under the C4-4D alternative.

    - During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 381.3 seconds/vehicle (LOS "F") under the No-Action condition to 551.3 seconds/vehicle (LOS "F") under the C4-4D alternative. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 57.7 seconds/vehicle (LOS "E") under the No-Action condition to 83.4 seconds/vehicle (LOS "F") under the C4-4D alternative.

- East 125th Street/Third Avenue

- During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 115.4 seconds/vehicle (LOS "F") under the No-Action condition to 189.0 seconds/vehicle (LOS "F") under the C4-4D alternative.

- During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 314.4 seconds/vehicle (LOS "F") under the No-Action condition to 482.2 seconds/vehicle (LOS "F") under the C4-4D alternative.

- During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 810.9 seconds/vehicle (LOS "F") and 47.3 seconds/vehicle (LOS "D") respectively under the No-Action condition, to 1,306.0 seconds/vehicle (LOS "F") and 96.1 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

- During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 353.9 seconds/vehicle (LOS "F") and 37.9 seconds/vehicle (LOS "D") respectively under the No-Action condition, to more than 389.0 seconds/vehicle (LOS "F") and 75.7 seconds/vehicle (LOS "E") respectively under the C4-4D alternative.

- East 125th Street/Lexington Avenue
  - During the weekday AM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 41.1 seconds/vehicle (LOS "D") and 322.6 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 51.1 seconds/vehicle (LOS "D") and 426.0 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

  - During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 68.6 seconds/vehicle (LOS "E") and 292.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 114.2 seconds/vehicle (LOS "F") and 429.0 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

  - During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 278.0 seconds/vehicle (LOS "F") and 294.2 second/vehicle (LOS "F") respectively under the No-Action condition, to 364.9 seconds/vehicle (LOS "F") and 413.6 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

  - During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 72.2 seconds/vehicle (LOS "E") and 365.8 seconds/vehicle (LOS "F") respectively under the No-Action

condition, to 125.2 seconds/vehicle (LOS "F") and 480.7 seconds/vehicle respectively under the C4-4D alternative.

- East 125th Street/Park Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 36.0 seconds/vehicle (LOS "D") under the No-Action condition to 69.7 seconds/vehicle (LOS "E") under the C4-4D alternative. During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 28.7 seconds/vehicle (LOS "C") under the No-Action condition to 64.7 seconds/vehicle (LOS "E") under the C4-4D alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 136.3 seconds/vehicle (LOS "F") and 36.0 seconds/vehicle (LOS "D") respectively under the under the No-Action condition, to 197.3 seconds/vehicle (LOS "F") and 97.0 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

- East 125th Street/Madison Avenue – During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 32.4 seconds/vehicle (LOS "C") under the No-Action condition to 46.4 seconds/vehicle (LOS "D") under the C4-4D alternative. During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition to 104.0 seconds/vehicle (LOS "F") under the C4-4D alternative. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 147.6 seconds/vehicle (LOS "F") under the No-Action condition to 266.5 seconds/vehicle (LOS "F") under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 125.3 seconds/vehicle (LOS "F") under the No-Action condition to 208.3 seconds/vehicle (LOS "F") under the C4-4D alternative.

- 125th Street/Fifth Avenue – During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.5 seconds/vehicle (LOS "D") under the No-Action condition to 45.9 seconds/vehicle (LOS "D") under the C4-4D alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 152.3 seconds/vehicle (LOS "F") and 30.9 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 225.5 seconds/vehicle (LOS "F") and 76.6 seconds/vehicle (LOS "E") respectively under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 413.7 seconds/vehicle (LOS "F") and 222.9 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 451.1 seconds/vehicle (LOS "F") and 294.8 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

- West 125th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 74.0 seconds/vehicle (LOS "E") under the C4-4D alternative. During the weekday PM peak hour, delays for vehicles on the

eastbound and westbound approaches are projected to increase from 28.5 seconds/vehicle (LOS "C") and 33.2 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 62.3 seconds/vehicle (LOS "E") and 45.8 seconds/vehicle (LOS "D") respectively under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 504.7 seconds/vehicle (LOS "F") and 657.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 557.8 seconds/vehicle (LOS "F") and 762.4 seconds/vehicle (LOS "F") respectively, under the C4-4D alternative.

- West 125th Street/Adam Clayton Powell Jr. Boulevard – During the weekday PM peak hour, delays for eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle (LOS "F") and 130.0 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 399.1 seconds/vehicle (LOS "F") and 326.6 seconds/vehicle (LOS "F") respectively under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 441.4 seconds/vehicle (LOS "F") and 325.0 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 523.6 seconds/vehicle (LOS "F") and 453.5 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

- West 125th Street/Frederick Douglass Boulevard – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 48.4 seconds/vehicle (LOS "D") under the No-Action condition to 99.9 seconds/vehicle (LOS "F") under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 329.7 seconds/vehicle (LOS "F") and 585.8 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 362.1 seconds/vehicle (LOS "F") and 617.3 seconds/vehicle (LOS "F") respectively under the C4-4D alternative.

- West 125th Street/St. Nicholas Avenue

    - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 55.7 seconds/vehicle (LOS "E") under the No-Action condition to 88.5 seconds/vehicle (LOS "F") under the C4-4D alternative.

    - During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 207.8 seconds/vehicle (LOS "F") under the No-Action condition to 263.1 seconds/vehicle (LOS "F") under the C4-4D alternative.

    - During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 112.0 seconds/vehicle (LOS "F") under the No-Action condition to 135.8 seconds/vehicle (LOS "F") under the C4-4D alternative. In addition, delays for vehicles on the southbound approach are

projected to increase from 88.7 seconds/vehicle (LOS "F") under the No-Action condition to 96.5 seconds/vehicle (LOS "F") under the C4-4D alternative.

- West 125th Street/Morningside Avenue – During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 112.0 seconds/vehicle (LOS "F") under the No-Action condition to 135.8 seconds/vehicle (LOS "F") under the C4-4D alternative.

- West 125th Street/Amsterdam Avenue

  - During the weekday AM peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 89.6 seconds/vehicle (LOS "F") under the No-Action condition to 153.0 seconds/vehicle (LOS "F") under the C4-4D alternative.

  - During the weekday midday peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition to 57.9 seconds/vehicle (LOS "E") under the C4-4D alternative.

  - During the weekday PM peak hour, delays for eastbound left-turning and through/right-turning vehicles are projected to increase from 47.3 seconds/vehicle (LOS "D") and 42.8 seconds/vehicle (LOS "D") respectively under the No-Action condition, to 67.5 seconds/vehicle (LOS "E") and 51.1 seconds/vehicle (LOS "D") respectively under the C4-4D alternative. In addition, delays for vehicles in the westbound left-turn lane are projected to increase from 125.0 seconds/vehicle (LOS "F") under the No-Action condition to 128.6 seconds/vehicle (LOS "F") under the C4-4D alternative.

  - During the Saturday midday peak hour, delays for eastbound left-turning and through/right-turning vehicles are projected to increase from 101.3 seconds/vehicle (LOS "F") and 154.1 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 111.4 seconds/vehicle (LOS "F") and 173.8 seconds/vehicle (LOS "F") respectively under the C4-4D alternative. In addition, delays for westbound through/right-turning vehicles are projected to increase from 95.4 seconds/vehicle (LOS "F") under the No-Action condition to 99.8 seconds/vehicle (LOS "F") under the C4-4D alternative.

- West 125th Street/Broadway – During the weekday PM peak hour, delays for eastbound left-turning vehicles are projected to increase from 38.9 seconds/vehicle (LOS "D") under the No-Action condition to 49.9 seconds/vehicle (LOS "D") under the C4-4D alternative.

- West 125th Street/12th Avenue – During the weekday midday peak hour, delays for vehicles in the southbound left-turn lane are projected to increase from 47.9

seconds/vehicle (LOS "D") under the No-Action condition to 56.7 seconds/vehicle (LOS "E") under the C4-4D alternative. During the Saturday midday peak hour, delays for vehicles in the southbound left-turn lane are projected to increase from 95.2 seconds/vehicle (LOS "F") under the No-Action condition to 109.1 seconds/vehicle (LOS "F") under the C4-4D alternative.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 70.1 seconds/vehicle (LOS "E") under the No-Action condition to 74.9 seconds/vehicle (LOS "E") under the C4-4D alternative.

Proposed Mitigation Measures

The following is a description of the mitigation measures for the C4-4D alternative:

135th Street Corridor

- West 135th Street/Lenox Avenue – Re-allocate three seconds of green time from the north-south phase to the east-west phase during the weekday AM and PM peak periods.

- West 135th Street/Adam Clayton Powell Jr. Boulevard
    - Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet south of West 135th Street during the weekday PM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Adam Clayton Powell Jr. Boulevard, south of West 135th Street, during the weekday PM peak period.

    - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

    - With these improvements, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. However, re-allocating six seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period would mitigate this impact.

126th Street Corridor

- East 126th Street/Lexington Avenue
    - Prohibit on-street parking along the south side of East 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lexington Avenue during

all peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of East 126th Street, east of Lexington Avenue, during all four peak periods.

- 126th Street/Park Avenue
  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday AM peak period.
  - Re-allocate one second of green time from the north-south phase to the westbound phase during the weekday midday peak period.
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday PM peak period.
- 126th Street/Fifth Avenue
  - Re-allocate four seconds of green time from the southbound phase to the westbound phase during the weekday AM, weekday PM, and Saturday midday peak periods.
  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Fifth Avenue during the weekday midday and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of Fifth Avenue, during these two peak periods.
- West 126th Street/Lenox Avenue
  - Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lenox Avenue during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the north side of 126th Street, east of Lenox Avenue, during these peak periods.
  - Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods.
  - Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM, weekday PM, and Saturday midday peak period.

- Re-allocate two seconds of green time from the westbound phase to the north-south phase during the weekday midday peak period.

- With these improvements, an unmitigated impact will remain during the weekday AM, weekday PM, and Saturday midday peak hours for northbound left-turns. However, re-allocating six seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period, eight seconds during the weekday PM peak period, and five seconds during the Saturday midday peak period would mitigate this impact.

The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

- West 126th Street/Frederick Douglass Boulevard
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM and PM peak periods.

  - Re-allocate one second of green time from the north-south phase to the westbound phase during the weekday midday peak period.

  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the Saturday midday peak period.

- West 126th Street/St. Nicholas Avenue
  - Re-stripe the northbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of St. Nicholas Avenue during the weekday AM peak period. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of St. Nicholas Avenue, during the weekday AM peak period.

  - Re-allocate two seconds of green time from the north-south phase to the westbound phase, during the weekday PM peak period.

- West 126th Street/Morningside Avenue
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM, weekday midday, and Saturday midday peak periods.

- Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday PM peak period.

125th Street Corridor

- Prohibit left-turn movements on 125th Street – Install signage to prohibit eastbound and westbound left-turn movements for all vehicles except buses at all intersections along 125th Street between Amsterdam Avenue and 3rd Avenue (inclusive) between the hours of 7:00 AM and 7:00 PM Monday through Saturday. (Figures 3.21-18 through 3.21-21 show the total peak hour traffic volumes associated with the C4-4D alternative, assuming eastbound and westbound left-turn prohibitions on 125th Street between Amsterdam Avenue and 3rd Avenue).

- East 125th Street/First Avenue – Re-allocate one second of green time from the northbound phase to the eastbound phase during the weekday PM peak period.

- East 125th Street/Second Avenue
  - Re-allocate three seconds of green time from the southbound phase, with one second of green time to the Tri-Borough Bridge off-ramp, and two seconds of green time to the east-west phase during the weekday AM peak period.

  - Re-allocate three seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period.

  - Re-allocate four seconds of green time from the southbound phase, with one seconds of green time to the Tri-Borough Bridge off-ramp, and three seconds of green time to the east-west phase during the Saturday midday peak period. With this improvement, an unmitigated impact will remain during the Saturday middya peak hour on the off-ramp. However, re-allocating one more second of green time from the southbound phase to the off-ramp during the Saturday midday peak period would mitigate this impact.

  - During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. It should be noted that the Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane. Even with this measure—and additional on-street parking removal along the north side of 125th Street (i.e. in the westbound direction)—the significant adverse impacts at this intersection would not be mitigated during the weekday PM peak hour. Widening of the 125th Street, Second Avenue, and the Tri-borough Bridge off-ramp approaches were also not considered due to the potential impacts on right-of-way and the need for property

acquisition. As such, an unmitigated impact remains at this intersection during the weekday PM peak hour.

- East 125th Street/Third Avenue
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate three seconds of green time from the northbound phase to the east-west phase during the weekday midday peak period.
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during both peak hours on the westbound approach. However, re-allocating seven seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period, and five seconds of green time from the northbound phase to the east-west phase during the Saturday midday peak period would mitigate these impacts. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- East 125th Street/Lexington Avenue
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday, weekday PM, and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during all three peak hours on the westbound approach. However, re-allocating 10 seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period, 11 seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period, and five seconds from the southbound phase to the east-west phase during the Saturday midday peak period would mitigate these impacts. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- 125th Street/Fifth Avenue
  - Re-allocate two seconds of green time from the east-west phase to the southbound phase during the weekday AM and PM peak periods.

- West 125th Street/Lenox Avenue
  - Prohibit on-street parking along the west side of Lenox Avenue for a distance of approximately 100 feet north of West 125th Street during the weekday AM peak period, to accommodate southbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along

the west side of Lenox Avenue, north of West 125th Street, during the weekday AM peak period.

- Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Lenox Avenue, south of West 125th Street, during the weekday PM peak period.

- Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

- Re-allocate one second of green time from the east-west phase to the north-south phase during the Saturday midday peak period.

- West 125th Street/St. Nicholas Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday midday and Saturday midday peak periods.

  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the northbound approach. However, re-allocating 12 seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period would mitigate these impacts.

- West 125th Street/Morningside Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

- West 125th Street/Amsterdam Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.

- West 125th Street/Broadway
  - Re-allocate one second of green time from the north-south left-turn phase to the east-west phase during the weekday PM peak period.

- West 125th Street/12th Avenue
  - Re-allocate two seconds of green time from the westbound phase to the southbound leading phase during the weekday midday peak period.

- Re-allocate one second of green time from the westbound phase to the southbound leading phase during the Saturday midday peak period.

124th Street Corridor

- East 124th Street/Lexington Avenue
  - Prohibit on-street parking along the east side of Lexington Avenue between East 125th Street and East 124th Street during the weekday AM, weekday PM, and Saturday midday peak periods, to accommodate southbound left-turn movements in a separate lane. This change would result in the loss of approximately 10 existing parking spaces along the east side of Lexington Avenue, between East 124th Street and East 125th Street, during these three peak periods.

- West 124th Street/Frederick Douglass Boulevard – Re-allocate one second of green time from the north-south phase to the eastbound phase during the weekday PM peak period.

- West 124th Street/St. Nicholas Avenue
  - Re-stripe the southbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

Table 3.21-16 compares the results of the traffic analyses under year 2017 Mitigated C4-4D and No-Action conditions during each peak hour. As shown in Table 3.21-16 significant adverse traffic impacts would remain at the following intersections, with implementation of the proposed mitigation measures described above:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- West 126th Street/Lenox Avenue (weekday AM, weekday PM and Saturday midday peak hours)
- East 125th Street/Second Avenue (weekday PM, and Saturday midday peak hours)
- East 125th Street/.Third Avenue (weekday PM peak hour and Saturday midday peak hour)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)

Application and implementation of the traffic engineering improvements described above would require approval from NYCDOT. Approval of each proposed mitigation measure would depend

on the applicable agency. In the absence of the approval and implementation of the proposed mitigation measures, the identified significant adverse impacts would remain.

Parking

Similar to the proposed action, the C4-4D Alternative would substantially increase the availability of off-street public parking when compared to the Existing and No Action conditions. The C4-4D Alternative would provide an estimated 1,821new public parking spaces, 78 more than would be provided by the proposed action. In addition to these public parking spaces, a total of 484 accessory parking spaces would also be provided under the C4-4D Alternative (compared to 432 under the proposed action) to accommodate a portion of the demand from projected development sites. As with the proposed action, no existing public parking facilities would be displaced by the C4-4D Alternative.

Under the C4-4D Alternative, the net increase in demand on the public parking supply in the overall study area (i.e., demand not accommodated in accessory parking spaces) would total 747 and 656 in the weekday midday and overnight periods, respectively, compared to 724 and 656, respectively for the proposed action. The utilization rate of the public parking system under the C4-4D Alternative would total 66 percent during the weekday midday compared to 90 percent in the No Action condition, and 54 percent during the overnight period compared to 77 percent in the No Action. (The utilization rates under the proposed action would total 67 percent and 55 percent during the weekday midday and overnight periods, respectively.) As with the proposed action, the C4-4D Alternative would improve the public parking system and therefore would not result in significant adverse parking impacts during the peak weekday midday and overnight periods.

Table 3.21-14
Year 2017 Action C4-4D Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00 2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00 2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS															
1	**West 135th Street and Lenox Avenue**	EB	LTR	1.09	97.0	F	0.86	42.9	D	1.07	84.7	F	0.76	33.6	C
		WB	LTR	1.14	106.8	F	0.75	33.3	C	1.16	131.9	F	0.87	42.0	D
		NB	L	0.23	15.4	B	0.19	11.9	B	0.37	17.0	B	0.24	13.4	B
			TR	0.59	15.4	B	0.45	13.3	B	0.53	14.4	B	0.55	14.8	B
		SB	L	0.60	25.4	C	0.30	13.9	B	0.51	21.1	C	0.49	19.2	B
			TR	0.79	20.3	C	0.47	13.7	B	0.62	16.0	B	0.56	14.8	B
		Overall		**0.92**	**50.3**	**D**	**0.62**	**23.3**	**C**	**0.83**	**52.4**	**D**	**0.68**	**23.4**	**C**
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.50	27.0	C	0.91	52.7	D	0.62	30.5	C
		WB	L	0.88	64.1	E	0.44	28.4	C	0.78	54.0	D	0.56	33.1	C
			TR	0.98	68.2	E	0.84	44.1	D	0.91	53.4	D	0.82	41.7	D
		NB	LTR	0.49	13.8	B	0.48	13.6	B	0.65	16.2	B	0.53	14.2	B
		SB	DefL	----	----	----	----	----	----	0.86	59.7	E	----	----	----
			TR	----	----	----	----	----	----	0.43	13.0	B	----	----	----
			LTR	0.91	26.8	C	0.36	12.1	B	----	----	----	0.49	13.6	B
		Overall		**0.94**	**31.3**	**C**	**0.62**	**20.5**	**C**	**0.88**	**28.8**	**C**	**0.64**	**20.6**	**C**
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.43	27.8	C	0.23	25.1	C	0.49	29.3	C	0.33	26.4	C
		WB	LTR	1.11	111.4	F	0.96	73.9	E	1.01	83.7	F	1.02	86.4	F
		NB	LTR	0.29	9.3	A	0.34	9.6	A	0.45	10.9	B	0.35	9.8	A
		SB	LTR	0.46	10.9	B	0.25	8.9	A	0.41	10.4	B	0.40	9.7	A
		Overall		**0.69**	**33.9**	**C**	**0.54**	**25.4**	**C**	**0.63**	**26.1**	**C**	**0.58**	**28.0**	**C**
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.5	D	0.53	32.6	C	0.58	33.5	C	0.64	34.4	C
		NB	L	1.06	97.7	F	0.48	37.2	D	0.41	32.2	C	0.39	34.9	C
			T	0.93	57.5	E	1.02	77.2	E	1.04	77.1	E	0.98	67.6	E
		SB	TR	0.69	23.8	C	0.46	20.5	C	0.70	24.0	C	0.65	22.9	C
		Overall		**0.77**	**39.7**	**D**	**0.61**	**35.8**	**D**	**0.76**	**38.3**	**D**	**0.72**	**33.5**	**C**
5	**East 126th Street and 3rd Avenue**	WB	TR	0.69	28.6	C	0.43	23.6	C	0.52	24.9	C	0.48	24.5	C
		NB	LT	0.31	11.5	B	0.29	11.3	B	0.38	12.1	B	0.21	10.7	B
		Overall		**0.46**	**18.9**	**B**	**0.34**	**15.6**	**B**	**0.43**	**16.3**	**B**	**0.32**	**16.6**	**B**
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	171.4	F	1.14	112.0	F	1.39	228.3	F	1.27	165.7	F
		SB	TR	0.73	20.0	B	0.52	14.3	B	0.69	18.5	B	0.78	20.2	C
		Overall		**0.89**	**82.3**	**F**	**0.76**	**59.8**	**E**	**0.96**	**110.7**	**F**	**0.97**	**74.2**	**E**
7	**East 126th Street and Park Avenue**	WB	LTR	0.97	72.4	E	0.79	36.8	D	0.98	66.8	E	0.76	35.0	C
		NB	DefL	0.38	12.7	B	----	----	----	----	----	----	----	----	----
			T	0.35	10.7	B	----	----	----	----	----	----	----	----	----
			LT	----	----	----	0.22	9.1	A	0.46	11.7	B	0.21	9.1	A
		SB	TR	0.42	10.9	B	0.26	9.3	A	0.47	11.4	B	0.32	9.8	A
		Overall		**0.61**	**35.8**	**D**	**0.44**	**21.6**	**C**	**0.64**	**31.7**	**C**	**0.47**	**20.6**	**C**
8	**East 126th Street and Madison Avenue**	WB	TR	0.84	35.5	D	0.56	26.1	C	0.66	28.2	C	0.58	26.4	C
		NB	LT	0.61	15.8	B	0.55	14.8	B	0.79	20.5	C	0.55	14.6	B
		Overall		**0.70**	**25.2**	**C**	**0.55**	**19.2**	**B**	**0.74**	**23.2**	**C**	**0.56**	**19.3**	**B**
9	**126th Street and 5th Avenue**	WB	LT	1.07	81.3	F	0.88	43.3	D	1.13	104.8	F	0.90	45.3	D
		SB	TR	0.80	21.2	C	0.51	14.1	B	0.69	17.4	B	0.55	14.7	B
		Overall		**0.91**	**45.6**	**D**	**0.65**	**26.2**	**C**	**0.86**	**54.9**	**D**	**0.69**	**27.2**	**C**
10	**West 126th Street and Lenox Avenue**	WB	LTR	0.99	52.1	D	0.69	25.8	C	1.01	58.8	E	0.92	43.7	D
		NB	L	0.74	66.3	E	0.60	31.6	C	0.80	61.5	E	1.01	103.8	F
			T	0.44	18.3	B	0.46	18.5	B	0.81	27.3	C	0.48	18.7	B
		SB	TR	1.03	59.1	E	0.48	19.0	B	0.73	24.5	C	0.69	22.9	C
		Overall		**1.01**	**47.7**	**D**	**0.65**	**21.4**	**C**	**0.91**	**36.6**	**D**	**0.96**	**31.9**	**C**
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.7	C	0.56	26.4	C	0.82	34.9	C	0.59	27.0	C
		NB	LT	0.55	16.3	B	0.47	13.3	B	0.62	15.5	B	0.60	15.2	B
		SB	TR	0.58	16.4	B	0.33	11.8	B	0.31	11.6	B	0.31	11.5	B
		Overall		**0.65**	**19.5**	**B**	**0.50**	**15.7**	**B**	**0.70**	**19.8**	**B**	**0.59**	**16.6**	**B**

Table 3.21-14
Year 2017 Action C4-4D Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00 2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00 2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	0.96	53.5	D	0.78	36.0	D	1.07	90.6	F	0.65	41.5	D
		NB	LT	0.31	14.0	B	0.35	12.2	B	0.38	8.2	A	0.38	12.5	B
		SB	TR	0.45	15.5	B	0.27	11.4	B	0.32	7.6	A	0.34	12.7	B
		Overall		**0.67**	**30.2**	**C**	**0.51**	**19.9**	**B**	**0.59**	**34.4**	**C**	**0.49**	**20.3**	**C**
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.96	51.0	D	0.79	32.6	C	0.93	47.8	D	0.74	28.4	C
		NB	LT	0.87	41.2	D	0.71	27.3	C	1.14	108.0	F	1.04	76.9	E
		SB	TR	0.88	38.7	D	0.54	21.5	C	0.77	29.4	C	0.77	29.3	C
		Overall		**0.92**	**44.0**	**D**	**0.75**	**27.4**	**C**	**1.04**	**64.8**	**E**	**0.89**	**45.0**	**D**
14	West 126th Street and Morningside Avenue	WB	LTR	1.06	87.9	F	0.89	56.7	E	1.13	159.5	F	1.11	111.6	F
		NB	LT	0.14	8.0	A	0.11	7.9	A	0.19	8.4	A	0.19	8.4	A
		SB	TR	0.29	9.7	A	0.27	9.5	A	0.31	9.9	A	0.32	10.0	A
		Overall		**0.56**	**50.6**	**D**	**0.47**	**30.8**	**C**	**0.58**	**75.3**	**E**	**0.58**	**52.6**	**D**
15	East 125th Street and 1st Avenue	EB	LT	0.66	25.8	C	0.66	25.7	C	0.97	46.3	D	0.68	26.1	C
		NB	L	0.21	13.2	B	0.22	13.4	B	0.20	16.1	B	0.29	14.2	B
			TR	0.37	14.1	B	0.41	14.6	B	0.85	37.8	D	0.46	15.0	B
		Overall		**0.50**	**17.8**	**B**	**0.52**	**18.2**	**B**	**0.90**	**39.3**	**D**	**0.55**	**18.0**	**B**
16	East 125th Street and 2nd Avenue	EB	TR	0.70	34.2	C	0.78	29.7	C	0.92	70.6	E	0.92	43.1	D
		WB	LT	1.30	178.6	F	1.09	94.4	F	1.31	180.5	F	2.13	551.3	F
		SB	LTR	0.84	32.8	C	0.68	33.9	C	0.95	62.3	E	0.47	22.9	C
		RAMP (SB)	TR	1.11	229.0	F	0.76	40.3	D	1.08	140.3	F	1.03	83.4	F
		Overall		*	*	*	*	*	*	*	*	*	*	*	*
17	East 125th Street and 3rd Avenue	EB	LT	1.33	189.0	F	1.97	482.2	F	----	----	----	----	----	----
			DefL	----	----	----	----	----	----	3.78	1306.0	F	2.94	932.2	F
			T	----	----	----	----	----	----	0.00	58.2	E	1.81	398.0	F
		WB	TR	0.92	41.7	D	0.91	40.6	D	1.12	96.1	F	1.07	75.7	E
		NB	LTR	0.39	14.4	B	0.43	14.8	B	0.59	16.8	B	0.42	14.7	B
		Overall		**0.80**	**71.2**	**E**	**1.10**	**187.9**	**F**	**2.00**	**172.4**	**F**	**1.53**	**191.1**	**F**
18	East 125th Street and Lexington Avenue	EB	TR	0.97	51.1	D	1.16	114.2	F	1.50	364.9	F	1.20	125.2	F
		WB	LT	1.64	426.0	F	1.84	429.0	F	1.84	413.6	F	1.99	480.7	F
		SB	LTR	0.71	20.4	C	0.46	15.5	B	0.64	18.2	B	0.64	18.0	B
		Overall		**1.11**	**154.1**	**F**	**1.06**	**190.0**	**F**	**1.17**	**262.3**	**F**	**1.23**	**193.6**	**F**
19	East 125th Street and Park Avenue	EB	LTR	0.69	17.9	B	0.83	23.4	C	1.21	197.3	F	0.81	21.6	C
		WB	LTR	1.07	69.7	E	1.05	64.7	E	1.14	97.0	F	0.96	39.0	D
		NB	TR	0.46	24.6	C	0.37	23.2	C	0.50	25.5	C	0.29	22.2	C
		SB	TR	0.56	28.0	C	0.51	25.2	C	0.73	30.1	C	0.57	26.2	C
		Overall		**0.87**	**39.0**	**D**	**0.84**	**37.2**	**D**	**1.03**	**116.4**	**F**	**0.81**	**28.6**	**C**
20	East 125th Street and Madison Avenue	EB	LT	0.97	46.4	D	1.15	104.0	F	1.53	266.5	F	1.39	208.3	F
		WB	TR	0.66	20.6	C	0.75	23.4	C	0.77	23.6	C	0.86	30.9	C
		NB	LTR	0.64	23.1	C	0.60	22.3	C	0.82	29.1	C	0.55	19.6	B
		Overall		**0.82**	**30.1**	**C**	**0.89**	**51.0**	**D**	**1.21**	**115.4**	**F**	**0.97**	**87.8**	**F**
21	125th Street and 5th Avenue	EB	TR	0.86	37.3	D	0.91	45.9	D	1.22	225.5	F	1.14	451.1	F
		WB	LT	0.93	38.6	D	0.94	41.1	D	1.02	76.6	E	1.14	294.8	F
		SB	LTR	1.14	98.3	F	0.79	28.1	C	0.95	41.7	D	0.67	23.9	C
		Overall		**1.04**	**64.9**	**E**	**0.88**	**38.3**	**D**	**1.14**	**119.8**	**F**	**1.01**	**279.2**	**F**
22	West 125th Street and Lenox Avenue	EB	TR	0.55	20.2	C	0.88	33.8	C	1.04	62.3	E	1.29	557.8	F
		WB	TR	0.80	35.4	D	0.91	38.3	D	0.97	45.8	D	1.59	762.4	F
		NB	TR	0.66	22.7	C	0.63	21.8	C	0.98	48.1	D	0.80	28.5	C
		SB	TR	1.07	74.0	E	0.60	21.5	C	0.83	29.9	C	0.91	35.9	D
		Overall		**0.94**	**43.3**	**D**	**0.77**	**29.8**	**C**	**1.01**	**47.7**	**D**	**1.25**	**373.3**	**F**
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.82	30.2	C	1.25	195.9	F	1.67	399.1	F	1.22	523.6	F
		WB	LTR	0.79	28.2	C	1.19	161.1	F	1.54	326.6	F	1.15	453.5	F
		NB	TR	0.42	17.7	B	0.61	20.7	C	0.61	20.5	C	0.64	21.2	C
		SB	TR	0.64	21.0	C	0.50	19.0	B	0.43	17.9	B	0.56	20.0	B
		Overall		**0.73**	**23.5**	**C**	**0.93**	**98.7**	**F**	**1.14**	**193.9**	**F**	**0.93**	**242.6**	**F**

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Year 2017 Action C4-4D Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00 2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00 2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.83	41.0	D	0.82	24.4	C	0.83	27.4	C	1.28	362.1	F
		WB	LTR	0.84	29.9	C	0.88	29.3	C	1.14	99.9	F	1.27	617.3	F
		NB	TR	0.33	18.3	B	0.63	28.8	C	0.66	25.2	C	0.41	12.9	B
		SB	TR	0.52	20.7	C	0.63	30.2	C	0.59	23.5	C	0.43	14.8	B
		Overall		**0.69**	**29.3**	**C**	**0.78**	**27.8**	**C**	**0.92**	**47.0**	**D**	**0.76**	**197.4**	**F**
25	West 125th Street and St. Nicholas Avenue	EB	LTR	1.02	88.5	F	0.95	39.1	D	1.33	263.1	F	0.85	135.8	F
		WB	LTR	0.78	22.8	C	0.60	16.5	B	0.82	24.1	C	0.60	40.2	D
		NB	TR	0.57	28.6	C	0.71	34.8	C	0.90	48.4	D	0.76	37.7	D
		SB	TR	1.01	67.0	E	0.87	45.9	D	0.90	87.3	F	1.09	96.5	F
		Overall		**1.02**	**57.7**	**E**	**0.92**	**33.4**	**C**	**1.16**	**127.0**	**F**	**0.94**	**85.8**	**F**
26	West 125th Street and Morningside Avenue	EB	LTR	0.69	18.0	B	0.64	16.7	B	0.72	18.6	B	0.65	118.0	F
		WB	LTR	0.68	18.2	B	0.55	15.1	B	0.92	33.4	C	0.53	38.6	D
		NB	DefL	0.79	51.1	D	0.50	30.7	C	----	----	----	0.59	33.3	C
			TR	0.30	23.0	C	0.27	22.5	C	----	----	----	0.48	26.4	C
			LTR	----	----	----	----	----	----	0.64	29.3	C	----	----	----
		SB	LTR	0.53	26.7	C	0.39	24.1	C	0.47	25.4	C	0.44	24.8	C
		Overall		**0.73**	**22.2**	**C**	**0.58**	**18.4**	**B**	**0.81**	**26.4**	**C**	**0.62**	**65.0**	**E**
27	West 125th Street and Amsterdam Avenue	EB	L	0.52	35.7	D	0.60	38.9	D	0.80	67.5	E	0.41	111.4	F
			TR	0.92	42.8	D	0.85	35.3	D	0.98	51.1	D	1.00	173.8	F
		WB	L	0.94	153.0	F	0.64	57.9	E	1.00	128.6	F	0.99	449.8	F
			TR	0.67	27.9	C	0.66	27.4	C	0.79	31.1	C	0.68	99.8	F
		NB	L	0.29	17.5	B	0.18	14.0	B	0.35	28.3	C	0.35	13.5	B
			T	0.38	22.6	C	0.33	22.1	C	0.50	51.3	D	0.25	19.1	B
			R	0.61	31.7	C	0.74	40.3	D	0.77	42.3	D	0.70	33.0	C
		SB	L	0.81	44.4	D	0.71	33.5	C	0.72	46.3	D	0.58	23.8	C
			TR	0.50	24.5	C	0.36	22.5	C	0.35	22.9	C	0.22	18.8	B
		Overall		*****	**35.5**	**D**	*****	**30.7**	**C**	*****	**44.0**	**D**	*****	**102.4**	**F**
28	West 125th Street and Broadway	EB	L	0.23	25.9	C	0.28	21.0	C	0.68	49.9	D	0.52	33.0	C
			T	0.55	28.4	C	0.44	21.5	C	0.68	31.3	C	0.59	26.8	C
			R	0.14	10.9	B	0.27	9.5	A	0.23	11.8	B	0.21	7.3	A
		WB	L	0.48	34.4	C	0.21	20.4	C	0.48	37.0	D	0.38	29.1	C
			T	0.48	27.3	C	0.35	20.3	C	0.68	31.5	C	0.50	25.2	C
			R	0.41	14.3	B	0.28	9.7	A	0.37	13.8	B	0.23	7.5	A
		NB	L	0.48	37.3	D	0.54	39.3	D	0.55	49.9	D	0.50	32.0	C
			T	0.27	24.0	C	0.59	30.5	C	0.58	63.9	E	0.41	30.3	C
			R	0.53	28.8	C	0.50	32.7	C	0.49	27.8	C	0.64	43.7	D
		SB	L	0.44	36.1	D	0.64	43.3	D	0.61	39.2	D	0.37	30.0	C
			T	0.46	24.0	C	0.36	26.5	C	0.34	22.4	C	0.68	35.6	D
			R	0.11	20.6	C	0.17	25.3	C	0.20	22.1	C	0.14	28.0	C
		Overall		**0.53**	**26.6**	**C**	**0.53**	**25.9**	**C**	**0.62**	**36.6**	**D**	**0.59**	**28.4**	**C**
29	West 125th Street and 12th Avenue	WB	LT	0.51	23.8	C	0.52	23.9	C	0.84	38.5	D	0.37	21.7	C
			R	0.61	13.8	B	0.55	12.5	B	0.83	22.8	C	0.99	45.8	D
		NB	LTR	0.31	27.4	C	0.26	26.8	C	0.39	27.7	C	0.20	26.1	C
		SB	L	0.55	19.5	B	0.95	56.7	E	0.84	27.2	C	1.14	109.1	F
			TR	0.09	10.9	B	0.09	10.9	B	0.11	8.3	A	0.05	10.6	B
		Overall		**0.56**	**19.9**	**B**	**0.76**	**28.2**	**C**	**0.74**	**28.4**	**C**	**1.10**	**55.2**	**E**
30	East 124th Street and 2nd Avenue	EB	L	0.61	27.0	C	0.41	23.7	C	0.70	29.3	C	0.60	26.8	C
			R	0.51	29.2	C	0.31	23.6	C	0.26	34.5	C	0.51	27.8	C
		WB	L	0.39	24.4	C	0.11	20.4	C	0.14	20.8	C	0.07	20.1	C
			R	0.32	11.9	B	0.09	9.9	A	0.11	10.1	B	0.08	9.9	A
		SB	T	0.70	16.4	B	0.42	12.5	B	0.53	13.7	B	0.40	12.3	B
		Overall		**0.66**	**18.7**	**B**	**0.42**	**15.6**	**B**	**0.59**	**18.5**	**B**	**0.48**	**17.8**	**B**
31	East 124th Street and 3rd Avenue	EB	LT	0.32	22.4	C	0.32	22.4	C	0.40	24.5	C	0.39	23.3	C
		NB	TR	0.46	12.9	B	0.41	12.4	B	0.52	13.8	B	0.45	12.8	B
		Overall		**0.41**	**14.8**	**B**	**0.37**	**14.5**	**B**	**0.48**	**16.0**	**B**	**0.43**	**15.2**	**B**

Table 3.21-14
Year 2017 Action C4-4D Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00 2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00 2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
32	East 124th Street and Lexington Avenue	EB	TR	0.95	61.1	E	0.85	45.2	D	0.97	62.2	E	0.72	34.2	C
		SB	LT	0.94	31.8	C	0.57	15.2	B	0.79	20.6	C	0.92	29.7	C
		Overall		**0.94**	**38.9**	**D**	**0.68**	**25.1**	**C**	**0.86**	**32.9**	**C**	**0.84**	**30.7**	**C**
33	East 124th Street and Park Avenue	EB	LTR	0.45	22.0	C	0.34	20.2	C	0.34	20.2	C	0.23	18.9	B
		NB	TR	0.38	14.6	B	0.28	13.6	B	0.41	15.0	B	0.25	13.2	B
		SB	TR	0.80	26.3	C	0.47	15.9	B	0.94	37.4	D	0.57	17.6	B
		Overall		**0.65**	**22.0**	**C**	**0.41**	**16.5**	**B**	**0.68**	**27.1**	**C**	**0.42**	**16.8**	**B**
34	East 124th Street and Madison Avenue	EB	LT	0.30	22.1	C	0.23	21.4	C	0.19	21.1	C	0.19	21.0	C
		NB	TR	0.66	16.5	B	0.72	18.4	B	0.89	26.1	C	0.59	15.3	B
		Overall		**0.52**	**17.9**	**B**	**0.53**	**19.0**	**B**	**0.62**	**25.4**	**C**	**0.44**	**16.4**	**B**
35	West 124th Street and Lenox Avenue	EB	L	0.32	28.1	C	0.53	32.9	C	0.56	32.7	C	0.47	31.2	C
			LR	0.36	23.5	C	0.58	23.5	C	0.62	23.5	C	----	----	----
			R	0.40	31.2	C	0.62	42.4	D	0.67	44.3	D	0.54	35.0	C
		WB	LR	0.23	26.6	C	0.24	26.8	C	0.38	28.9	C	0.41	30.1	C
		NB	T	0.33	9.1	A	0.30	8.7	A	0.42	9.9	A	0.33	9.0	A
		SB	T	0.64	12.9	B	0.34	9.1	A	0.42	9.9	A	0.56	11.5	B
		Overall		**0.57**	**14.2**	**B**	**0.43**	**15.4**	**B**	**0.50**	**16.4**	**B**	**0.55**	**15.3**	**B**
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.36	20.9	C	0.48	25.8	C	0.66	27.9	C	0.63	29.4	C
		NB	TR	0.37	14.3	B	0.38	12.3	B	0.47	14.9	B	0.42	12.6	B
		SB	DefL	----	----	----	----	----	----	0.71	36.3	D	----	----	----
			T	----	----	----	----	----	----	0.48	15.3	B	----	----	----
			LT	0.66	18.6	B	0.40	12.6	B	----	----	----	0.43	12.9	B
		Overall		**0.53**	**17.4**	**B**	**0.43**	**14.6**	**B**	**0.69**	**18.8**	**B**	**0.51**	**15.8**	**B**
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.72	32.4	C	0.42	22.3	C	0.80	35.4	D	0.59	26.1	C
		NB	TR	0.19	12.8	B	0.27	13.5	B	0.42	15.1	B	0.35	14.2	B
		SB	LT	0.39	14.7	B	0.35	14.3	B	0.56	17.4	B	0.45	15.7	B
		Overall		**0.53**	**19.2**	**B**	**0.38**	**15.7**	**B**	**0.66**	**21.2**	**C**	**0.51**	**17.7**	**B**
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.65	24.4	C	0.54	21.7	C	0.66	23.8	C	0.67	25.3	C
		NB	LTR	0.32	17.4	B	0.33	17.5	B	0.47	19.5	B	0.39	18.4	B
		SB	LT	0.80	30.2	C	0.52	20.9	C	0.75	28.1	C	0.76	30.1	C
		Overall		**0.73**	**26.0**	**C**	**0.53**	**20.4**	**C**	**0.71**	**24.2**	**C**	**0.71**	**25.5**	**C**
39	East 116th Street and Park Avenue	EB	LTR	0.55	23.6	C	0.53	23.2	C	0.65	25.4	C	0.64	25.2	C
		WB	LTR	0.67	26.6	C	0.55	23.7	C	0.64	25.2	C	0.67	26.4	C
		NB	LTR	0.34	14.9	B	0.47	16.8	B	0.78	26.0	C	0.52	18.0	B
		SB	LTR	1.04	67.1	E	0.67	21.8	C	1.00	55.0	D	0.84	29.9	C
		Overall		**0.88**	**39.3**	**D**	**0.62**	**21.8**	**C**	**0.84**	**33.5**	**C**	**0.77**	**25.7**	**C**
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.86	41.1	D	0.67	30.9	C	0.73	33.2	C	0.69	31.1	C
		WB	LTR	1.04	74.9	E	0.74	32.6	C	0.73	31.4	C	0.72	31.4	C
		NB	LTR	0.43	12.9	B	0.24	11.0	B	0.42	12.8	B	0.23	10.9	B
		SB	LTR	0.65	16.2	B	0.31	11.7	B	0.40	12.6	B	0.35	12.1	B
		Overall		**0.80**	**32.1**	**C**	**0.48**	**21.3**	**C**	**0.54**	**20.6**	**C**	**0.50**	**20.7**	**C**
41	West 116th Street and Frederick Douglass Boulevard	EB	LTR	0.38	23.6	C	0.25	21.9	C	0.31	22.6	C	0.25	21.8	C
		WB	LTR	0.98	62.5	E	0.64	29.4	C	0.74	32.7	C	0.73	32.7	C
		NB	LTR	0.76	23.9	C	0.69	20.6	C	0.80	24.9	C	0.64	18.4	B
		SB	LTR	0.72	21.6	C	0.69	21.2	C	0.52	16.0	B	0.46	14.6	B
		Overall		**0.85**	**35.1**	**D**	**0.67**	**23.4**	**C**	**0.78**	**25.3**	**C**	**0.67**	**22.6**	**C**
42	West 125th Street and St. Clair Place	EB	R	0.70	33.4	C	0.62	31.0	C	0.81	40.0	D	0.51	28.6	C
		WB	R	0.34	25.6	C	0.36	25.9	C	0.54	30.2	C	0.46	27.4	C
		NB	T	0.69	28.3	C	0.70	28.9	C	0.86	34.0	C	0.88	37.8	D
		SB	T	0.14	20.0	B	0.28	21.4	C	0.29	20.2	C	0.40	22.8	C
		Overall		*****	**28.6**	**C**	*****	**27.6**	**C**	*****	**32.8**	**C**	*****	**30.9**	**C**

Table 3.21-14
Year 2017 Action C4-4D Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00 2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00 2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
UNSIGNALIZED INTERSECTIONS															
43	**124th Street and 5th Avenue**	SB	L	0.41	12.6	B	0.32	11.6	B	0.26	11.0	B	0.27	11.0	B
			R	0.97	45.5	E	0.58	15.1	C	0.84	27.5	D	0.50	13.2	B
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.27	8.0	A	0.40	9.0	A	0.21	7.9	A

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane,
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	1.09	97.0	F		0.69	31.1	C	0.86	42.9	D	
			DefL	1.11	147.8	F	----	----	----		----	-----	-----	----	----	----	
			TR	0.87	47.2	D	----	----	----		-----	-----	-----	----	----	----	
		WB	LTR	1.02	66.1	E	1.14	106.8	F	yes	0.73	32.3	C	0.75	33.3	C	
		NB	L	0.22	14.8	B	0.23	15.4	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.59	15.4	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.60	25.4	C		0.30	13.8	B	0.30	13.9	B	
			TR	0.77	19.8	B	0.79	20.3	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.92**	**50.3**	**D**		**0.57**	**20.7**	**C**	**0.62**	**23.3**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.57	28.8	C		0.50	27.0	C	0.50	27.0	C	
		WB	L	0.88	64.1	E	0.88	64.1	E		0.44	28.3	C	0.44	28.4	C	
			TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.49	13.8	B		0.45	13.3	B	0.48	13.6	B	
		SB	DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.88	24.3	C	0.91	26.8	C		0.35	12.0	B	0.36	12.1	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**31.3**	**C**		**0.60**	**20.6**	**C**	**0.62**	**20.5**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.43	27.8	C		0.23	25.1	C	0.23	25.1	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.29	9.3	A		0.33	9.6	A	0.34	9.6	A	
		SB	LTR	0.45	10.9	B	0.46	10.9	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.9**	**C**		**0.54**	**25.6**	**C**	**0.54**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.6	C	
		NB	L	1.06	98.6	F	1.06	97.7	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.8	C		0.45	20.3	C	0.46	20.5	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.7**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.69	28.6	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.31	11.5	B		0.27	11.2	B	0.29	11.3	B	
		Overall		**0.46**	**19.0**	**B**	**0.46**	**18.9**	**B**		**0.33**	**15.7**	**B**	**0.34**	**15.6**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	1.14	171.4	F		1.14	111.3	F	1.14	112.0	F	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.89**	**82.3**	**F**		**0.75**	**59.7**	**E**	**0.76**	**59.8**	**E**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.97	72.4	E		0.78	36.7	D	0.79	36.8	D	
		NB	DefL	0.38	12.7	B	0.38	12.7	B		----	-----	-----	----	----	----	
			T	0.35	10.7	B	0.35	10.7	B		-----	-----	-----	----	----	----	
			LT	----	----	----	----	----	----		0.22	9.1	A	0.22	9.1	A	
		SB	TR	0.42	10.9	B	0.42	10.9	B		0.26	9.3	A	0.26	9.3	A	
		Overall		**0.61**	**37.2**	**D**	**0.61**	**35.8**	**D**		**0.44**	**21.6**	**C**	**0.44**	**21.6**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.84	35.5	D		0.56	26.1	C	0.56	26.1	C	
		NB	LT	0.61	15.8	B	0.61	15.8	B		0.55	14.7	B	0.55	14.8	B	
		Overall		**0.70**	**25.5**	**C**	**0.70**	**25.2**	**C**		**0.55**	**19.2**	**B**	**0.55**	**19.2**	**B**	
9	**126th Street and 5th Avenue**	WB	LT	1.08	84.4	F	1.07	81.3	F		0.87	43.0	D	0.88	43.3	D	
		SB	TR	0.80	21.3	C	0.80	21.2	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.91**	**45.6**	**D**		**0.65**	**26.1**	**C**	**0.65**	**26.2**	**C**	
10	**West 126th Street and Lenox Avenue**	WB	LTR	0.98	51.8	D	0.99	52.1	D		0.69	25.5	C	0.69	25.8	C	
		NB	L	0.74	66.3	E	0.74	66.3	E		0.58	30.0	C	0.60	31.6	C	
			T	0.44	18.3	B	0.44	18.3	B		0.46	18.6	B	0.46	18.5	B	
		SB	TR	0.99	48.2	D	1.03	59.1	E	yes	0.47	18.8	B	0.48	19.0	B	
		Overall		**0.99**	**42.6**	**D**	**1.01**	**47.7**	**D**		**0.63**	**21.1**	**C**	**0.65**	**21.4**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.7	C	0.73	28.7	C		0.56	26.3	C	0.56	26.4	C	
		NB	LT	0.54	16.2	B	0.55	16.3	B		0.44	13.0	B	0.47	13.3	B	
		SB	TR	0.58	16.5	B	0.58	16.4	B		0.32	11.7	B	0.78	36.0	D	
		Overall		**0.65**	**19.5**	**B**	**0.65**	**19.5**	**B**		**0.49**	**15.6**	**B**	**0.35**	**12.2**	**B**	

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D				NO ACTION			ACTION C4-4D			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.96	53.5	D		0.78	36.0	D	0.27	11.4	B	
		NB	LT	0.31	14.0	B	0.31	14.0	B		0.34	12.1	B	0.51	19.9	B	
		SB	TR	0.45	15.5	B	0.45	15.5	B		0.27	11.3	B	0.79	32.6	C	
		Overall		**0.67**	**30.2**	**C**	**0.67**	**30.2**	**C**		**0.51**	**20.0**	**B**	**0.71**	**27.3**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	0.96	51.0	D		0.79	32.4	C	0.54	21.5	C	
		NB	LT	0.87	41.0	D	0.87	41.2	D		0.70	26.8	C	0.75	27.4	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.89	56.7	E	yes
		Overall		**0.92**	**43.9**	**D**	**0.92**	**44.0**	**D**		**0.74**	**27.1**	**C**	**0.11**	**7.9**	**A**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.06	87.9	F		0.89	56.7	E	0.89	56.7	E	
		NB	LT	0.14	8.0	A	0.14	8.0	A		0.11	7.8	A	0.11	7.9	A	
		SB	TR	0.29	9.6	A	0.29	9.7	A		0.27	9.5	A	0.27	9.5	A	
		Overall		**0.56**	**50.7**	**D**	**0.56**	**50.6**	**D**		**0.47**	**30.9**	**C**	**0.47**	**30.8**	**C**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.64	24.8	C	0.66	25.8	C		0.61	24.4	C	0.66	25.7	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.50**	**17.8**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.2**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.66	32.8	C	0.70	34.2	C		0.72	27.7	C	0.78	29.7	C	
		WB	LT	1.16	121.7	F	1.30	178.6	F	yes	0.92	50.9	D	1.09	94.4	F	yes
		SB	LTR	0.81	31.7	C	0.84	32.8	C		0.65	33.3	C	0.68	33.9	C	
		RAMP (SB)	TR	1.09	218.2	F	1.11	229.0	F	yes	0.69	37.7	D	0.76	40.3	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	1.16	115.4	F	1.33	189.0	F	yes	1.60	314.4	F	1.97	482.2	F	yes
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		WB	TR	0.80	31.3	C	0.92	41.7	D		0.78	30.3	C	0.91	40.6	D	
		NB	LTR	0.39	14.4	B	0.39	14.4	B		0.43	14.8	B	0.43	14.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.80**	**71.2**	**E**		**0.94**	**121.0**	**F**	**1.10**	**187.9**	**F**	
18	**East 125th Street and Lexington Avenue**	EB	TR	0.91	41.1	D	0.97	51.1	D	yes	1.03	68.6	E	1.16	114.2	F	yes
		WB	LT	1.41	322.6	F	1.64	426.0	F	yes	1.54	292.2	F	1.84	429.0	F	yes
		SB	LTR	0.70	20.3	C	0.71	20.4	C		0.45	15.3	B	0.46	15.5	B	
		Overall		**1.01**	**113.1**	**F**	**1.11**	**154.1**	**F**		**0.93**	**123.1**	**F**	**1.06**	**190.0**	**F**	
19	**East 125th Street and Park Avenue**	EB	LTR	0.64	16.8	B	0.69	17.9	B		0.74	19.4	B	0.83	23.4	C	
		WB	LTR	0.93	36.0	D	1.07	69.7	E	yes	0.87	28.7	C	1.05	64.7	E	yes
		NB	TR	0.46	24.6	C	0.46	24.6	C		0.36	23.1	C	0.37	23.2	C	
		SB	TR	0.56	28.0	C	0.56	28.0	C		0.50	25.1	C	0.51	25.2	C	
		Overall		**0.79**	**26.7**	**C**	**0.87**	**39.0**	**D**		**0.73**	**23.8**	**C**	**0.84**	**37.2**	**D**	
20	**East 125th Street and Madison Avenue**	EB	LT	0.88	32.4	C	0.97	46.4	D	yes	0.99	52.0	D	1.15	104.0	F	yes
		WB	TR	0.57	18.9	B	0.66	20.6	C		0.67	21.0	C	0.75	23.4	C	
		NB	LTR	0.64	23.1	C	0.64	23.1	C		0.59	22.2	C	0.60	22.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.82**	**30.1**	**C**		**0.81**	**31.9**	**C**	**0.89**	**51.0**	**D**	
21	**125th Street and 5th Avenue**	EB	TR	0.80	33.8	C	0.86	37.3	D		0.80	35.5	D	0.91	45.9	D	yes
		WB	LT	0.80	27.4	C	0.93	38.6	D		0.81	27.9	C	0.94	41.1	D	
		SB	LTR	1.15	102.8	F	1.14	98.3	F		0.77	27.2	C	0.79	28.1	C	
		Overall		**1.00**	**64.8**	**E**	**1.04**	**64.9**	**E**		**0.82**	**30.1**	**C**	**0.88**	**38.3**	**D**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.51	19.4	B	0.55	20.2	C		0.77	26.8	C	0.88	33.8	C	
		WB	TR	0.69	29.0	C	0.80	35.4	D		0.81	29.8	C	0.91	38.3	D	
		NB	TR	0.66	22.6	C	0.66	22.7	C		0.63	21.8	C	0.63	21.8	C	
		SB	TR	1.00	50.9	D	1.07	74.0	E	yes	0.57	20.8	C	0.60	21.5	C	
		Overall		**0.84**	**33.5**	**C**	**0.94**	**43.3**	**D**		**0.72**	**25.1**	**C**	**0.77**	**29.8**	**C**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.72	25.4	C	0.82	30.2	C		1.08	125.2	F	1.25	195.9	F	
		WB	LTR	0.72	25.4	C	0.79	28.2	C		0.93	50.8	D	1.19	161.1	F	
		NB	TR	0.40	17.6	B	0.42	17.7	B		0.56	19.9	B	0.61	20.7	C	
		SB	TR	0.65	21.2	C	0.64	21.0	C		0.45	18.3	B	0.50	19.0	B	
		Overall		**0.69**	**22.0**	**C**	**0.73**	**23.5**	**C**		**0.82**	**52.8**	**D**	**0.93**	**98.7**	**F**	

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D				NO ACTION			ACTION C4-4D			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.76	33.7	C	0.83	41.0	D		0.75	20.5	C	0.82	24.4	C	
		WB	LTR	0.77	26.0	C	0.84	29.9	C		0.80	23.4	C	0.88	29.3	C	
		NB	TR	0.33	18.2	B	0.33	18.3	B		0.60	27.8	C	0.63	28.8	C	
		SB	TR	0.52	20.7	C	0.52	20.7	C		0.60	29.3	C	0.63	30.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.69**	**29.3**	**C**		**0.72**	**24.4**	**C**	**0.78**	**27.8**	**C**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	0.96	55.7	E	1.02	88.5	F	yes	0.90	31.6	C	0.95	39.1	D	
		WB	LTR	0.72	20.0	B	0.78	22.8	C		0.55	15.4	B	0.60	16.5	B	
		NB	TR	0.56	28.5	C	0.57	28.6	C		0.69	33.6	C	0.71	34.8	C	
		SB	TR	1.00	64.8	E	1.01	67.0	E		0.83	41.7	D	0.87	45.9	D	
		Overall		**0.97**	**44.6**	**D**	**1.02**	**57.7**	**E**		**0.87**	**29.4**	**C**	**0.92**	**33.4**	**C**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.65	17.0	B	0.69	18.0	B		0.61	16.1	B	0.64	16.7	B	
		WB	LTR	0.64	17.1	B	0.68	18.2	B		0.52	14.6	B	0.55	15.1	B	
		NB	DefL	0.79	50.6	D	0.79	51.1	D		0.50	30.7	C	0.50	30.7	C	
			TR	0.28	22.7	C	0.30	23.0	C		0.26	22.4	C	0.27	22.5	C	
			LTR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.53	26.6	C	0.53	26.7	C		0.39	24.0	C	0.39	24.1	C	
		Overall		**0.70**	**21.5**	**C**	**0.73**	**22.2**	**C**		**0.57**	**18.0**	**B**	**0.58**	**18.4**	**B**	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.49	33.5	C	0.52	35.7	D		0.57	36.4	D	0.60	38.9	D	
			TR	0.87	37.4	D	0.92	42.8	D		0.82	33.7	C	0.85	35.3	D	
		WB	L	0.82	89.6	F	0.94	153.0	F	yes	0.60	52.0	D	0.64	57.9	E	yes
			TR	0.65	27.3	C	0.67	27.9	C		0.63	26.7	C	0.66	27.4	C	
		NB	L	0.29	17.5	B	0.29	17.5	B		0.18	14.0	B	0.18	14.0	B	
			T	0.38	22.6	C	0.38	22.6	C		0.33	22.1	C	0.33	22.1	C	
			R	0.61	31.6	C	0.61	31.7	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.4	D		0.71	33.5	C	0.71	33.5	C	
			TR	0.50	24.5	C	0.50	24.5	C		0.36	22.5	C	0.36	22.5	C	
		Overall		*****	**32.0**	**C**	*****	**35.5**	**D**		*****	**29.8**	**C**	*****	**30.7**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.0	C	
			T	0.50	27.5	C	0.55	28.4	C		0.42	21.2	C	0.44	21.5	C	
			R	0.14	10.9	B	0.14	10.9	B		0.27	9.5	A	0.27	9.5	A	
		WB	L	0.44	32.0	C	0.48	34.4	C		0.20	20.1	C	0.21	20.4	C	
			T	0.45	26.8	C	0.48	27.3	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.53**	**26.6**	**C**		**0.52**	**25.9**	**C**	**0.53**	**25.9**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.52	23.9	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.55	12.5	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.55	19.5	B		0.91	47.9	D	0.95	56.7	E	yes
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	10.9	B	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**19.9**	**B**		**0.72**	**18.6**	**B**	**0.76**	**28.2**	**C**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			R	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			R	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.32	22.4	C	0.32	22.4	C		0.32	22.4	C	0.32	22.4	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.41**	**14.8**	**B**		**0.37**	**14.5**	**B**	**0.37**	**14.5**	**B**	

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				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	LT	0.93	31.6	C	0.94	31.8	C		0.57	15.2	B	0.57	15.2	B	
		Overall		**0.94**	**38.7**	**D**	**0.94**	**38.9**	**D**		**0.68**	**25.1**	**C**	**0.68**	**25.1**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.45	22.0	C	0.45	22.0	C		0.34	20.2	C	0.34	20.2	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.3	C		0.46	15.8	B	0.47	15.9	B	
		Overall		**0.64**	**21.8**	**C**	**0.65**	**22.0**	**C**		**0.41**	**16.4**	**B**	**0.41**	**16.5**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.29	22.1	C	0.30	22.1	C		0.23	21.4	C	0.23	21.4	C	
		NB	TR	0.65	16.5	B	0.66	16.5	B		0.71	18.3	B	0.72	18.4	B	
		Overall		**0.51**	**17.9**	**B**	**0.52**	**17.9**	**B**		**0.52**	**18.9**	**B**	**0.53**	**19.0**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.32	28.1	C	0.32	28.1	C		0.53	33.0	C	0.53	32.9	C	
			LR	0.38	23.5	C	0.36	23.5	C		0.58	23.5	C	0.58	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.23	26.6	C		0.23	26.7	C	0.24	26.8	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.7	A	
		SB	T	0.64	12.9	B	0.64	12.9	B		0.34	9.1	A	0.34	9.1	A	
		Overall		**0.57**	**14.1**	**B**	**0.57**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.43**	**15.4**	**B**	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.36	20.9	C	0.36	20.9	C		0.49	25.9	C	0.48	25.8	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.65	18.4	B	0.66	18.6	B		0.39	12.4	B	0.40	12.6	B	
		Overall		**0.53**	**17.3**	**B**	**0.53**	**17.4**	**B**		**0.42**	**14.5**	**B**	**0.43**	**14.6**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.72	32.4	C	0.72	32.4	C		0.42	22.3	C	0.42	22.3	C	
		NB	TR	0.19	12.7	B	0.19	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	LT	0.38	14.6	B	0.39	14.7	B		0.34	14.2	B	0.35	14.3	B	
		Overall		**0.53**	**19.3**	**B**	**0.53**	**19.2**	**B**		**0.37**	**15.7**	**B**	**0.38**	**15.7**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.65	24.4	C	0.65	24.4	C		0.54	21.7	C	0.54	21.7	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	LT	0.80	30.0	C	0.80	30.2	C		0.52	20.8	C	0.52	20.9	C	
		Overall		**0.72**	**25.9**	**C**	**0.73**	**26.0**	**C**		**0.53**	**20.3**	**C**	**0.53**	**20.4**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.6	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.04	67.1	E		0.66	21.4	C	0.67	21.8	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.3**	**D**		**0.61**	**21.7**	**C**	**0.62**	**21.8**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.85	40.6	D	0.86	41.1	D		0.67	30.6	C	0.67	30.9	C	
		WB	LTR	1.02	70.1	E	1.04	74.9	E	yes	0.72	31.6	C	0.74	32.6	C	
		NB	LTR	0.41	12.8	B	0.43	12.9	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.65	16.2	B		0.30	11.6	B	0.31	11.7	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**32.1**	**C**		**0.46**	**21.0**	**C**	**0.48**	**21.3**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.38	23.6	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	0.98	62.5	E		0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.76	23.9	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.72	21.6	C		0.67	20.6	C	0.69	21.2	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**35.1**	**D**		**0.66**	**23.2**	**C**	**0.67**	**23.4**	**C**	
42	**West 125th Street and St. Clair Place**	EB	R	0.67	32.3	C	0.70	33.4	C		0.60	30.5	C	0.62	31.0	C	
		WB	R	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.69	28.3	C		0.67	28.0	C	0.70	28.9	C	
		SB	T	0.12	19.8	B	0.14	20.0	B		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.6**	**C**		*	**27.1**	**C**	*	**27.6**	**C**	

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.41	12.6	B		0.32	11.6	B	0.32	11.6	B	
			R	0.96	45.0	E	0.97	45.5	E		0.57	14.8	B	0.58	15.1	C	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/through lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.80	35.3	D	1.07	84.7	F	yes	0.58	27.2	C	0.76	33.6	C	
			DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		WB	LTR	1.12	114.6	F	1.16	131.9	F	yes	0.84	39.4	D	0.87	42.0	D	
		NB	L	0.36	16.7	B	0.37	17.0	B		0.24	13.1	B	0.24	13.4	B	
			TR	0.53	14.5	B	0.53	14.4	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.50	20.4	C	0.51	21.1	C		0.48	19.2	B	0.49	19.2	B	
			TR	0.61	15.8	B	0.62	16.0	B		0.54	14.6	B	0.56	14.8	B	
		Overall		**0.81**	**39.3**	**D**	**0.83**	**52.4**	**D**		**0.66**	**21.7**	**C**	**0.68**	**23.4**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.89	50.1	D	0.91	52.7	D		0.62	30.5	C	0.62	30.5	C	
		WB	L	0.78	52.7	D	0.78	54.0	D		0.56	32.9	C	0.56	33.1	C	
			TR	0.91	53.4	D	0.91	53.4	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	0.65	16.2	B		0.50	13.7	B	0.53	14.2	B	
		SB	DefL	0.68	34.2	C	0.86	59.7	E	yes	----	-----	-----	----	----	----	
			TR	0.43	12.9	B	0.43	13.0	B		-----	-----	-----	----	----	----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.49	13.6	B	
		Overall		**0.77**	**27.1**	**C**	**0.88**	**28.8**	**C**		**0.62**	**20.5**	**C**	**0.64**	**20.6**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.48	29.0	C	0.49	29.3	C		0.33	26.4	C	0.33	26.4	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.45	10.9	B		0.35	9.7	A	0.35	9.8	A	
		SB	LTR	0.40	10.3	B	0.41	10.4	B		0.33	9.6	A	0.40	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.63**	**26.1**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.5	C	0.58	33.5	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.70	23.8	C	0.70	24.0	C		0.63	22.6	C	0.65	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.5**	**C**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.48	24.5	C	
		NB	LT	0.37	11.9	B	0.38	12.1	B		0.21	10.6	B	0.21	10.7	B	
		Overall		**0.43**	**16.4**	**B**	**0.43**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.32**	**16.6**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.36	212.2	F	1.39	228.3	F	yes	1.27	162.7	F	1.27	165.7	F	yes
		SB	TR	0.67	17.0	B	0.69	18.5	B		0.77	19.9	B	0.78	20.2	C	
		Overall		**0.93**	**103.3**	**F**	**0.96**	**110.7**	**F**		**0.96**	**73.0**	**E**	**0.97**	**74.2**	**E**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.99	67.6	E	0.98	66.8	E		0.76	34.8	C	0.76	35.0	C	
		NB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TH	0.45	11.6	B	0.46	11.7	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.47	11.4	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.64**	**31.7**	**C**		**0.47**	**20.5**	**C**	**0.47**	**20.6**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.79	20.5	C		0.54	14.5	B	0.55	14.6	B	
		Overall		**0.74**	**23.2**	**C**	**0.74**	**23.2**	**C**		**0.55**	**19.3**	**B**	**0.56**	**19.3**	**B**	
9	**126th Street and 5th Avenue**	WB	LT	1.13	103.8	F	1.13	104.8	F		0.89	44.3	D	0.90	45.3	D	
		SB	TR	0.68	17.2	B	0.69	17.4	B		0.54	14.6	B	0.55	14.7	B	
		Overall		**0.85**	**54.5**	**D**	**0.86**	**54.9**	**D**		**0.68**	**26.8**	**C**	**0.69**	**27.2**	**C**	
10	**West 126th Street and Lenox Avenue**	WB	LTR	1.00	57.4	E	1.01	58.8	E		0.92	43.7	D	0.92	43.7	D	
		NB	L	0.76	53.7	D	0.80	61.5	E	yes	0.97	90.8	F	1.01	103.8	F	yes
			T	0.81	27.4	C	0.81	27.3	C		0.48	18.8	B	0.48	18.7	B	
		SB	TR	0.70	23.7	C	0.73	24.5	C		0.67	22.5	C	0.69	22.9	C	
		Overall		**0.91**	**35.9**	**D**	**0.91**	**36.6**	**D**		**0.94**	**31.0**	**C**	**0.96**	**31.9**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.82	34.4	C	0.82	34.9	C		0.59	27.0	C	0.59	27.0	C	
		NB	LT	0.58	14.9	B	0.62	15.5	B		0.57	14.8	B	0.60	15.2	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.5	B	
		Overall		**0.67**	**19.5**	**B**	**0.70**	**19.8**	**B**		**0.58**	**16.4**	**B**	**0.59**	**16.6**	**B**	

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	1.07	90.6	F	1.07	90.6	F		0.65	41.5	D	0.65	41.5	D	
		NB	LT	0.38	8.2	A	0.38	8.2	A		0.38	12.5	B	0.38	12.5	B	
		SB	TR	0.31	7.5	A	0.32	7.6	A		0.34	12.6	B	0.34	12.7	B	
		Overall		**0.59**	**34.6**	**C**	**0.59**	**34.4**	**C**		**0.48**	**20.4**	**C**	**0.49**	**20.3**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.93	47.8	D	0.93	47.8	D		0.74	28.4	C	0.74	28.4	C	
		NB	LT	1.13	103.4	F	1.14	108.0	F	yes	1.02	70.9	E	1.04	76.9	E	yes
		SB	TR	0.77	29.2	C	0.77	29.4	C		0.76	28.6	C	0.77	29.3	C	
		Overall		**1.03**	**62.8**	**E**	**1.04**	**64.8**	**E**		**0.88**	**42.7**	**D**	**0.89**	**45.0**	**D**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.13	159.5	F	yes	1.11	111.6	F	1.11	111.6	F	
		NB	LT	0.14	8.0	A	0.19	8.4	A		0.19	8.4	A	0.19	8.4	A	
		SB	TR	0.31	9.9	A	0.31	9.9	A		0.32	9.9	A	0.32	10.0	A	
		Overall		**0.58**	**75.0**	**E**	**0.58**	**75.3**	**E**		**0.58**	**52.7**	**D**	**0.58**	**52.6**	**D**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.87	34.0	C	0.97	46.3	D	yes	0.62	24.8	C	0.68	26.1	C	
		NB	L	0.20	16.1	B	0.20	16.1	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.85	37.8	D		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.90**	**39.3**	**D**		**0.53**	**17.5**	**B**	**0.55**	**18.0**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.83	47.9	D	0.92	70.6	E	yes	0.84	37.4	D	0.92	43.1	D	
		WB	LT	1.04	78.6	E	1.31	180.5	F	yes	1.75	381.3	F	2.13	551.3	F	yes
		SB	LTR	0.93	55.4	E	0.95	62.3	E	yes	0.45	22.7	C	0.47	22.9	C	
		RAMP (SB)	TR	1.02	120.2	F	1.08	140.3	F	yes	0.92	57.7	E	1.03	83.4	F	yes
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	2.23	810.9	F	----	----	----		1.71	353.9	F	----	----	----	
			DefL	-----	-----	-----	3.78	1306.0	F		-----	-----	-----	2.94	932.2	F	yes
			T	-----	-----	-----	0.00	58.2	E		-----	-----	-----	1.81	398.0	F	yes
		WB	TR	0.96	47.3	D	1.12	96.1	F	yes	0.89	37.9	D	1.07	75.7	E	yes
		NB	LTR	0.58	16.7	B	0.59	16.8	B		0.42	14.7	B	0.42	14.7	B	
		Overall		**1.30**	**290.6**	**F**	**2.00**	**172.4**	**F**		**0.98**	**126.5**	**F**	**1.53**	**191.1**	**F**	
18	**East 125th Street and Lexington Avenue**	EB	TR	1.30	278.0	F	1.50	364.9	F	yes	1.06	72.2	E	1.20	125.2	F	yes
		WB	LT	1.57	294.2	F	1.84	413.6	F	yes	1.74	365.8	F	1.99	480.7	F	yes
		SB	LTR	0.63	18.1	B	0.64	18.2	B		0.63	17.9	B	0.64	18.0	B	
		Overall		**1.04**	**186.7**	**F**	**1.17**	**262.3**	**F**		**1.11**	**134.6**	**F**	**1.23**	**193.6**	**F**	
19	**East 125th Street and Park Avenue**	EB	LTR	1.06	136.3	F	1.21	197.3	F	yes	0.72	18.5	B	0.81	21.6	C	
		WB	LTR	0.93	36.0	D	1.14	97.0	F	yes	0.79	21.8	C	0.96	39.0	D	
		NB	TR	0.50	25.4	C	0.50	25.5	C		0.28	22.1	C	0.29	22.2	C	
		SB	TR	0.72	30.0	C	0.73	30.1	C		0.57	26.2	C	0.57	26.2	C	
		Overall		**0.93**	**72.7**	**E**	**1.03**	**116.4**	**F**		**0.70**	**21.6**	**C**	**0.81**	**28.6**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	1.26	147.6	F	1.53	266.5	F	yes	1.20	125.3	F	1.39	208.3	F	yes
		WB	TR	0.67	20.6	C	0.77	23.6	C		0.76	25.7	C	0.86	30.9	C	
		NB	LTR	0.82	28.8	C	0.82	29.1	C		0.54	19.4	B	0.55	19.6	B	
		Overall		**1.06**	**67.9**	**E**	**1.21**	**115.4**	**F**		**0.87**	**56.9**	**E**	**0.97**	**87.8**	**F**	
21	**125th Street and 5th Avenue**	EB	TR	1.02	152.3	F	1.22	225.5	F	yes	1.04	413.7	F	1.14	451.1	F	yes
		WB	LT	0.84	30.9	C	1.02	76.6	E	yes	0.98	222.9	F	1.14	294.8	F	yes
		SB	LTR	0.93	39.0	D	0.95	41.7	D		0.65	23.5	C	0.67	23.9	C	
		Overall		**0.98**	**75.8**	**E**	**1.14**	**119.8**	**F**		**0.89**	**234.8**	**F**	**1.01**	**279.2**	**F**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.82	28.5	C	1.04	62.3	E	yes	1.16	504.7	F	1.29	557.8	F	yes
		WB	TR	0.87	33.2	C	0.97	45.8	D	yes	1.38	657.2	F	1.59	762.4	F	yes
		NB	TR	0.98	47.4	D	0.98	48.1	D		0.80	28.4	C	0.80	28.5	C	
		SB	TR	0.79	27.4	C	0.83	29.9	C		0.88	33.0	C	0.91	35.9	D	
		Overall		**0.93**	**34.9**	**C**	**1.01**	**47.7**	**D**	**yes**	**1.13**	**315.6**	**F**	**1.25**	**373.3**	**F**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	1.39	268.3	F	1.67	399.1	F	yes	1.06	441.4	F	1.22	523.6	F	yes
		WB	LTR	1.09	130.0	F	1.54	326.6	F	yes	0.93	325.0	F	1.15	453.5	F	yes
		NB	TR	0.58	20.1	C	0.61	20.5	C		0.61	20.5	C	0.64	21.2	C	
		SB	TR	0.43	17.8	B	0.43	17.9	B		0.49	18.7	B	0.56	20.0	B	
		Overall		**0.99**	**106.9**	**F**	**1.14**	**193.9**	**F**		**0.84**	**186.7**	**F**	**0.93**	**242.6**	**F**	

Table 3.21-15
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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D				NO ACTION			ACTION C4-4D			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.71	21.8	C	0.83	27.4	C		1.20	329.7	F	1.28	362.1	F	yes
		WB	LTR	0.98	48.4	D	1.14	99.9	F	yes	1.19	585.8	F	1.27	617.3	F	yes
		NB	TR	0.62	24.4	C	0.66	25.2	C		0.39	12.7	B	0.41	12.9	B	
		SB	TR	0.58	23.1	C	0.59	23.5	C		0.41	14.5	B	0.43	14.8	B	
		Overall		**0.82**	**30.1**	**C**	**0.92**	**47.0**	**D**		**0.72**	**274.3**	**F**	**0.76**	**197.4**	**F**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	1.21	207.8	F	1.33	263.1	F	yes	0.80	112.0	F	0.85	135.8	F	yes
		WB	LTR	0.70	18.8	B	0.82	24.1	C		0.55	36.5	D	0.60	40.2	D	
		NB	TR	0.87	44.7	D	0.90	48.4	D		0.73	36.0	D	0.76	37.7	D	
		SB	TR	0.90	85.4	F	0.90	87.3	F		1.06	88.7	F	1.09	96.5	F	yes
		Overall		**1.09**	**104.9**	**F**	**1.16**	**127.0**	**F**		**0.91**	**74.5**	**E**	**0.94**	**85.8**	**F**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.68	17.5	B	0.72	18.6	B		0.63	111.3	F	0.65	118.0	F	yes
		WB	LTR	0.80	23.0	C	0.92	33.4	C		0.50	36.4	D	0.53	38.6	D	
		NB	DefL	-----	-----	-----	----	----	----		0.59	33.3	C	0.59	33.3	C	
			TR	-----	-----	-----	----	----	----		0.47	26.3	C	0.48	26.4	C	
			LTR	0.63	29.0	C	0.64	29.3	C		-----	-----	-----	----	----	----	
		SB	LTR	0.46	25.3	C	0.47	25.4	C		0.44	24.8	C	0.44	24.8	C	
		Overall		**0.74**	**22.3**	**C**	**0.81**	**26.4**	**C**		**0.61**	**61.4**	**E**	**0.62**	**65.0**	**E**	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.68	47.3	D	0.80	67.5	E	yes	0.40	101.3	F	0.41	111.4	F	yes
			TR	0.93	42.8	D	0.98	51.1	D	yes	0.97	154.1	F	1.00	173.8	F	yes
		WB	L	0.99	125.0	F	1.00	128.6	F	yes	0.99	449.8	F	0.99	449.8	F	
			TR	0.72	28.2	C	0.79	31.1	C		0.66	95.4	F	0.68	99.8	F	yes
		NB	L	0.35	28.3	C	0.35	28.3	C		0.35	13.5	B	0.35	13.5	B	
			T	0.50	51.3	D	0.50	51.3	D		0.25	19.1	B	0.25	19.1	B	
			R	0.77	42.3	D	0.77	42.3	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.72	46.3	D		0.58	23.8	C	0.58	23.8	C	
			TR	0.35	22.9	C	0.35	22.9	C		0.22	18.8	B	0.22	18.8	B	
		Overall		*****	**40.6**	**D**	*****	**44.0**	**D**		*****	**94.6**	**F**	*****	**102.4**	**F**	
28	**West 125th Street and Broadway**	EB	L	0.57	38.9	D	0.68	49.9	D	yes	0.50	31.7	C	0.52	33.0	C	
			T	0.63	30.0	C	0.68	31.3	C					0.59	26.8	C	
			R	0.23	11.8	B	0.23	11.8	B		0.21	7.3	A	0.21	7.3	A	
		WB	L	0.42	33.4	C	0.48	37.0	D		0.36	28.1	C	0.38	29.1	C	
			T	0.59	29.3	C	0.68	31.5	C					0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.8	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.55	49.9	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.58	63.9	E					0.41	30.3	C	
			R	0.49	27.8	C	0.49	27.8	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.61	39.2	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.34	22.4	C					0.68	35.6	D	
			R	0.20	22.1	C	0.20	22.1	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.62**	**36.6**	**D**		**0.57**	**28.2**	**C**	**0.59**	**28.4**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.76	34.2	C	0.84	38.5	D		0.35	21.5	C	0.37	21.7	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	0.99	45.8	D	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.84	27.2	C		1.10	95.2	F	1.14	109.1	F	yes
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.6	B	
		Overall		**0.67**	**25.9**	**C**	**0.74**	**28.4**	**C**		**1.07**	**51.3**	**D**	**1.10**	**55.2**	**E**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.40	24.5	C	0.40	24.5	C		0.39	23.3	C	0.39	23.3	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.48**	**16.0**	**B**		**0.43**	**15.2**	**B**	**0.43**	**15.2**	**B**	

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D				NO ACTION			ACTION C4-4D			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
32	**East 124th Street and Lexington Avenue**	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	LT	0.79	20.6	C	0.79	20.6	C		0.92	29.4	C	0.92	29.7	C	
		Overall		**0.86**	**32.9**	**C**	**0.86**	**32.9**	**C**		**0.84**	**30.4**	**C**	**0.84**	**30.7**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.34	20.2	C	0.34	20.2	C		0.23	18.9	B	0.23	18.9	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.94	37.4	D		0.56	17.5	B	0.57	17.6	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**27.1**	**C**		**0.42**	**16.7**	**B**	**0.42**	**16.8**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.19	21.1	C	0.19	21.1	C		0.19	21.0	C	0.19	21.0	C	
		NB	TR	0.88	25.6	C	0.89	26.1	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.62**	**25.4**	**C**		**0.43**	**16.3**	**B**	**0.44**	**16.4**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.56	32.7	C	0.56	32.7	C		0.47	31.2	C	0.47	31.2	C	
			LR	0.64	23.5	C	0.62	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	28.9	C		0.39	29.7	C	0.41	30.1	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.42	9.9	A		0.55	11.4	B	0.56	11.5	B	
		Overall		**0.52**	**16.7**	**B**	**0.50**	**16.4**	**B**		**0.55**	**15.2**	**B**	**0.55**	**15.3**	**B**	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.66	28.0	C	0.66	27.9	C		0.63	29.4	C	0.63	29.4	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.6	B	
		SB	DefL	0.67	32.0	C	0.71	36.3	D		----	-----	-----	----	----	----	
			T	0.46	15.1	B	0.48	15.3	B		-----	-----	-----	----	----	----	
			LTR	-----	-----	-----	----	----	----		0.42	12.7	B	0.43	12.9	B	
		Overall		**0.66**	**18.5**	**B**	**0.69**	**18.8**	**B**		**0.50**	**15.8**	**B**	**0.51**	**15.8**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.80	35.4	D	0.80	35.4	D		0.59	26.1	C	0.59	26.1	C	
		NB	TR	0.41	14.9	B	0.42	15.1	B		0.34	14.1	B	0.35	14.2	B	
		SB	LT	0.54	17.1	B	0.56	17.4	B		0.44	15.6	B	0.45	15.7	B	
		Overall		**0.65**	**21.2**	**C**	**0.66**	**21.2**	**C**		**0.51**	**17.7**	**B**	**0.51**	**17.7**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.66	23.8	C	0.66	23.8	C		0.67	25.3	C	0.67	25.3	C	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.39	18.4	B	
		SB	LT	0.74	26.7	C	0.75	28.1	C		0.75	29.6	C	0.76	30.1	C	
		Overall		**0.70**	**24.0**	**C**	**0.71**	**24.2**	**C**		**0.71**	**25.3**	**C**	**0.71**	**25.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.64	25.2	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.78	26.0	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	1.00	55.0	D		0.83	29.2	C	0.84	29.9	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**33.5**	**C**		**0.76**	**25.5**	**C**	**0.77**	**25.7**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.73	32.9	C	0.73	33.2	C		0.68	30.8	C	0.69	31.1	C	
		WB	LTR	0.71	30.7	C	0.73	31.4	C		0.70	30.6	C	0.72	31.4	C	
		NB	LTR	0.40	12.5	B	0.42	12.8	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.40	12.6	B		0.34	12.0	B	0.35	12.1	B	
		Overall		**0.52**	**20.4**	**C**	**0.54**	**20.6**	**C**		**0.48**	**20.5**	**C**	**0.50**	**20.7**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.30	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.80	24.9	C		0.63	18.0	B	0.64	18.4	B	
		SB	LTR	0.50	15.7	B	0.52	16.0	B		0.45	14.5	B	0.46	14.6	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.3**	**C**		**0.66**	**22.4**	**C**	**0.67**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	EB	R	0.77	37.8	D	0.81	40.0	D		0.49	28.2	C	0.51	28.6	C	
		WB	R	0.54	30.2	C	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.79	30.1	C	0.86	34.0	C		0.85	35.7	D	0.88	37.8	D	
		SB	T	0.27	20.0	B	0.29	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		*	**30.6**	**C**	*	**32.8**	**C**		*	**30.0**	**C**	*	**30.9**	**C**	

Table 3.21-15
Comparison of the traffic analyses under year 2017 No-Action and C4-4D Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.32	11.6	B	0.26	11.0	B		0.27	11.0	B	0.27	11.0	B	
			R	0.57	14.8	B	0.84	27.5	D		0.49	13.1	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.27	8.0	A	0.40	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/through lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table was revised subsequent to the release of the DEIS

Table 3.21-16
Mitigation of the traffic analyses under year 2017 No-Action and C4-4D Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	0.96	56.9	E		0.69	31.1	C	0.87	44.0	D	
			DefL	1.11	147.8	F	----	----	----		----	----	----	----	----	----	
			TR	0.87	47.2	D	----	----	----		----	----	----	----	----	----	
		WB	LTR	1.02	66.1	E	1.00	60.1	E		0.73	32.3	C	0.75	33.3	C	
		NB	L	0.22	14.8	B	0.27	19.3	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.63	18.0	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.67	33.0	C		0.30	13.8	B	0.30	13.9	B	
			TR	0.77	19.8	B	0.84	24.6	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.91**	**36.1**	**D**		**0.57**	**20.7**	**C**	**0.63**	**23.6**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.63	30.9	C		0.50	27.0	C	0.61	30.9	C	
		WB	L	0.88	64.1	E	0.89	65.8	E		0.44	28.3	C	0.45	28.6	C	
			TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.48	13.7	B		0.45	13.3	B	0.47	13.6	B	
			LT	-----	------	------	-----	------	------		-----	------	------	-----	------	------	
			R	-----	------	------	-----	------	------		-----	------	------	-----	------	------	
		SB	DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.88	24.3	C	0.90	26.5	C		0.35	12.0	B	0.36	12.1	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**31.5**	**C**		**0.60**	**20.6**	**C**	**0.61**	**21.0**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.43	27.8	C		0.23	25.1	C	0.23	25.2	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.30	9.3	A		0.33	9.6	A	0.34	9.7	A	
		SB	LTR	0.45	10.9	B	0.46	10.9	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.7**	**C**		**0.54**	**25.6**	**C**	**0.54**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.6	C	
		NB	L	1.06	98.6	F	1.06	97.7	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.7	C		0.45	20.3	C	0.46	20.5	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.7**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.69	28.6	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.36	11.9	B		0.27	11.2	B	0.34	11.7	B	
		Overall		**0.46**	**19.0**	**B**	**0.49**	**18.6**	**B**		**0.33**	**15.7**	**B**	**0.37**	**15.5**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	-----	------	------		1.14	111.3	F	-----	------	------	
			L	-----	------	------	0.51	27.0	C		-----	------	------	0.66	31.9	C	
			T	-----	------	------	1.11	169.0	F		-----	------	------	0.79	36.0	D	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.88**	**71.3**	**E**		**0.75**	**59.7**	**E**	**0.62**	**24.9**	**C**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.98	66.2	E		0.78	36.7	D	0.86	40.8	D	
		NB	DefL	0.38	12.7	B	0.43	16.1	B		----	-----	-----	----	----	----	
			T	0.35	10.7	B	0.38	13.1	B		-----	-----	-----	----	----	----	
			TH	----	----	----	----	----	----		0.22	9.1	A	0.23	9.6	A	
		SB	TR	0.42	10.9	B	0.45	13.3	B		0.26	9.3	A	0.26	9.8	A	
		Overall		**0.61**	**37.2**	**D**	**0.66**	**36.8**	**D**		**0.44**	**21.6**	**C**	**0.47**	**24.7**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.84	35.5	D		0.56	26.1	C	0.56	26.2	C	
		NB	LT	0.61	15.8	B	0.69	17.5	B		0.55	14.7	B	0.66	16.7	B	
		Overall		**0.70**	**25.5**	**C**	**0.75**	**25.6**	**C**		**0.55**	**19.2**	**B**	**0.62**	**20.1**	**C**	
9	**126th Street and 5th Avenue**	WB	LT	1.08	84.4	F	1.08	80.1	F		0.87	43.0	D	-----	------	------	
			L	-----	------	------	-----	------	------		-----	------	------	0.50	26.7	C	
			T	-----	------	------	-----	------	------		-----	------	------	0.80	37.6	D	
		SB	TR	0.80	21.3	C	0.87	27.8	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.97**	**50.5**	**D**		**0.65**	**26.1**	**C**	**0.62**	**23.4**	**C**	

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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
10	**West 126th Street and Lenox Avenue ****	WB	LTR	0.98	51.8	D	-----	------	------		0.69	25.5	C	0.79	32.0	C	
			LT	-----	------	------	0.72	27.0	C		-----	------	------	-----	------	------	
			R	-----	------	------	0.47	23.1	C		-----	------	------	-----	------	------	
		NB	L	0.74	66.3	E	0.92	86.1	F	yes	0.58	30.0	C	0.79	44.7	D	
			T	0.44	18.3	B	0.40	15.4	B		0.46	18.6	B	0.44	17.0	B	
		SB	T	-----	------	------	0.73	21.6	C		-----	------	------	-----	------	------	
			R	-----	------	------	0.42	19.8	B		-----	------	------	-----	------	------	
			TR	0.99	48.2	D	-----	------	------		0.47	18.8	B	0.46	17.4	B	
		Overall		**0.99**	**42.6**	**D**	**0.83**	**23.9**	**C**		**0.63**	**21.1**	**C**	**0.79**	**23.5**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.70	C	0.79	31.4	C		0.56	26.3	C	0.62	27.7	C	
		NB	LT	0.54	16.20	B	----	----	----		0.44	13.0	B	0.57	14.8	B	
			DefL	----	----	----	0.98	98.0	F		----	----	----	----	----	----	
			T	----	----	----	0.52	15.9	B		----	----	----	----	----	----	
		SB	TR	0.58	16.50	B	0.58	16.4	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.90**	**23.6**	**C**		**0.49**	**15.6**	**B**	**0.59**	**16.8**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.97	51.3	D		0.78	36.0	D	0.88	43.8	D	
		NB	LT	0.31	14.0	B	0.53	19.5	B		0.34	12.1	B	0.44	13.9	B	
		SB	TR	0.45	15.5	B	0.48	17.7	B		0.27	11.3	B	0.28	12.0	B	
		Overall		**0.67**	**30.2**	**C**	**0.74**	**31.4**	**C**		**0.51**	**20.0**	**B**	**0.62**	**24.1**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	-----	------	------		0.79	32.4	C	0.88	40.6	D	
			L	-----	------	------	0.30	17.1	B		-----	------	------	-----	------	------	
			TR	-----	------	------	0.63	23.3	C		-----	------	------	-----	------	------	
		NB	LT	0.87	41.0	D	-----	------	------		0.70	26.8	C	-----	------	------	
			L	-----	------	------	0.73	43.9	D		-----	------	------	0.46	24.0	C	
			T	-----	------	------	0.66	25.4	C		-----	------	------	0.49	20.2	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.54	21.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.75**	**29.6**	**C**		**0.74**	**27.1**	**C**	**0.71**	**28.2**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.06	87.1	F		0.89	56.7	E	0.88	51.6	D	
		NB	LT	0.14	8.0	A	----	----	----		0.11	7.8	A	----	----	----	
			DefL	----	----	----	0.32	12.0	B		----	----	----	0.22	10.7	B	
			T	----	----	----	0.20	10.1	B		----	----	----	0.18	9.9	A	
		SB	TR	0.29	9.6	A	0.31	11.3	B		0.27	9.5	A	0.29	11.1	B	
		Overall		**0.56**	**50.7**	**D**	**0.61**	**49.3**	**D**		**0.47**	**30.9**	**C**	**0.50**	**28.6**	**C**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.64	24.8	C	0.66	25.8	C		0.61	24.4	C	0.66	25.7	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.50**	**17.8**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.2**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.66	32.8	C	0.65	30.1	C		0.72	27.7	C	0.72	25.5	C	
		WB	LT	1.16	121.7	F	1.13	108.0	F		0.92	50.9	D	0.95	52.3	D	
		SB	LTR	0.81	31.7	C	0.93	40.5	D		0.65	33.3	C	0.78	40.0	D	
		RAMP (SB)	TR	1.09	218.2	F	1.07	205.4	F		0.69	37.7	D	0.76	40.3	D	
		Overall		*****	*****	*****	*****	*****	*****		*****	*****	*****	*****	*****	*****	
17	**East 125th Street and 3rd Avenue**	EB	LT	1.16	115.4	F	----	----	----		1.60	314.4	F	----	----	----	
			T	----	----	----	0.55	20.9	C		----	----	----	0.79	28.2	C	
		WB	TR	0.80	31.3	C	0.92	39.8	D		0.78	30.3	C	0.93	42.2	D	
		NB	LTR	0.39	14.4	B	0.47	17.6	B		0.43	14.8	B	0.53	17.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.69**	**25.3**	**C**		**0.94**	**121.0**	**F**	**0.72**	**27.3**	**C**	
18	**East 125th Street and Lexington Avenue**	EB	TR	0.91	41.1	D	0.96	45.4	D		1.03	68.6	E	1.22	137.2	F	yes
		WB	LT	1.41	322.6	F	----	----	----		1.54	292.2	F	----	----	----	
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	0.69	31.1	C		-----	-----	-----	0.64	23.0	C	
		SB	LTR	0.70	20.3	C	0.83	27.5	C		0.45	15.3	B	0.56	19.2	B	
		Overall		**1.01**	**113.1**	**F**	**0.89**	**33.8**	**C**		**0.93**	**123.1**	**F**	**0.88**	**68.1**	**E**	

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				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
19	**East 125th Street and Park Avenue**	EB	LTR	0.64	16.8	B	----	----	----		0.74	19.4	B	----	----	----	
			TR	-----	-----	-----	0.61	16.0	B		-----	-----	-----	0.76	20.0	B	
		WB	LTR	0.93	36.0	D	----	----	----		0.87	28.7	C	----	----	----	
			TR	-----	-----	-----	0.71	18.6	B		-----	-----	-----	0.65	16.8	B	
		NB	TR	0.46	24.6	C	0.48	24.9	C		0.36	23.1	C	0.38	23.4	C	
		SB	TR	0.56	28.0	C	0.64	30.0	C		0.50	25.1	C	0.58	26.5	C	
		Overall		**0.79**	**26.7**	**C**	**0.68**	**21.4**	**C**		**0.73**	**23.8**	**C**	**0.69**	**20.8**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	0.88	32.4	C	----	----	----		0.99	52.0	D	----	----	----	
			T	-----	-----	-----	0.64	20.1	C		-----	-----	-----	0.67	20.8	C	
		WB	TR	0.57	18.9	B	0.70	22.0	C		0.67	21.0	C	0.87	30.8	C	
		NB	LTR	0.64	23.1	C	0.68	24.0	C		0.59	22.2	C	0.65	23.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.69**	**22.3**	**C**		**0.81**	**31.9**	**C**	**0.77**	**24.9**	**C**	
21	**125th Street and 5th Avenue**	EB	TR	0.80	33.8	C	0.70	23.8	C		0.80	35.5	D	0.73	24.1	C	
		WB	T	-----	-----	-----	0.60	21.1	C		-----	-----	-----	0.51	18.1	B	
			LT	0.80	27.4	C	----	----	----		0.81	27.9	C	----	----	----	
		SB	LTR	1.15	102.8	F	1.15	102.9	F		0.77	27.2	C	0.88	33.3	C	
		Overall		**1.00**	**64.8**	**E**	**0.93**	**61.0**	**E**		**0.82**	**30.1**	**C**	**0.80**	**26.1**	**C**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.51	19.4	B	0.55	20.2	C		0.77	26.8	C	0.78	26.3	C	
		WB	TR	0.69	29.0	C	0.84	40.3	D		0.81	29.8	C	0.81	29.3	C	
		NB	TR	0.66	22.6	C	0.66	22.8	C		0.63	21.8	C	0.65	22.4	C	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		SB	T	-----	-----	-----	0.89	33.5	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.36	18.9	B		-----	-----	-----	-----	-----	-----	
			TR	1.00	50.9	D	-----	-----	-----		0.57	20.8	C	0.63	22.0	C	
		Overall		**0.84**	**33.5**	**C**	**0.87**	**29.7**	**C**		**0.72**	**25.1**	**C**	**0.73**	**25.3**	**C**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.72	25.4	C	----	----	----		1.08	125.2	F	----	----	----	
			TR	-----	-----	-----	0.55	20.3	C		-----	-----	-----	0.74	27.9	C	
		WB	LTR	0.72	25.4	C	----	----	----		0.93	50.8	D	----	----	----	
			TR	-----	-----	-----	0.61	21.7	C		-----	-----	-----	0.84	34.4	C	
		NB	TR	0.40	17.6	B	0.45	18.2	B		0.56	19.9	B	0.66	21.7	C	
		SB	TR	0.65	21.2	C	0.66	21.4	C		0.45	18.3	B	0.53	19.5	B	
		Overall		**0.69**	**22.0**	**C**	**0.64**	**20.4**	**C**		**0.82**	**52.8**	**D**	**0.75**	**25.5**	**C**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.76	33.7	C	----	----	----		0.75	20.5	C	----	----	----	
			TR	-----	-----	-----	0.67	26.2	C		-----	-----	-----	0.61	16.1	B	
		WB	LTR	0.77	26.0	C	----	----	----		0.80	23.4	C	----	----	----	
			TR	-----	-----	-----	0.67	21.7	C		-----	-----	-----	0.60	16.1	B	
		NB	TR	0.33	18.2	B	0.37	18.8	B		0.60	27.8	C	0.72	31.5	C	
		SB	TR	0.52	20.7	C	0.54	21.1	C		0.60	29.3	C	0.73	34.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.61**	**22.5**	**C**		**0.72**	**24.4**	**C**	**0.66**	**23.1**	**C**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	0.96	55.7	E	----	----	----		0.90	31.6	C	----	----	----	
			TR	-----	-----	-----	0.67	21.0	C		-----	-----	-----	0.68	20.4	C	
		WB	LTR	0.72	20.0	B	----	----	----		0.55	15.4	B	----	----	----	
			TR	-----	-----	-----	0.58	17.4	B		-----	-----	-----	0.51	16.7	B	
		NB	TR	0.56	28.5	C	0.73	32.0	C		0.69	33.6	C	0.85	41.0	D	
		SB	TR	1.00	64.8	E	0.99	60.6	E		0.83	41.7	D	0.87	42.3	D	
		Overall		**0.97**	**44.6**	**D**	**0.81**	**32.1**	**C**		**0.87**	**29.4**	**C**	**0.76**	**28.0**	**C**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.65	17.0	B	----	----	----		0.61	16.1	B	----	----	----	
			TR	-----	-----	-----	0.70	19.8	B		-----	-----	-----	0.73	19.2	B	
		WB	LTR	0.64	17.1	B	----	----	----		0.52	14.6	B	----	----	----	
			TR	-----	-----	-----	0.53	16.2	B		-----	-----	-----	0.46	13.5	B	
		NB	DefL	0.79	50.6	D	0.76	45.3	D		0.50	30.7	C	0.52	31.8	C	
			TR	0.28	22.7	C	0.31	21.0	C		0.26	22.4	C	0.30	22.9	C	
			LTR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.53	26.6	C	0.53	24.4	C		0.39	24.0	C	0.43	24.5	C	
		Overall		**0.70**	**21.5**	**C**	**0.72**	**21.6**	**C**		**0.57**	**18.0**	**B**	**0.65**	**19.2**	**B**	

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No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.49	33.5	C	----	----	----		0.57	36.4	D	----	----	----	
			TR	0.87	37.4	D	0.61	25.1	C		0.82	33.7	C	0.56	24.3	C	
		WB	L	0.82	89.6	F	----	----	----		0.60	52.0	D	----	----	----	
			TR	0.65	27.3	C	0.45	22.8	C		0.63	26.7	C	0.44	22.6	C	
		NB	L	0.29	17.5	B	0.31	19.5	B		0.18	14.0	B	0.19	15.0	B	
			T	0.38	22.6	C	0.44	23.5	C		0.33	22.1	C	0.42	23.2	C	
			R	0.61	31.6	C	0.61	31.7	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.9	D		0.71	33.5	C	0.71	34.0	C	
			TR	0.50	24.5	C	0.59	26.1	C		0.36	22.5	C	0.42	23.3	C	
		Overall		*	**32.0**	**C**	*	**26.3**	**C**		*	**29.8**	**C**	*	**25.5**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.0	C	
			T	0.50	27.5	C	0.48	27.2	C		0.42	21.2	C	0.37	20.5	C	
			R	0.14	10.9	B	0.25	12.1	B		0.27	9.5	A	0.40	11.1	B	
		WB	L	0.44	32.0	C	0.42	31.2	C		0.20	20.1	C	0.18	19.6	B	
			T	0.45	26.8	C	0.48	27.3	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.50**	**26.0**	**C**		**0.52**	**25.9**	**C**	**0.50**	**25.6**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.55	25.9	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.56	12.6	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.55	19.5	B		0.91	47.9	D	0.90	44.2	D	
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	9.9	A	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**19.9**	**B**		**0.72**	**18.6**	**B**	**0.74**	**25.9**	**C**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			RT	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			RT	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.32	22.4	C	0.43	23.9	C		0.32	22.4	C	0.51	25.0	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.45**	**15.7**	**B**		**0.37**	**14.5**	**B**	**0.45**	**16.1**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	L	-----	-----	-----	0.37	13.1	B		-----	-----	-----	-----	-----	-----	
			T	-----	-----	-----	0.78	20.1	C		-----	-----	-----	-----	-----	-----	
			LT	0.93	31.6	C	-----	-----	-----		0.57	15.2	B	0.78	21.0	C	
		Overall		**0.94**	**38.7**	**D**	**0.85**	**28.2**	**C**		**0.68**	**25.1**	**C**	**0.81**	**27.6**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.45	22.0	C	0.47	22.3	C		0.34	20.2	C	0.35	20.3	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.3	C		0.46	15.8	B	0.46	15.8	B	
		Overall		**0.64**	**21.8**	**C**	**0.66**	**22.1**	**C**		**0.41**	**16.4**	**B**	**0.42**	**16.6**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.29	22.1	C	0.40	23.4	C		0.23	21.4	C	0.35	22.9	C	
		NB	TR	0.65	16.5	B	0.66	16.5	B		0.71	18.3	B	0.72	18.4	B	
		Overall		**0.51**	**17.9**	**B**	**0.56**	**18.6**	**B**		**0.52**	**18.9**	**B**	**0.58**	**19.6**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.32	28.1	C	0.33	28.2	C		0.53	33.0	C	0.64	37.0	D	
			LR	0.38	23.5	C	0.36	23.5	C		0.58	23.5	C	0.63	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.24	26.7	C		0.23	26.7	C	0.25	27.0	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.7	A	
		SB	T	0.64	12.9	B	0.64	13.0	B		0.34	9.1	A	0.36	9.3	A	
		Overall		**0.57**	**14.1**	**B**	**0.57**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.45**	**16.4**	**B**	

Table 3.21-16
Mitigation of the traffic analyses under year 2017 No-Action and C4-4D Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION C4-4D			Impact?	NO ACTION			ACTION C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.36	20.9	C	0.46	22.5	C		0.49	25.9	C	0.63	29.6	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	----	----		-----	-----	-----	0.51	20.4	C	
			T	-----	-----	-----	----	----	----		-----	-----	-----	0.36	12.2	B	
			LTR	0.65	18.4	B	0.67	18.7	B		0.39	12.4	B	-----	-----	-----	
		Overall		**0.53**	**17.3**	**B**	**0.58**	**17.8**	**B**		**0.42**	**14.5**	**B**	**0.56**	**16.2**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.72	32.4	C	0.82	38.7	D		0.42	22.3	C	0.55	25.3	C	
		NB	TR	0.19	12.7	B	0.19	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	DefL	----	----	----	-----	-----	-----		----	----	----	0.53	20.4	C	
			T	----	----	----	-----	-----	-----		----	----	----	0.38	15.1	B	
			LT	0.38	14.6	B	0.48	15.9	B		0.34	14.2	B	-----	-----	-----	
		Overall		**0.53**	**19.3**	**B**	**0.62**	**22.0**	**C**		**0.37**	**15.7**	**B**	**0.54**	**17.9**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.65	24.4	C	0.82	33.0	C		0.54	21.7	C	0.73	27.9	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	L	-----	-----	-----	0.34	18.7	D		-----	-----	-----	0.48	22.3	C	
			T	-----	-----	-----	0.70	25.6	C		-----	-----	-----	0.34	17.5	C	
			LT	0.80	30.0	C	-----	-----	-----		0.52	20.8	C	-----	-----	-----	
		Overall		**0.72**	**25.9**	**C**	**0.76**	**33.9**	**C**		**0.53**	**20.3**	**C**	**0.61**	**22.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.7	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.05	66.8	E		0.66	21.4	C	0.66	21.5	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.2**	**D**		**0.61**	**21.7**	**C**	**0.62**	**21.8**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.85	40.6	D	0.82	37.1	D		0.67	30.6	C	0.69	31.4	C	
		WB	LTR	1.02	70.1	E	1.01	65.8	E		0.72	31.6	C	0.83	38.2	D	
		NB	LTR	0.41	12.8	B	0.43	13.6	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.66	17.0	B		0.30	11.6	B	0.29	11.5	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**30.0**	**C**		**0.46**	**21.0**	**C**	**0.50**	**23.3**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.38	23.6	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	0.98	62.5	E		0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.76	23.9	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.72	21.6	C		0.67	20.6	C	0.69	21.2	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**35.1**	**D**		**0.66**	**23.2**	**C**	**0.67**	**23.4**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.67	32.3	C	0.70	33.4	C		0.60	30.5	C	0.62	31.0	C	
		WB	LR	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.69	28.3	C		0.67	28.0	C	0.70	28.9	C	
		SB	T	0.12	19.8	B	0.14	20.0	B		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.6**	**C**		*	**27.1**	**C**	*	**27.6**	**C**	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.52	12.6	B		0.32	11.6	B	0.40	12.3	B	
			R	0.96	45.0	E	0.97	45.5	E		0.57	14.8	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"

***** HSC does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table was revised subsequent to the release of the DEIS

Table 3.21-16
Mitigation of the traffic analyses under year 2017 No-Action and C4-4D Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION LFT C4-4D			Impact?	NO ACTION			ACTION LFT C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.80	35.3	D	0.89	41.7	D		0.58	27.2	C	0.75	33.4	C	
			DefL	----	----	----	----	----	----		----	----	----	----	----	----	
			TR	----	----	----	----	----	----		----	----	----	----	----	----	
		WB	LTR	1.12	114.6	F	1.03	81.7	F		0.84	39.4	D	0.87	41.9	D	
		NB	L	0.36	16.7	B	0.41	21.0	C		0.24	13.1	B	0.24	13.4	B	
			TR	0.53	14.5	B	0.57	16.8	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.50	20.4	C	0.57	26.5	C		0.48	19.2	B	0.49	19.5	B	
			TR	0.61	15.8	B	0.66	18.6	B		0.54	14.6	B	0.56	14.8	B	
		Overall		**0.81**	**39.3**	**D**	**0.82**	**35.6**	**D**		**0.66**	**21.7**	**C**	**0.68**	**23.4**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.89	50.1	D	1.00	71.2	F	yes	0.62	30.5	C	0.71	35.2	D	
		WB	L	0.78	52.7	D	0.64	35.6	E		0.56	32.9	C	0.56	33.2	C	
			TR	0.91	53.4	D	0.80	36.5	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	-----	------	------		0.50	13.7	B	0.53	14.1	B	
			LT	-----	------	------	0.48	15.6	D		-----	------	------	-----	------	------	
			R	-----	------	------	0.51	18.7	B		-----	------	------	-----	------	------	
		SB	DefL	0.68	34.2	C	0.67	33.2	D		----	-----	-----	----	----	----	
			TR	0.43	12.9	B	0.47	15.7	B		-----	-----	-----	----	----	----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.48	13.6	B	
		Overall		**0.77**	**27.1**	**C**	**0.82**	**28.2**	**D**		**0.62**	**20.5**	**C**	**0.64**	**21.1**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.48	29.0	C	0.52	29.9	C		0.33	26.4	C	0.34	26.5	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.46	11.0	B		0.35	9.7	A	0.36	9.8	A	
		SB	LTR	0.40	10.3	B	0.36	9.9	A		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.64**	**26.7**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.5	C	0.58	33.5	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.70	23.8	C	0.70	24.0	C		0.63	22.6	C	0.65	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.5**	**C**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.48	24.5	C	
		NB	LT	0.37	11.9	B	0.42	12.5	B		0.21	10.6	B	0.26	11.0	B	
		Overall		**0.43**	**16.4**	**B**	**0.46**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.35**	**16.2**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.36	212.2	F	-----	------	------		1.27	162.7	F	-----	------	------	
			L	-----	------	------	0.62	31.0	C		-----	------	------	0.70	32.5	C	
			T	-----	------	------	0.99	71.6	E		-----	------	------	0.85	41.6	D	
		SB	TR	0.67	17.0	B	0.69	18.5	B		0.77	19.9	B	0.78	20.2	C	
		Overall		**0.93**	**103.3**	**F**	**0.81**	**37.4**	**D**		**0.96**	**73.0**	**E**	**0.81**	**27.7**	**C**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.99	67.6	E	0.96	52.7	D		0.76	34.8	C	0.81	37.6	D	
		NB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TH	0.45	11.6	B	0.50	13.9	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.50	13.4	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.67**	**28.6**	**C**		**0.47**	**20.5**	**C**	**0.48**	**22.2**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.84	22.9	C		0.54	14.5	B	0.65	16.4	B	
		Overall		**0.74**	**23.2**	**C**	**0.77**	**24.7**	**C**		**0.55**	**19.3**	**B**	**0.62**	**20.1**	**C**	
9	**126th Street and 5th Avenue**	WB	LT	1.13	103.8	F	1.11	94.9	F		0.89	44.3	D	-----	------	------	
			L	-----	------	------	-----	------	------		-----	------	------	0.21	19.1	B	
			T	-----	------	------	-----	------	------		-----	------	------	0.93	47.1	D	
		SB	TR	0.68	17.2	B	0.75	21.6	C		0.54	14.6	B	0.60	18.0	B	
		Overall		**0.85**	**54.5**	**D**	**0.91**	**54.9**	**D**		**0.68**	**26.8**	**C**	**0.75**	**29.2**	**C**	

Table 3.21-16
Mitigation of the traffic analyses under year 2017 No-Action and C4-4D Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION LFT C4-4D			Impact?	NO ACTION			ACTION LFT C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
10	**West 126th Street and Lenox Avenue ****	WB	LTR	1.00	57.4	E	-----	------	------		0.92	43.7	D	-----	------	------	
			LT	-----	------	------	0.88	39.0	D		-----	------	------	0.86	37.8	D	
			R	-----	------	------	0.29	19.8	B		-----	------	------	0.37	21.7	C	
		NB	L	0.76	53.7	D	0.98	86.8	F	yes	0.97	90.8	F	1.03	95.8	F	yes
			T	0.81	27.4	C	0.74	22.0	C		0.48	18.8	B	0.43	15.8	B	
		SB	T	-----	------	------	0.53	17.2	B		-----	------	------	0.51	16.8	B	
			R	-----	------	------	0.24	15.4	B		-----	------	------	0.13	13.1	B	
			TR	0.70	23.7	C	-----	------	------		0.67	22.5	C	-----	------	------	
		Overall		**0.91**	**35.9**	**D**	**0.93**	**27.9**	**C**		**0.94**	**31.0**	**C**	**0.95**	**27.5**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.82	34.4	C	0.89	39.7	D		0.59	27.0	C	0.64	28.3	C	
		NB	LT	0.58	14.9	B	0.73	18.3	B		0.57	14.8	B	----	----	----	
			DefL	----	----	----	----	----	----		----	----	----	0.77	32.4	C	
			T	----	----	----	----	----	----		----	----	----	0.61	15.6	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.5	B	
		Overall		**0.67**	**19.5**	**B**	**0.79**	**22.6**	**C**		**0.58**	**16.4**	**B**	**0.72**	**18.7**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	1.07	90.6	F	1.08	90.5	F		0.65	41.5	D	0.76	44.9	D	
		NB	LT	0.38	8.2	A	0.48	10.7	B		0.38	12.5	B	0.53	17.0	B	
		SB	TR	0.31	7.5	A	0.33	9.1	A		0.34	12.6	B	0.38	15.3	B	
		Overall		**0.59**	**34.6**	**C**	**0.68**	**37.2**	**D**		**0.48**	**20.4**	**C**	**0.63**	**25.0**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.93	47.8	D	0.94	46.5	D		0.74	28.4	C	0.83	34.2	C	
			L	-----	------	------	-----	------	------		-----	------	------	-----	------	------	
			TR	-----	------	------	-----	------	------		-----	------	------	-----	------	------	
		NB	LT	1.13	103.4	F	-----	------	------		1.02	70.9	E	-----	------	------	
			L	-----	------	------	0.77	52.1	D		-----	------	------	0.73	42.3	D	
			T	-----	------	------	0.94	48.2	D		-----	------	------	0.64	24.4	C	
		SB	TR	0.77	29.2	C	0.82	33.8	C		0.76	28.6	C	0.77	29.3	C	
		Overall		**1.03**	**62.8**	**E**	**0.93**	**43.6**	**D**		**0.88**	**42.7**	**D**	**0.80**	**30.7**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.12	158.6	F	1.13	152.6	F		1.11	111.6	F	1.12	112.4	F	
		NB	LT	0.19	8.4	A	0.29	10.7	B		0.19	8.4	A	----	----	----	
			DefL	----	----	----	----	----	----		----	----	----	0.42	13.6	B	
			T	----	----	----	----	----	----		----	----	----	0.26	10.6	B	
		SB	TR	0.31	9.9	A	0.33	11.6	B		0.32	9.9	A	0.34	11.7	B	
		Overall		**0.58**	**75.0**	**E**	**0.62**	**71.8**	**E**		**0.58**	**52.7**	**D**	**0.67**	**52.5**	**D**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.87	34.0	C	0.94	41.0	D		0.62	24.8	C	0.68	26.1	C	
		NB	L	0.20	16.1	B	0.20	16.9	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.87	42.2	D		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.90**	**41.1**	**D**		**0.53**	**17.5**	**B**	**0.55**	**18.0**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.83	47.9	D	0.92	70.6	E	yes	0.84	37.4	D	0.81	33.7	C	
		WB	LT	1.04	78.6	E	1.31	180.5	F	yes	1.75	381.3	F	1.73	368.5	F	
		SB	LTR	0.93	55.4	E	0.95	62.3	E	yes	0.45	22.7	C	0.54	26.4	C	
		RAMP (SB)	TR	1.02	120.2	F	1.08	140.3	F	yes	0.92	57.7	E	0.97	65.5	E	yes
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	2.23	810.9	F	----	----	----		1.71	353.9	F	----	----	----	
			T	----	----	----	1.05	175.8	F		----	----	----	0.76	26.2	C	
		WB	TR	0.96	47.3	D	1.06	70.5	E	yes	0.89	37.9	D	0.98	48.7	D	yes
		NB	LTR	0.58	16.7	B	0.74	22.0	C		0.42	14.7	B	0.54	18.4	B	
		Overall		**1.30**	**290.6**	**F**	**0.89**	**78.5**	**E**		**0.98**	**126.5**	**F**	**0.75**	**29.4**	**C**	
18	**East 125th Street and Lexington Avenue**	EB	TR	1.30	278.0	F	1.61	415.2	F	yes	1.06	72.2	E	1.11	86.4	F	yes
		WB	LT	1.57	294.2	F	----	----	----		1.74	365.8	F	----	----	----	
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	0.71	24.5	C		-----	-----	-----	0.77	26.4	C	
		SB	LTR	0.63	18.1	B	0.76	23.5	C		0.63	17.9	B	0.76	23.4	C	
		Overall		**1.04**	**186.7**	**F**	**1.17**	**189.6**	**F**		**1.11**	**134.6**	**F**	**0.93**	**46.0**	**D**	

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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION LFT C4-4D			Impact?	NO ACTION			ACTION LFT C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
19	**East 125th Street and Park Avenue**	EB	LTR	1.06	136.3	F	----	----	----		0.72	18.5	B	----	----	----	
			TR	-----	-----	-----	1.12	152.9	F		-----	-----	-----	0.72	18.3	B	
		WB	LTR	0.93	36.0	D	----	----	----		0.79	21.8	C	----	----	----	
			TR	-----	-----	-----	0.67	17.2	B		-----	-----	-----	0.69	17.6	B	
		NB	TR	0.50	25.4	C	0.52	25.7	C		0.28	22.1	C	0.30	22.3	C	
		SB	TR	0.72	30.0	C	0.77	31.6	C		0.57	26.2	C	0.60	26.8	C	
		Overall		**0.93**	**72.7**	**E**	**0.98**	**77.9**	**E**		**0.70**	**21.6**	**C**	**0.67**	**20.3**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	1.26	147.6	F	----	----	----		1.20	125.3	F	----	----	----	
			T	-----	-----	-----	0.89	30.0	C		-----	-----	-----	0.76	25.4	C	
		WB	TR	0.67	20.6	C	0.83	27.0	C		0.76	25.7	C	0.92	37.6	D	
		NB	LTR	0.82	28.8	C	0.89	32.9	C		0.54	19.4	B	0.59	20.3	C	
		Overall		**1.06**	**67.9**	**E**	**0.89**	**30.4**	**C**		**0.87**	**56.9**	**E**	**0.76**	**27.7**	**C**	
21	**125th Street and 5th Avenue**	EB	TR	1.02	152.3	F	1.01	128.3	F		1.04	413.7	F	0.87	234.4	F	
		WB	T	-----	-----	-----	0.65	22.3	C		-----	-----	-----	0.70	60.8	E	
			LT	0.84	30.9	C	----	----	----		0.98	222.9	F	----	----	----	
		SB	LTR	0.93	39.0	D	0.95	39.8	D		0.65	23.5	C	0.71	25.0	C	
		Overall		**0.98**	**75.8**	**E**	**0.98**	**68.2**	**E**		**0.89**	**234.8**	**F**	**0.79**	**116.5**	**F**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.82	28.5	C	0.98	43.6	D		1.16	504.7	F	0.82	216.6	F	
		WB	TR	0.87	33.2	C	0.91	34.3	C		1.38	657.2	F	1.05	404.1	F	
		NB	TR	0.98	47.4	D	-----	-----	-----		0.80	28.4	C	0.84	29.9	C	
			T	-----	-----	-----	0.75	27.4	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.62	30.1	C		-----	-----	-----	-----	-----	-----	
		SB	T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	0.79	27.4	C	0.93	43.0	D		0.88	33.0	C	0.96	43.0	D	
		Overall		**0.93**	**34.9**	**C**	**0.96**	**37.1**	**D**		**1.13**	**315.6**	**F**	**1.00**	**175.7**	**F**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	1.39	268.3	F	----	----	----		1.06	441.4	F	----	----	----	
			TR	-----	-----	-----	0.84	34.9	C		-----	-----	-----	0.69	138.4	F	
		WB	LTR	1.09	130.0	F	----	----	----		0.93	325.0	F	----	----	----	
			TR	-----	-----	-----	0.96	63.1	E		-----	-----	-----	0.81	206.7	F	
		NB	TR	0.58	20.1	C	0.66	21.4	C		0.61	20.5	C	0.69	22.3	C	
		SB	TR	0.43	17.8	B	0.46	18.2	B		0.49	18.7	B	0.60	20.7	C	
		Overall		**0.99**	**106.9**	**F**	**0.81**	**33.7**	**C**		**0.84**	**186.7**	**F**	**0.75**	**87.7**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.71	21.8	C	----	----	----		1.20	329.7	F	----	----	----	
			TR	-----	-----	-----	0.67	20.1	C		-----	-----	-----	1.22	351.4	F	
		WB	LTR	0.98	48.4	D	----	----	----		1.19	585.8	F	----	----	----	
			TR	-----	-----	-----	0.68	20.7	C		-----	-----	-----	1.16	603.7	F	
		NB	TR	0.62	24.4	C	0.71	26.6	C		0.39	12.7	B	0.46	13.6	B	
		SB	TR	0.58	23.1	C	0.64	24.5	C		0.41	14.5	B	0.50	15.8	B	
		Overall		**0.82**	**30.1**	**C**	**0.69**	**22.8**	**C**		**0.72**	**274.3**	**F**	**0.78**	**255.3**	**F**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	1.21	207.8	F	----	----	----		0.80	112.0	F	----	----	----	
			TR	-----	-----	-----	0.75	30.7	C		-----	-----	-----	0.60	50.3	D	
		WB	LTR	0.70	18.8	B	----	----	----		0.55	36.5	D	----	----	----	
			TR	-----	-----	-----	0.72	21.5	C		-----	-----	-----	0.50	32.9	C	
		NB	TR	0.87	44.7	D	1.13	103.7	F	yes	0.73	36.0	D	0.86	41.4	D	
		SB	TR	0.90	85.4	F	0.84	56.4	E		1.06	88.7	F	1.04	76.3	E	
		Overall		**1.09**	**104.9**	**F**	**0.91**	**49.7**	**D**		**0.91**	**74.5**	**E**	**0.80**	**49.9**	**D**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.68	17.5	B	----	----	----		0.63	111.3	F	----	----	----	
			TR	-----	-----	-----	0.86	25.1	C		-----	-----	-----	0.64	101.9	F	
		WB	LTR	0.80	23.0	C	----	----	----		0.50	36.4	D	----	----	----	
			TR	----	-----	-----	0.57	15.1	B		-----	-----	-----	0.47	30.7	C	
		NB	DefL	-----	-----	-----	----	----	----		0.59	33.3	C	----	----	----	
			TR	-----	-----	-----	----	----	----		0.47	26.3	C	----	----	----	
			LTR	0.63	29.0	C	0.68	30.7	C		-----	-----	-----	0.64	29.5	C	
		SB	LTR	0.46	25.3	C	0.52	26.4	C		0.44	24.8	C	0.52	26.4	C	
		Overall		**0.74**	**22.3**	**C**	**0.79**	**23.1**	**C**		**0.61**	**61.4**	**E**	**0.64**	**57.1**	**E**	

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No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION LFT C4-4D			Impact?	NO ACTION			ACTION LFT C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.68	47.3	D	----	----	----		0.40	101.3	F	----	----	----	
			TR	0.93	42.8	D	0.69	27.4	C		0.97	154.1	F	0.66	39.3	D	
		WB	L	0.99	125.0	F	----	----	----		0.99	449.8	F	----	----	----	
			TR	0.72	28.2	C	0.56	25.0	C		0.66	95.4	F	0.47	45.8	D	
		NB	L	0.35	28.3	C	0.35	28.2	C		0.35	13.5	B	0.38	15.2	B	
			T	0.50	51.3	D	0.55	50.0	D		0.25	19.1	B	0.29	19.6	B	
			R	0.77	42.3	D	0.72	36.6	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.70	42.8	D		0.58	23.8	C	0.58	24.2	C	
			TR	0.35	22.9	C	0.39	22.1	C		0.22	18.8	B	0.31	19.8	B	
		Overall		*	**40.6**	**D**	*	**32.1**	**C**		*	**94.6**	**F**	*	**32.6**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.57	38.9	D	0.64	44.4	D		0.50	31.7	C	0.52	33.0	C	
			T	0.63	30.0	C	0.56	27.9	C		0.56	26.2	C	0.54	25.9	C	
			R	0.23	11.8	B	0.38	13.8	B		0.21	7.3	A	0.29	8.1	A	
		WB	L	0.42	33.4	C	0.37	29.6	C		0.36	28.1	C	0.34	27.4	C	
			T	0.59	29.3	C	0.65	30.1	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.8	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.59	54.5	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.58	63.9	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.49	27.8	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.65	41.4	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.34	22.4	C		0.68	35.6	D	0.73	35.6	D	
			R	0.20	22.1	C	0.20	22.1	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.62**	**35.8**	**D**		**0.57**	**28.2**	**C**	**0.57**	**28.0**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.76	34.2	C	0.84	38.5	D		0.35	21.5	C	0.38	22.6	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	1.00	47.3	D	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.84	27.2	C		1.10	95.2	F	1.11	96.0	F	
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.1	B	
		Overall		**0.67**	**25.9**	**C**	**0.74**	**28.4**	**C**		**1.07**	**51.3**	**D**	**1.08**	**52.4**	**D**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.40	24.5	C	0.63	28.9	C		0.39	23.3	C	0.59	26.3	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.57**	**18.2**	**B**		**0.43**	**15.2**	**B**	**0.51**	**17.0**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	-----	-----	-----	
		SB	L	-----	-----	-----	0.57	16.6	B		-----	-----	-----	0.72	34.2	C	
			T	-----	-----	-----	0.65	16.4	B		-----	-----	-----	0.65	18.7	B	
			LT	0.79	20.6	C	-----	-----	-----		0.92	29.4	C	0.70	17.6	B	
		Overall		**0.86**	**32.9**	**C**	**0.77**	**27.8**	**C**		**0.84**	**30.4**	**C**	**0.71**	**20.8**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.34	20.2	C	0.36	20.5	C		0.23	18.9	B	0.25	19.0	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.93	36.6	D		0.56	17.5	B	0.57	17.5	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**26.6**	**C**		**0.42**	**16.7**	**B**	**0.43**	**16.8**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.19	21.1	C	0.37	23.1	C		0.19	21.0	C	0.31	22.3	C	
		NB	TR	0.88	25.6	C	0.89	26.1	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.69**	**25.5**	**C**		**0.43**	**16.3**	**B**	**0.48**	**17.2**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.56	32.7	C	0.58	33.3	C		0.47	31.2	C	0.69	39.0	D	
			LR	0.64	23.5	C	0.63	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	28.9	C		0.39	29.7	C	0.42	30.3	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.44	10.1	B		0.55	11.4	B	0.57	11.7	B	
		Overall		**0.52**	**16.7**	**B**	**0.51**	**16.5**	**B**		**0.55**	**15.2**	**B**	**0.61**	**16.8**	**B**	

Table 3.21-16
Mitigation of the traffic analyses under year 2017 No-Action and C4-4D Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			ACTION LFT C4-4D			Impact?	NO ACTION			ACTION LFT C4-4D			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.66	28.0	C	0.81	34.7	C		0.63	29.4	C	0.78	35.0	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.6	B	
		SB	DefL	0.67	32.0	C	0.75	40.8	D		----	-----	-----	0.78	38.7	D	
			T	0.46	15.1	B	0.47	15.8	B		-----	-----	-----	0.37	12.3	B	
			LTR	-----	-----	-----	----	----	----		0.42	12.7	B	-----	-----	F	
		Overall		**0.66**	**18.5**	**B**	**0.78**	**21.1**	**C**		**0.50**	**15.8**	**B**	**0.78**	**19.2**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.80	35.4	D	0.89	42.6	D		0.59	26.1	C	0.75	32.3	C	
		NB	TR	0.41	14.9	B	0.43	15.8	B		0.34	14.1	B	0.35	14.2	B	
		SB	DefL	----	----	----	0.83	44.0	D		----	----	----	0.72	29.6	C	
			T	----	----	----	0.54	18.1	B		----	----	----	0.41	15.4	B	
			LT	0.54	17.1	B	-----	-----	-----		0.44	15.6	B	-----	-----	-----	
		Overall		**0.65**	**21.2**	**C**	**0.86**	**27.1**	**C**		**0.51**	**17.7**	**B**	**0.73**	**21.9**	**C**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.66	23.8	C	0.91	38.4	D		0.67	25.3	C	0.86	36.3	D	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.38	18.3	B	
		SB	L	-----	-----	-----	0.52	24.1	C		-----	-----	-----	0.79	36.8	D	
			T	-----	-----	-----	0.56	21.4	C		-----	-----	-----	0.30	17.1	B	
			LT	0.74	26.7	C	-----	-----	-----		0.75	29.6	C	-----	-----	-----	
		Overall		**0.70**	**24.0**	**C**	**0.74**	**28.7**	**C**		**0.71**	**25.3**	**C**	**0.82**	**29.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.64	25.7	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.78	26.0	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	0.99	53.3	D		0.83	29.2	C	0.83	29.5	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**33.1**	**C**		**0.76**	**25.5**	**C**	**0.76**	**25.6**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.73	32.9	C	0.75	34.1	C		0.68	30.8	C	0.70	31.6	C	
		WB	LTR	0.71	30.7	C	0.82	36.6	D		0.70	30.6	C	0.83	37.6	D	
		NB	LTR	0.40	12.5	B	0.42	12.7	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.39	12.4	B		0.34	12.0	B	0.34	12.0	B	
		Overall		**0.52**	**20.4**	**C**	**0.57**	**22.2**	**C**		**0.48**	**20.5**	**C**	**0.53**	**22.7**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.30	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.80	24.9	C		0.63	18.0	B	0.64	18.4	B	
		SB	LTR	0.50	15.7	B	0.52	16.0	B		0.45	14.5	B	0.47	14.7	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.3**	**C**		**0.66**	**22.4**	**C**	**0.67**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.77	37.8	D	0.81	40.0	D		0.49	28.2	C	0.51	28.6	C	
		WB	LR	0.54	30.2	C	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.79	30.1	C	0.86	34.0	C		0.85	35.7	D	0.88	37.8	D	
		SB	T	0.27	20.0	B	0.29	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		*****	**30.6**	**C**	*****	**32.8**	**C**		*****	**30.0**	**C**	*****	**30.9**	**C**	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	SB	L	0.32	11.6	B	0.43	12.8	B		0.27	11.0	B	0.40	12.3	B	
			R	0.57	14.8	B	0.85	27.6	C		0.49	13.1	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.27	8.0	A	0.40	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"

***** HSC does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions.
The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table was revised subsequent to the release of the DEIS

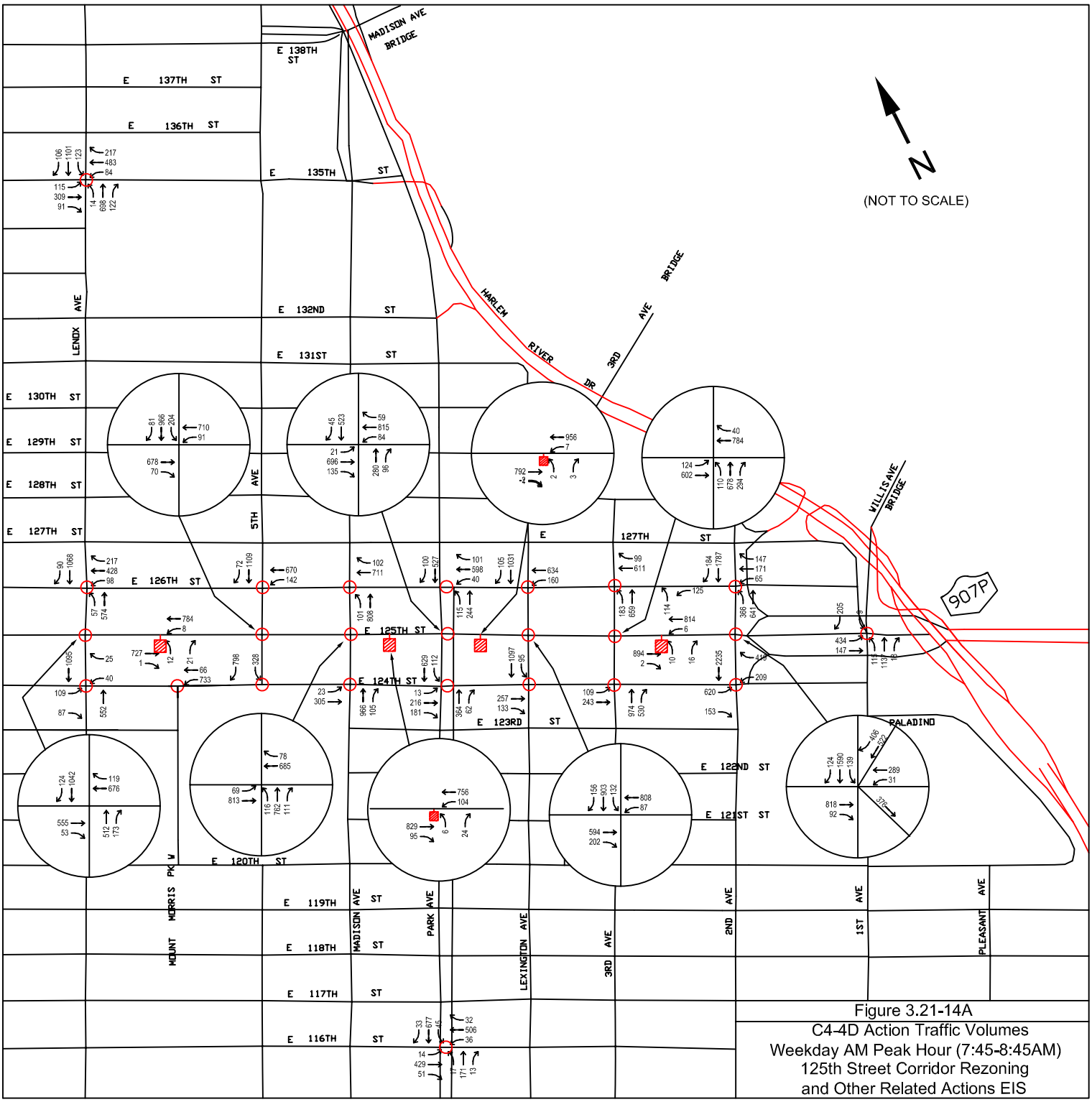


Figure 3.21-14A
C4-4D Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

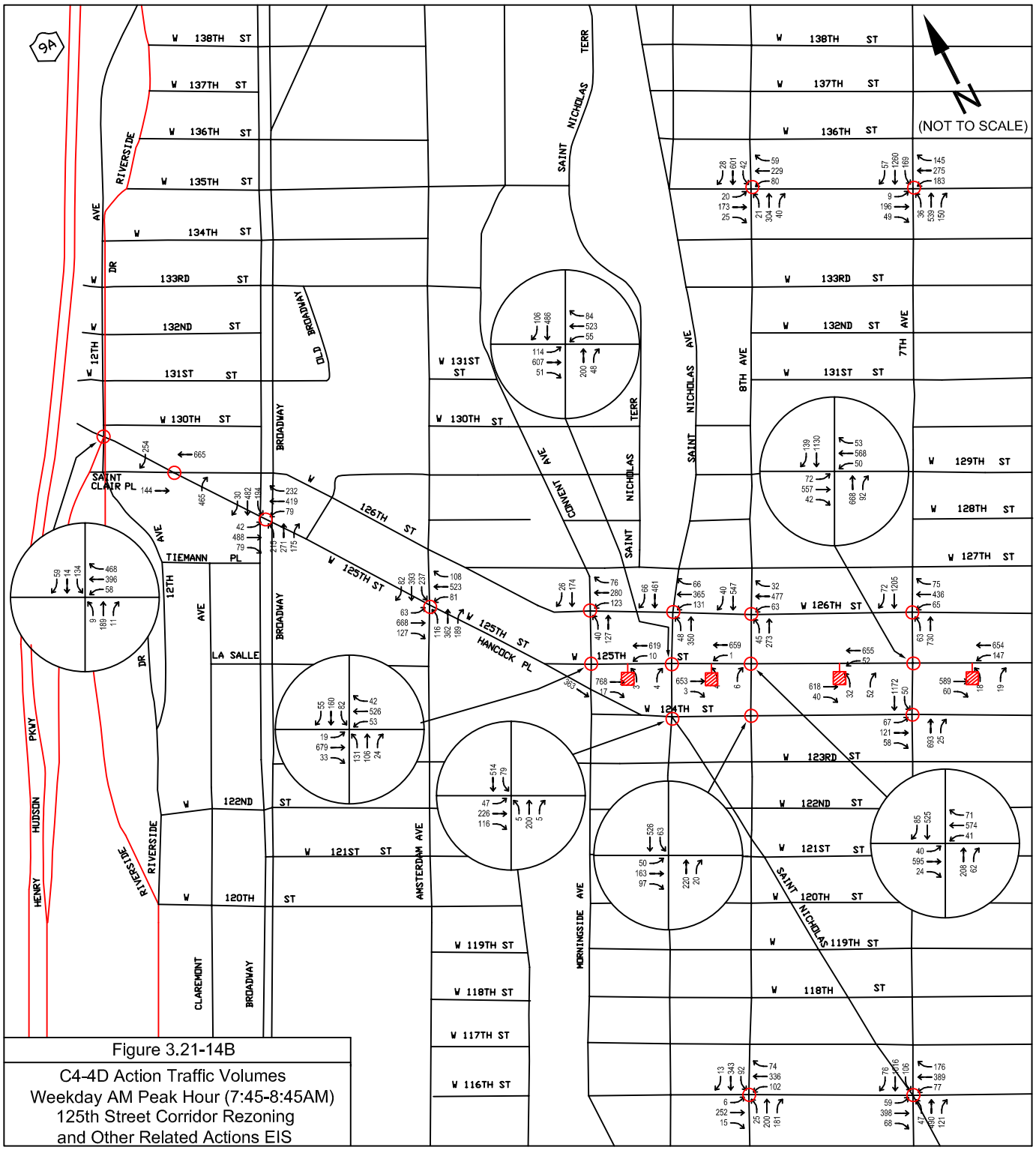


Figure 3.21-14B

C4-4D Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

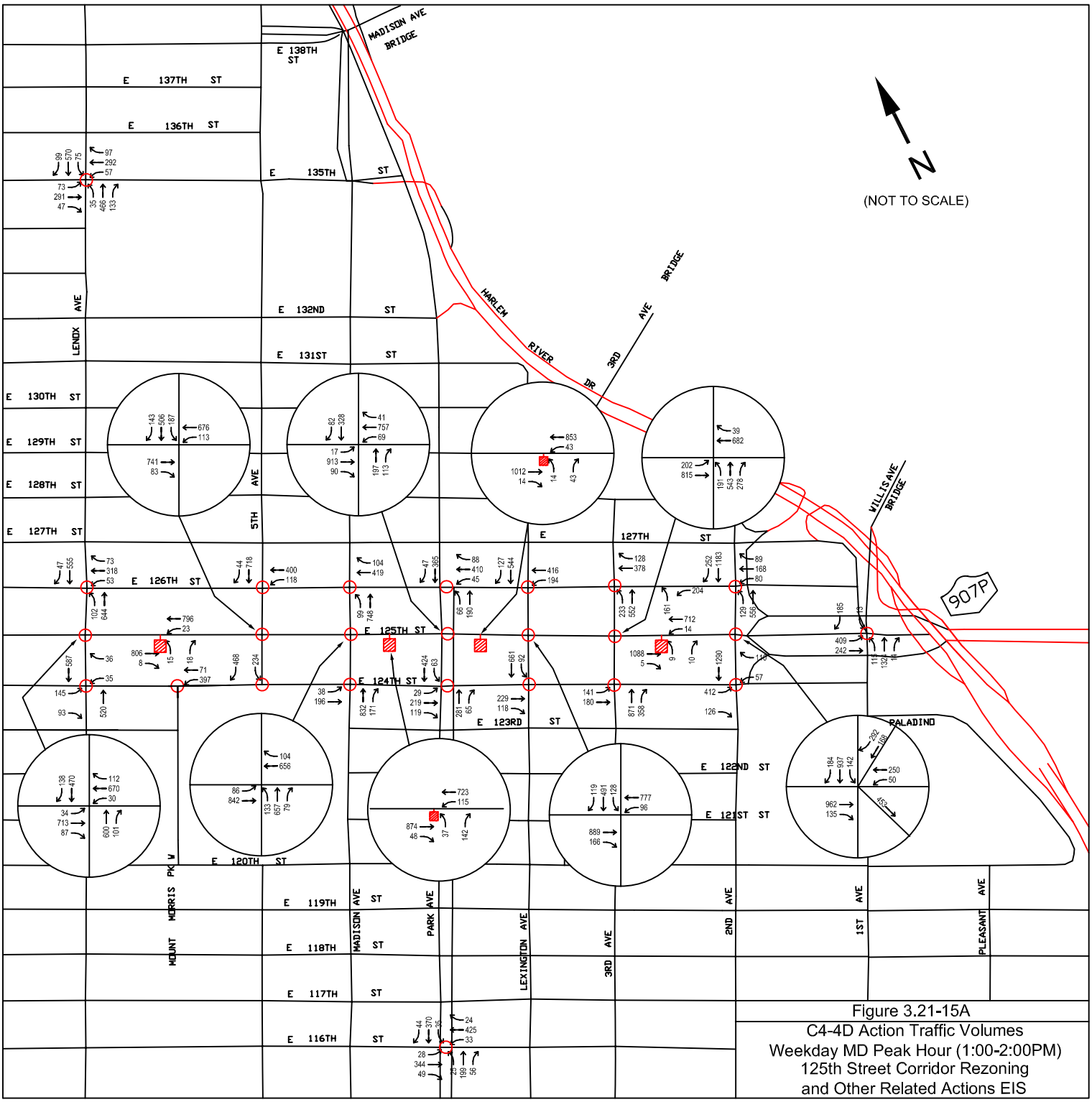


Figure 3.21-15A
C4-4D Action Traffic Volumes
Weekday MD Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

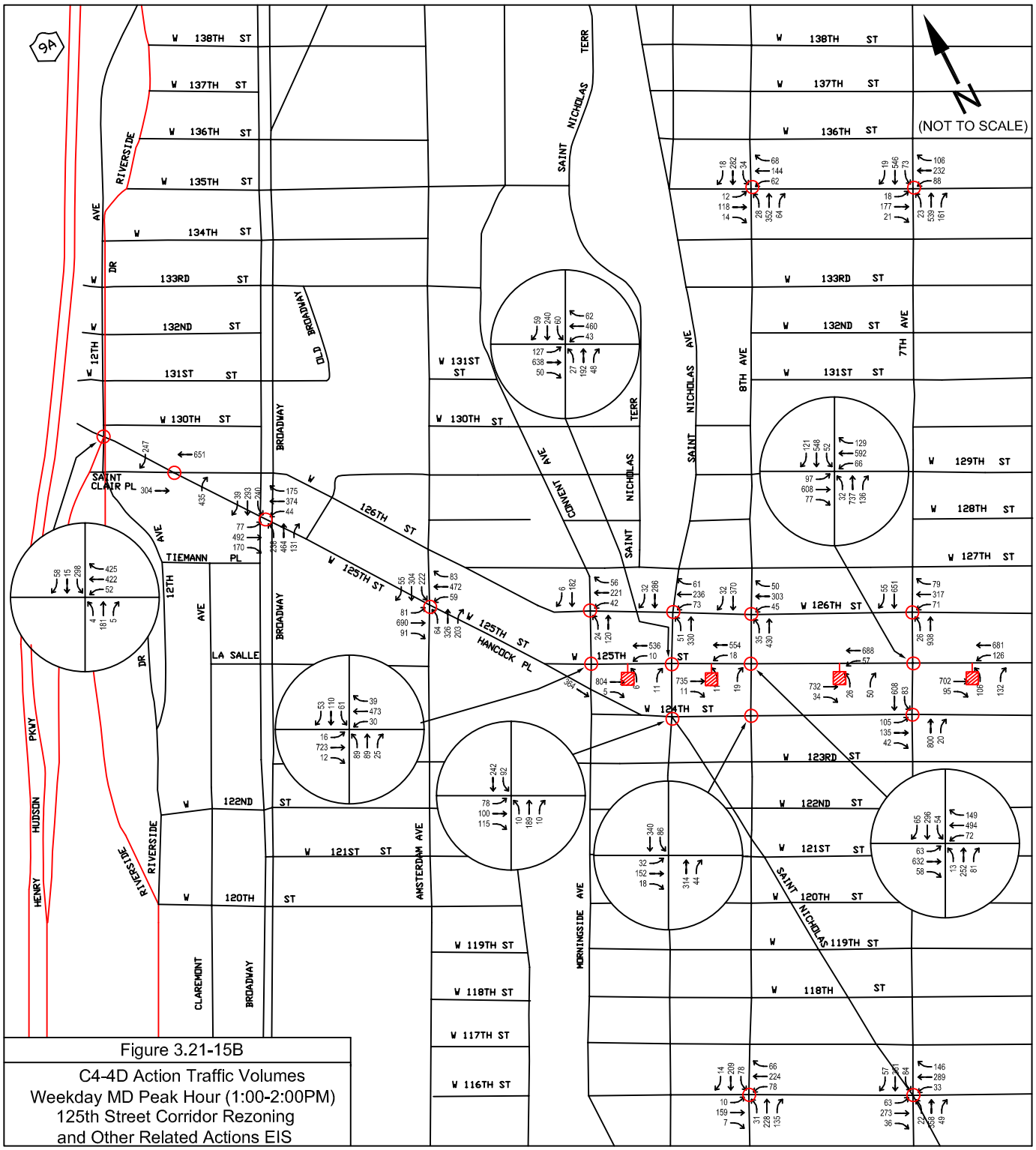


Figure 3.21-15B

C4-4D Action Traffic Volumes
Weekday MD Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

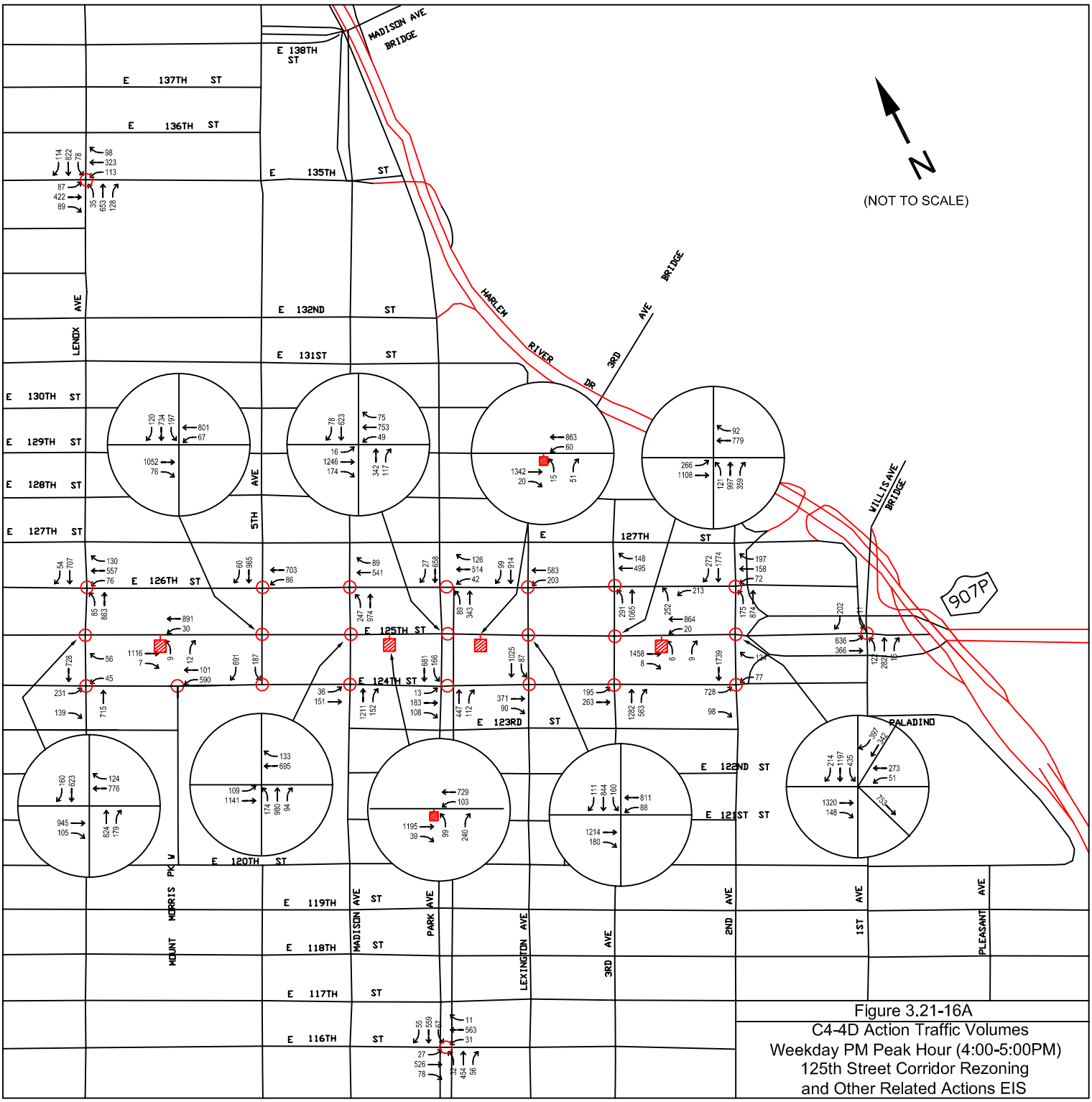


Figure 3.21-16A
C4-4D Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

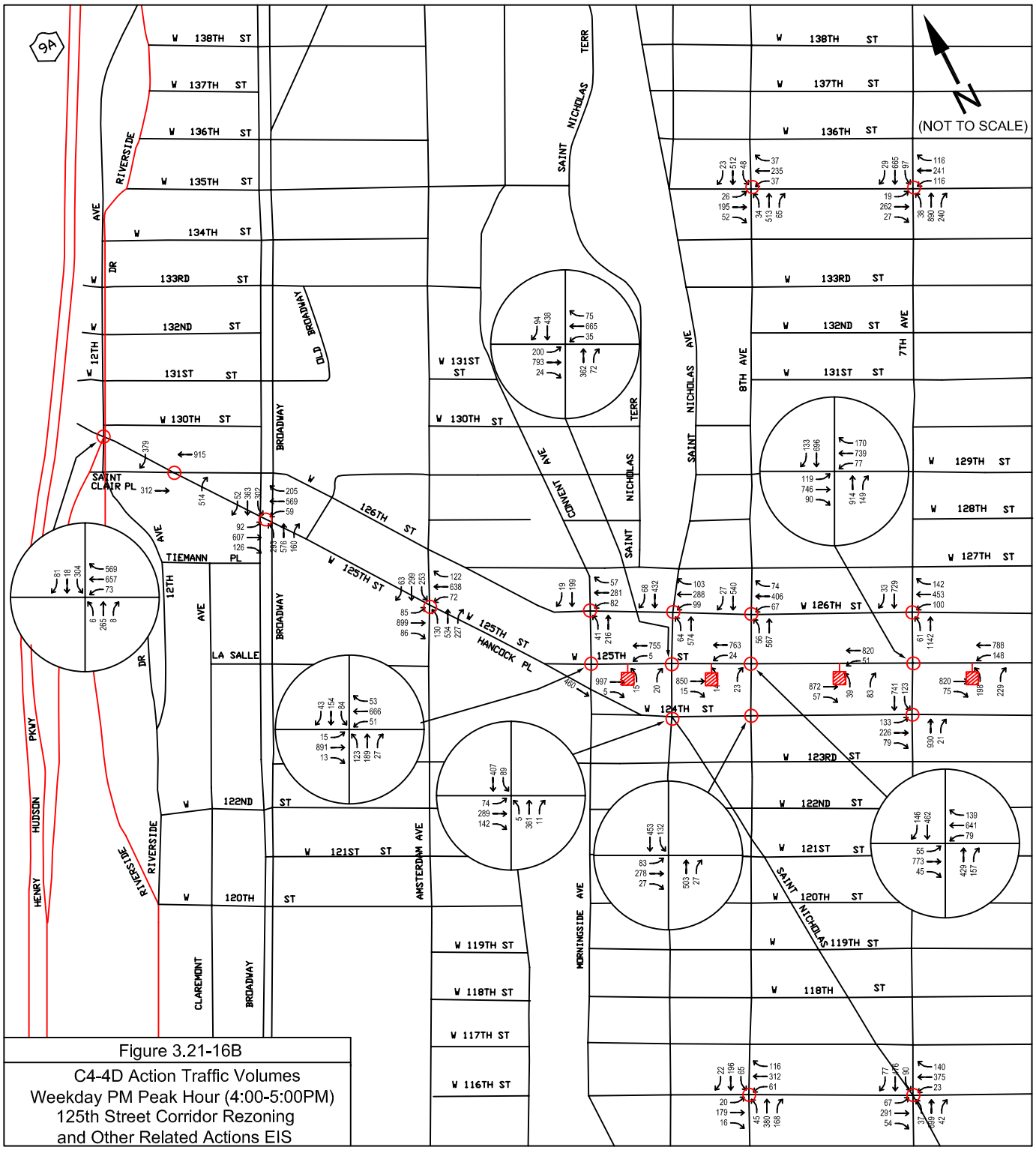


Figure 3.21-16B
C4-4D Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

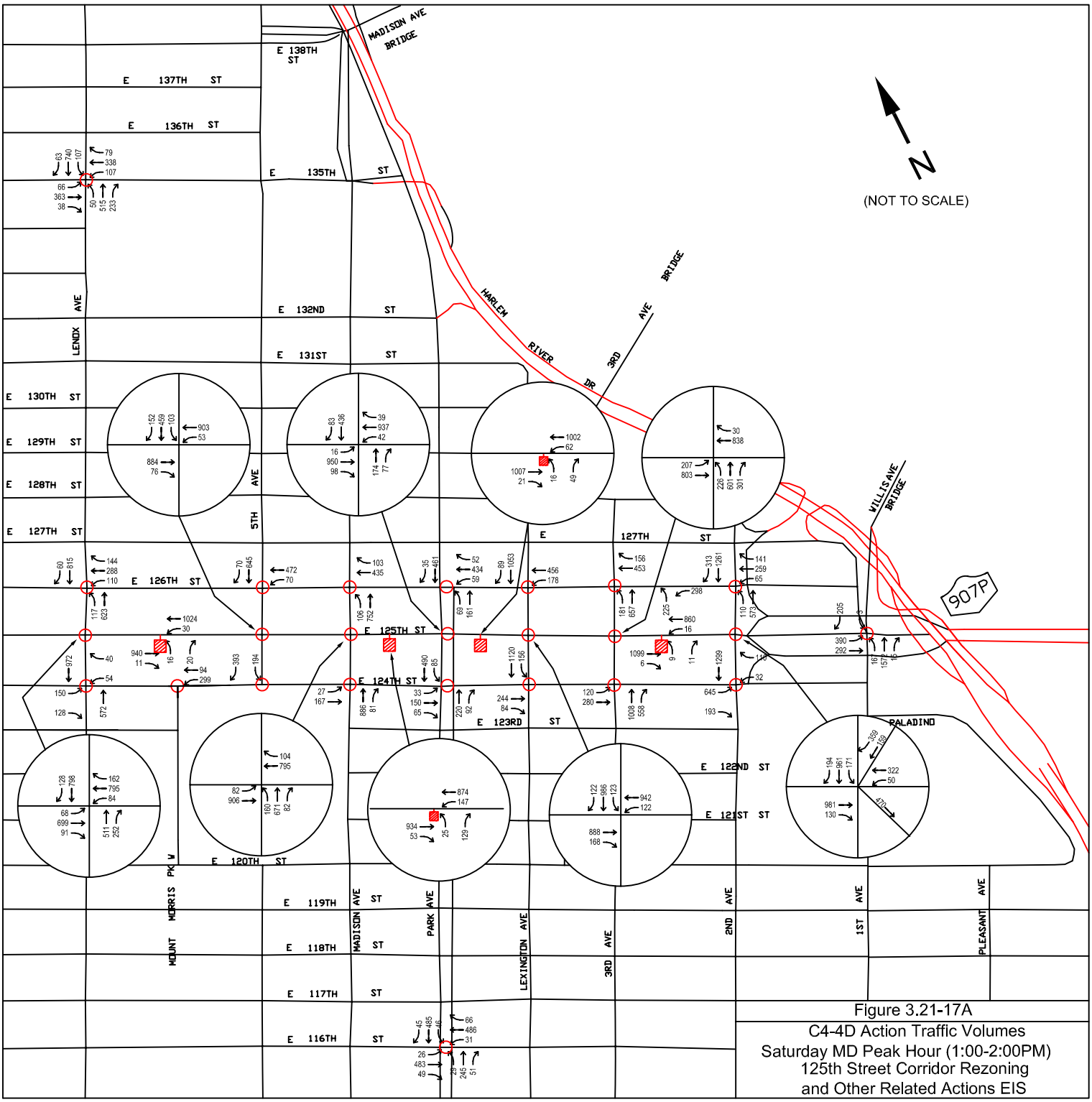


Figure 3.21-17A
C4-4D Action Traffic Volumes
Saturday MD Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

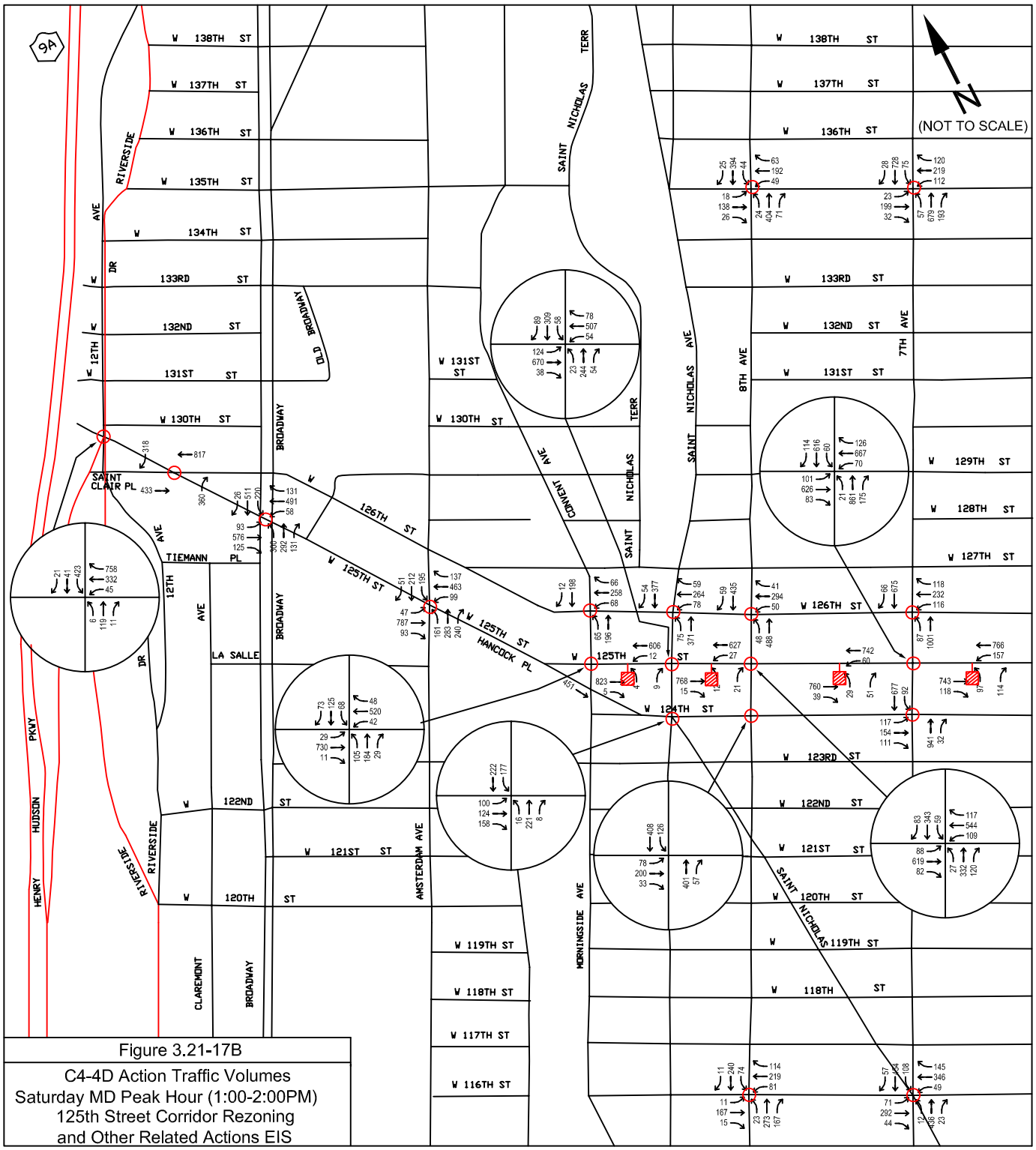


Figure 3.21-17B

C4-4D Action Traffic Volumes
Saturday MD Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

▨ -Sub-Area Centroid

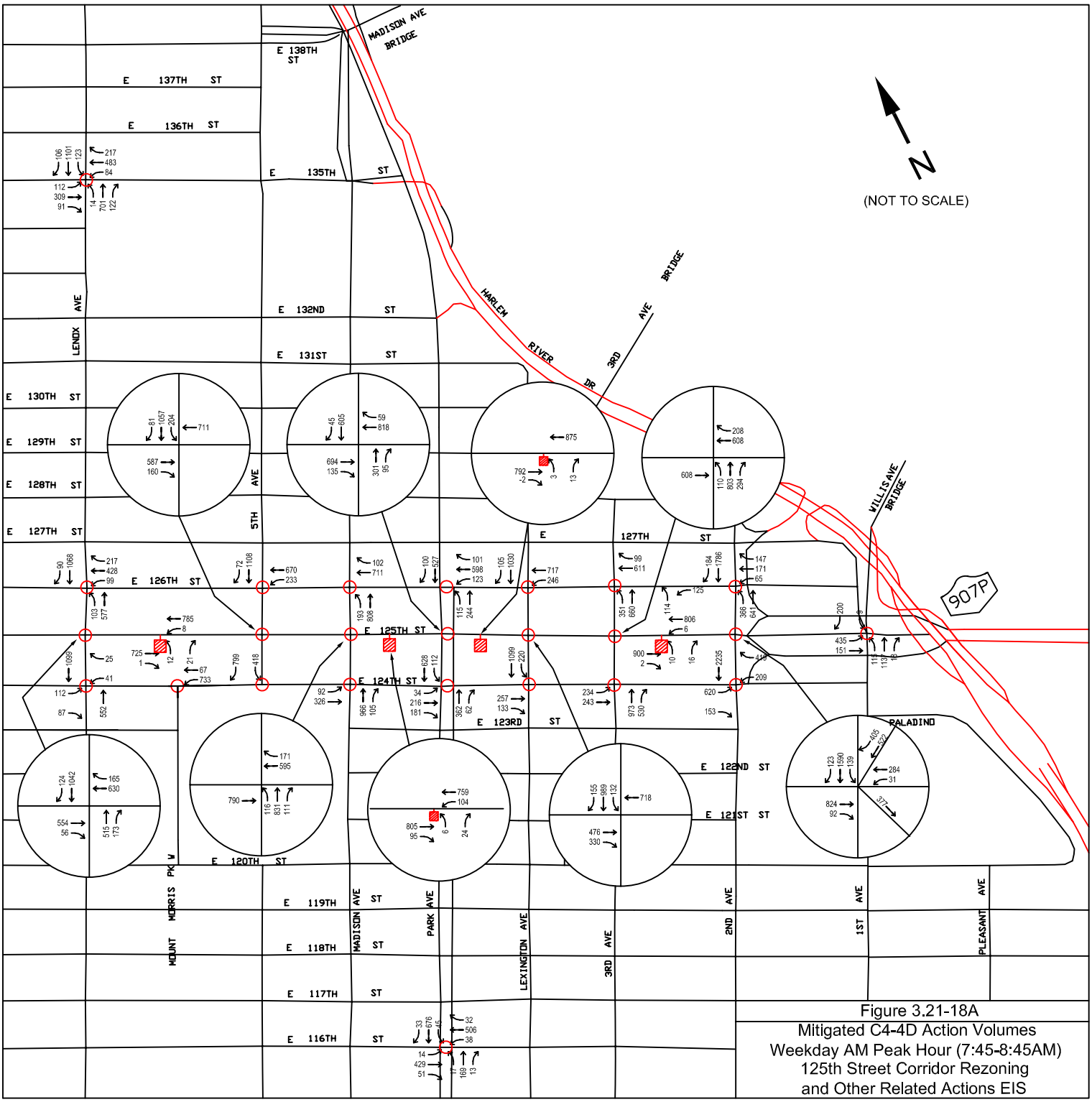


Figure 3.21-18A
Mitigated C4-4D Action Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

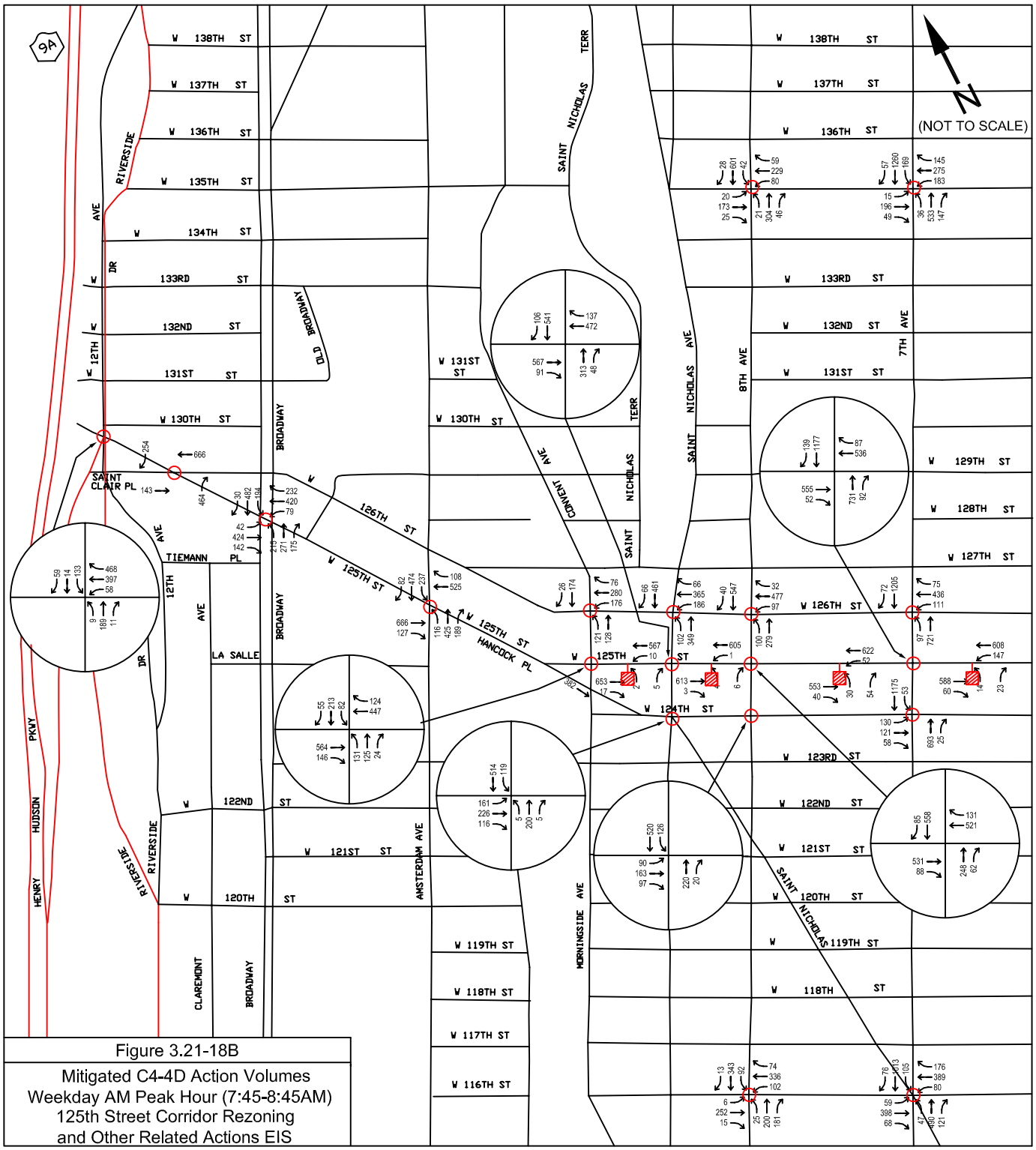


Figure 3.21-18B

Mitigated C4-4D Action Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

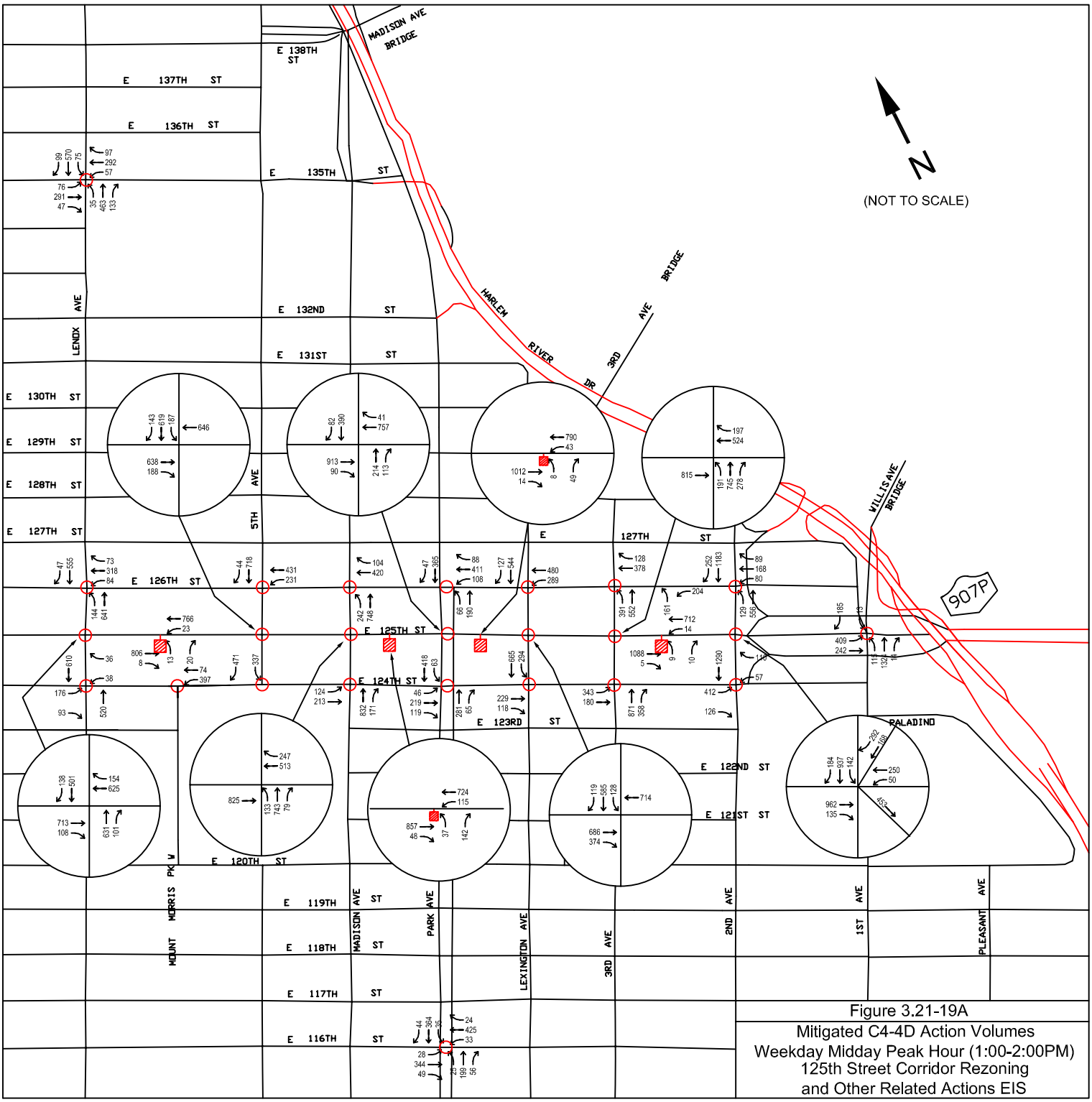


Figure 3.21-19A
Mitigated C4-4D Action Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

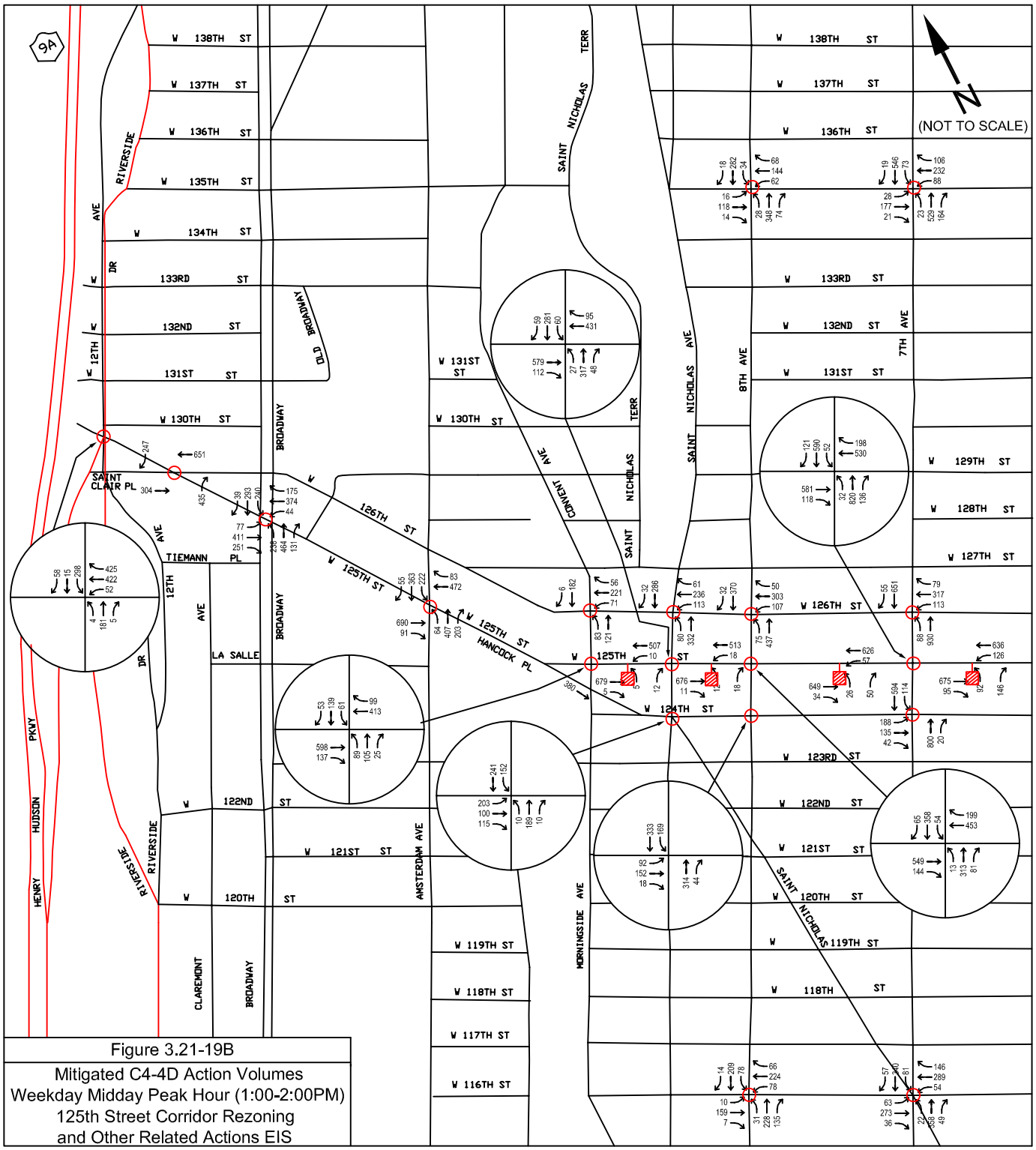


Figure 3.21-19B
Mitigated C4-4D Action Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

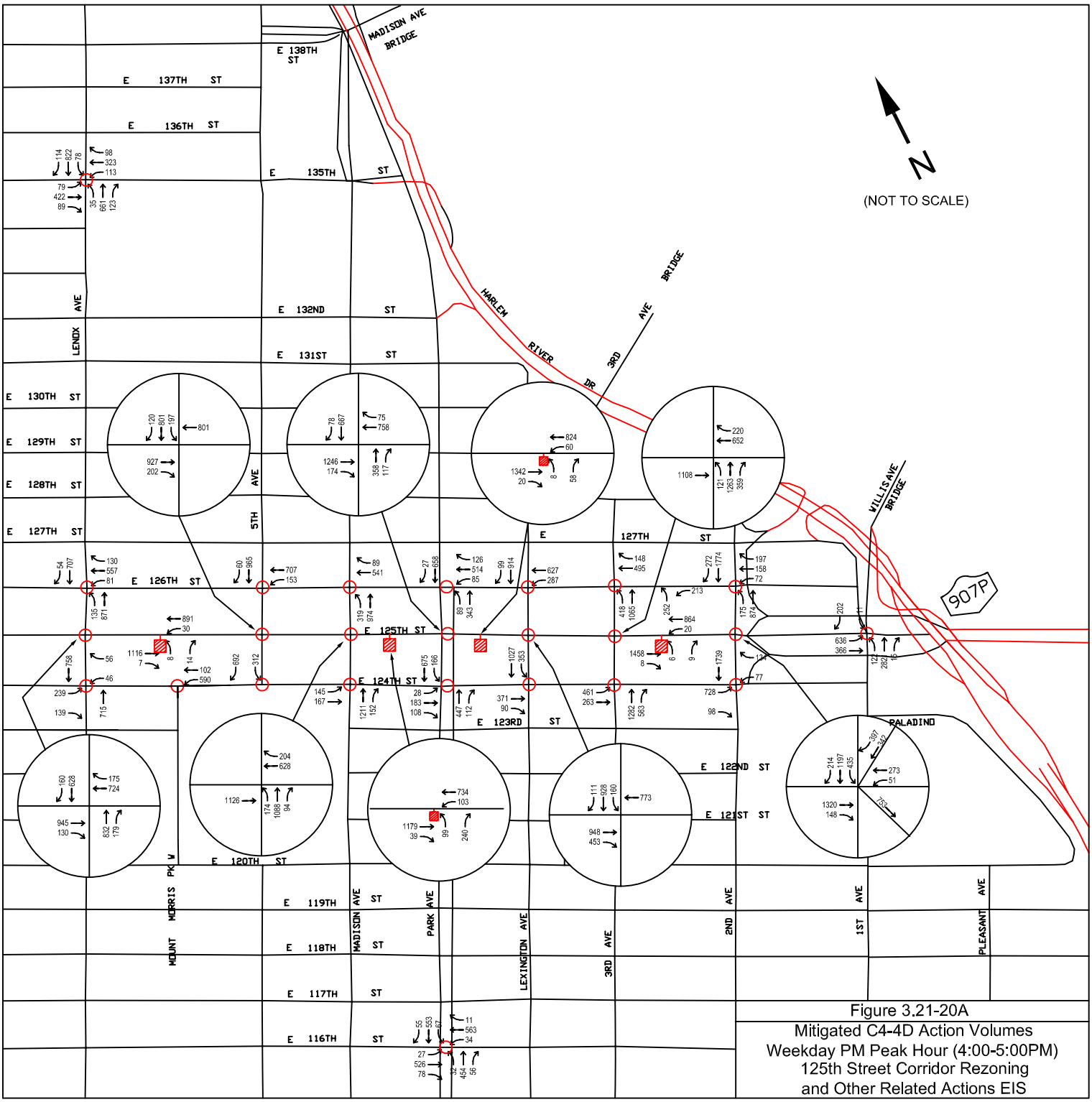


Figure 3.21-20A
Mitigated C4-4D Action Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

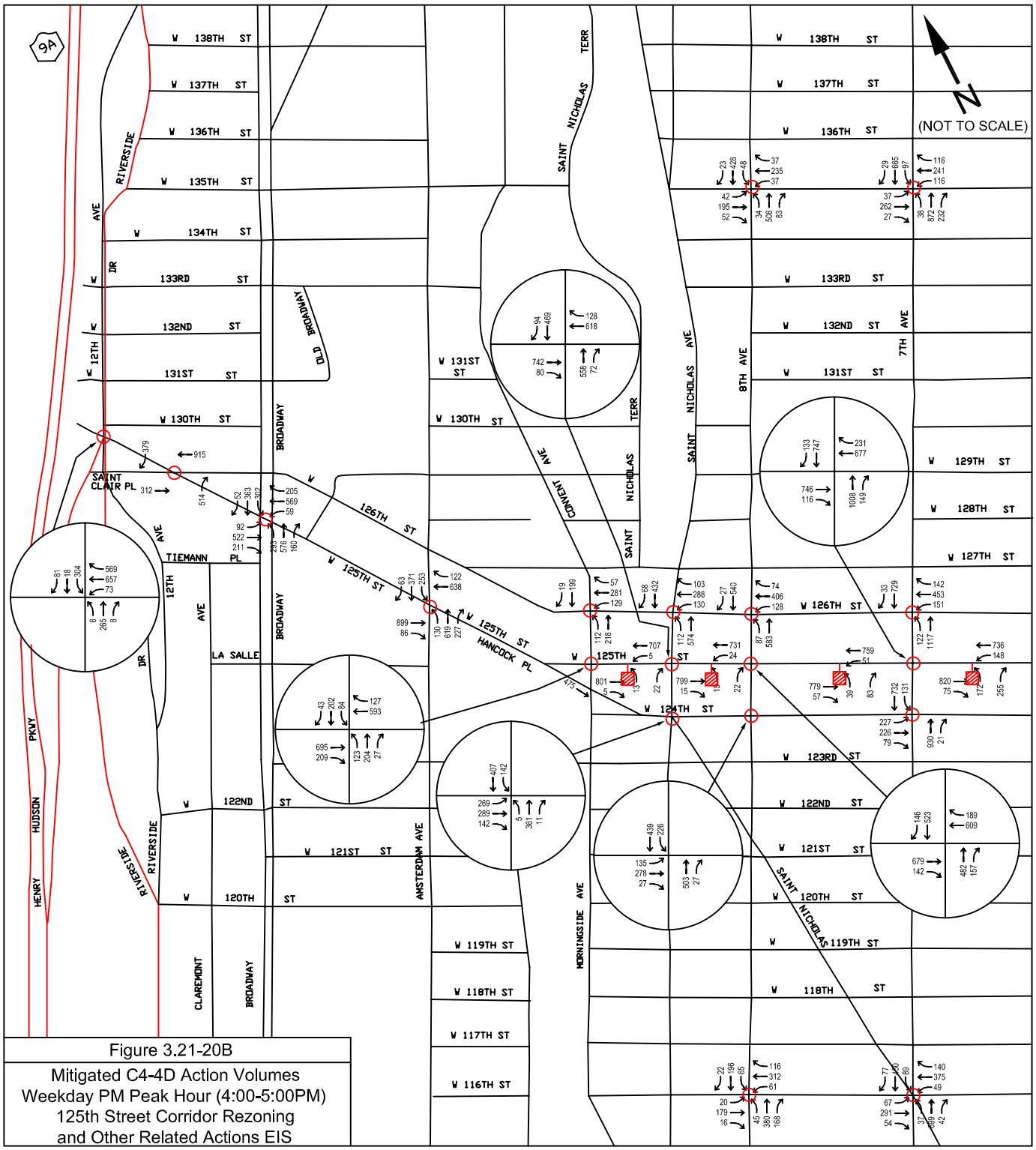


Figure 3.21-20B
Mitigated C4-4D Action Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

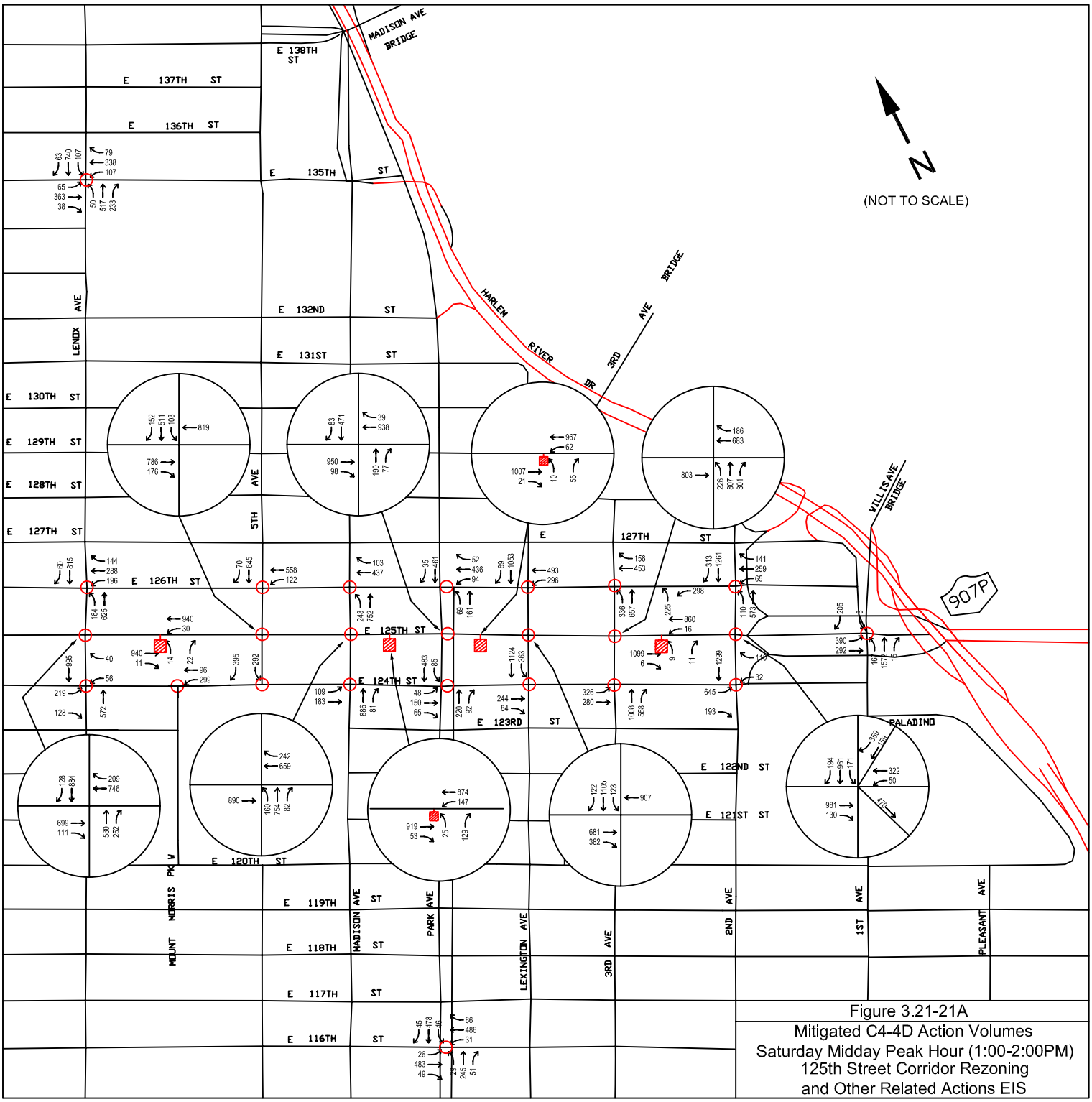


Figure 3.21-21A
Mitigated C4-4D Action Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

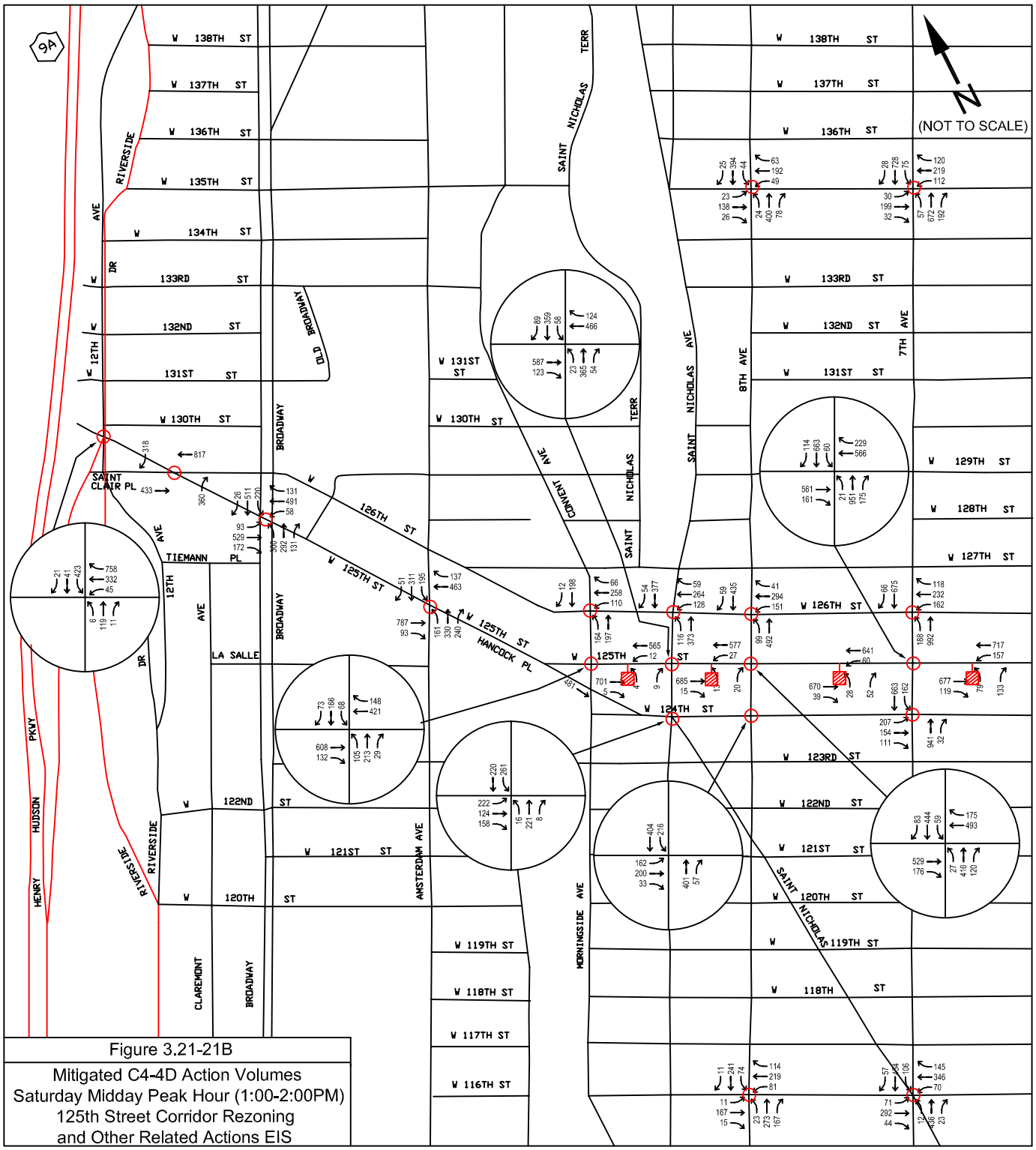


Figure 3.21-21B
Mitigated C4-4D Action Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

Transit and Pedestrians

Transit

The net increase in dwelling units and commercial (retail and office) space under the C4-4D Alternative would also increase transit and pedestrian demand compared to the proposed action. Table 3.21-17 below shows the net transit (subway, bus, Metro-North) and walk-only trips that would be generated by the C4-4D Alternative in each peak hour compared to the numbers of trips that would be generated by the proposed action. As shown in Table 3.21-17, the C4-4D Alternative would generate a net total of 1,288 new subway trips in the AM peak hour, 1,132 in the midday and 1,901 in the PM peak hour (compared to 1,193, 1,028 and 1,775 trips, respectively, with the proposed action). The C4-4D would also generate a net total of 347, 682 and 858 bus trips in the AM, midday and PM peak hours, respectively (compared to 305, 598 and 793, respectively, with the proposed action). As discussed below, with this increase in demand compared to the proposed action, it is expected that subway station and subway line haul conditions would marginally worsen under this alternative, but that there would be no new significant adverse impacts. However, compared to the proposed action, the C4-4D Alternative would result in one additional local bus impact in the AM peak hour (to the Bx15 route) and two additional crosswalk impacts.

Table 3.21-17
Net Trips Generated by the C4-4D Alternative Compared to the Proposed Action

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Proposed Action	C4-4D Alternative	Proposed Action	C4-4D Alternative	Proposed Action	C4-4D Alternative
Subway	1,193	1,288	1,028	1,132	1,775	1,901
Bus	305	347	598	682	793	858
Commuter Rail	57	63	68	70	103	110
Walk	79	334	1,861	2,966	1,418	1,968
Total	**1,634**	**2,032**	**3,555**	**4,850**	**4,089**	**4,837**

Subway Stations

As shown in Table 3.21-17, compared to the proposed action, the C4-4D Alternative would increase peak hour demand at analyzed subway stations by an estimated 95 trips in the AM peak hour and 126 trips in the PM peak hour. These additional trips would primarily occur at the 125th Street IRT (2, 3) and 125th Street IRT (4, 5, 6) stations. With this additional demand, all analyzed stairways and fare arrays at the 125th Street IND (A, B, C D) and 125th Street IRT (2, 3) stations would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, and there would be no new significant adverse impacts at these stations under the C4-4D Alternative.

At the 125th Street IRT (4, 5, 6) station, stairway S2 at the southeast corner of Lexington Avenue and East 125th Street would operate at LOS D with a v/c ratio of 1.02 in the PM peak hour (versus LOS D, v/c ratio of 0.95 in the No-Action), and stairway S3 at the northwest corner would operate at LOS D with a v/c ratio of 1.11 in the AM peak hour (versus LOS D, v/c ratio of 1.06 in the No-Action). However, as the width increment threshold needed to restore these stairs to their No-Action conditions would total 1.12 inches and 2.18 inches, respectively, below the *CEQR Technical Manual* impact threshold of six inches at LOS D, neither of these stairways would be significantly impacted in these periods under the C4-4D Alternative. In other periods, both of these stairways would operate at an acceptable LOS C under the C4-4D Alternative, as would the station's fare array and stairway S1 at the southwest corner of the intersection. As no project-generated demand is expected to occur at stairway S4 at the northeast corner of the intersection, conditions at this stair would remain unchanged from the No-Action condition (LOS D in the AM peak hour and LOS E in the PM). Therefore, no significant adverse impacts are anticipated at the 125th Street IRT (4, 5, 6) station under the C4-4D Alternative.

In summary, as with the proposed action, the C4-4D Alternative would not result in any significant adverse impacts at any of the three analyzed subway stations in either the AM or PM peak hours.

Subway Line Haul

As shown in Table 3.21-17, the C4-4D Alternative would generate a net total of approximately 1,288 new subway trips in the AM peak hour (95 more than the proposed action), and 1,901 new trips in the PM peak hour (126 more than the proposed action). As with the proposed action, these trips would be distributed among the various subway routes serving the proposed rezoning area. Although the increased demand would marginally worsen line haul conditions at the maximum load points, conditions would remain generally similar to those with the proposed action, with practical capacity exceeded on several routes including the southbound 2, 3 4, 5 and 6 in the AM peak hour, and the northbound 4 in the PM peak hour. Like the proposed action, the C4-4D Alternative would generate an average of fewer than five additional peak hour passengers per car on any route exceeding practical capacity (the *CEQR Technical Manual* threshold for a significant adverse impact), and would therefore not result in any significant adverse impacts to subway line haul conditions.

Bus Service

As shown in Table 3.21-17, the C4-4D Alternative would generate a net total of approximately 347 new bus trips in the AM peak hour (42 more than the proposed action), and 858 new trips in the PM peak hour (65 more than the proposed action), with these trips distributed among the various bus routes serving the proposed rezoning area. Compared to the proposed action, the increased demand from the C4-4D Alternative would marginally worsen conditions at the maximum load points on each route, and would result in one additional significant adverse AM peak hour impact. Eastbound M60, and northbound M100 and Bx15 buses would be adversely impacted in the PM peak hour under both the C4-4D Alternative and the proposed action. In

addition, under the C4-4D Alternative, southbound Bx15 buses would have a capacity shortfall of two spaces in the AM peak hour and would therefore also be significantly adversely impacted under *CEQR Technical Manual* criteria.

As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally and fiscally feasible. As such, the capacity shortfalls on the M60 M100 and Bx15 under the C4-4D Alternative would be addressed by NYCT (as they would with the proposed action), and no action-initiated mitigation for impacts to local bus service would be required for this alternative.

Pedestrians

As shown in Table 3.21-17, compared to the proposed action, the C4-4D Alternative would generate 255 more walk-only trips in the AM peak hour, 1,105 in the midday and 550 in the PM peak hour. Much of this increased pedestrian demand would result from the C4-4D Alternative's larger retail component compared to the proposed action. These additional walk-only trips, along with increased pedestrian demand associated with trips to and from area subway stations and bus stops, would be distributed along sidewalks, corner areas and crosswalks throughout the study area under the C4-4D Alternative. All analyzed sidewalks would continue to operate at a platoon-adjusted LOS D or better with average flow rates of less than 13 persons per foot-width per minute in all peak hours, and all analyzed corner areas would continue to operate at mid-LOS D or better with more than 20 square-feet per pedestrian. Therefore, no significant adverse impacts to sidewalks or corner areas would occur under the C4-4D Alternative, as was the case with the proposed action.

As discussed in Chapter 3.16, pedestrian demand from the proposed action would result in significant adverse impacts to three analyzed crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue and the north and south crosswalks at Third Avenue. With the increased demand under the C4-4D Alternative, conditions at these crosswalks would marginally worsen, although all three would continue to operate at LOS E in the midday, the same as under the proposed action. In addition, the north crosswalk on northbound Park Avenue at East 125th Street would become significantly adversely impacted in the midday and PM peak hours under the C4-4D Alternative. This crosswalk would operate at LOS E in both periods (compared to LOS D with the proposed action), with 14.8 sq-ft/ped in both the midday ~~and 14.0 sq-ft/ped in the~~PM peak hours. In the AM peak hour, this crosswalk would operate at LOS A under the C4-4D Alternative. With implementation of the traffic mitigation plan, the south crosswalk on Lexington Avenue at East 125th Street would also become significantly adversely impacted as a result of the increased volume of right turning vehicles. Although increased demand would marginally worsen conditions at other analyzed crosswalks in all periods, there would be no further significant adverse crosswalk impacts under the C4-4D Alternative.

Overall, the C4-4D Alternative would result in significant adverse impacts to ~~four~~ five crosswalks, including one that would result from changes in traffic patterns due to the traffic

mitigation plan, compared to three under the proposed action. As with the proposed action, ~~and~~ no significant impacts ~~to~~ would occur at sidewalks or corner areas under the C4-4D Alternative.

Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No-Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No-Action LOS A, B or C). Under the proposed action, a one-foot widening of the south crosswalk at southbound Park Avenue would fully mitigate the project's impact to this facility. Mitigating the impact to this crosswalk under the C4-4D Alternative would, however, require widening this crosswalk by two feet, from 12 feet in width to 14 feet. With this widening, this crosswalk would operate at LOS D in the midday peak hour, with an average of 16.3 sq-ft/ped compared to 15.2 sq-ft/ped in the No-Action.

Under the proposed action, the significant adverse midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street would be fully mitigated by widening this crosswalk to 15 feet in width from 14 feet. The significant adverse midday peak hour impact to the south crosswalk at this location would be fully mitigated by signal timing improvements proposed in the traffic mitigation plan. A similar one-foot widening would fully mitigate the significant adverse impact to the north crosswalk on Third Avenue under the C4-4D Alternative, and the signal timing changes proposed under the project's traffic mitigation plan would also continue to fully mitigate the significant adverse impact at the south crosswalk. With these measures, the north crosswalk would operate at LOS D (15.8 sq-ft/ped) in the midday under the C4-4D Alternative, compared to LOS D (15.5 sq-ft/ped) in the No Action, and the south crosswalk would operate at LOS D (15.1 sq-ft/ped) in the midday under the C4-4D Alternative, compared to LOS E (14.7 sq-ft/ped) in the No Action.

~~Under the proposed action, the significant adverse midday peak hour impacts to the north and south crosswalks on Third Avenue at East 125th Street would be fully mitigated by widening the north crosswalk to 16 feet in width from 14 feet, and by widening the south crosswalk to 13 feet in width from 12 feet. Fully mitigating these impacts under the C4-4D Alternative would require widening the north crosswalk by 3 feet, from 14 feet to 17 feet in width, and the south crosswalk by one foot, from 12 feet to 13 feet in width. With these measures, the north crosswalk would operate at LOS D (16.3 sq-ft/ped) in the midday under the C4-4D Alternative compared to LOS D (15.5 sq-ft/ped) in the No-Action, and the south crosswalk would operate at LOS E (14.8 sq-ft/ped) in the midday compared to LOS E (14.7 sq-ft/ped) in the No-Action.~~

The midday and PM peak hour impacts to the north crosswalk at northbound Park Avenue under the C4-4D Alternative would be fully mitigated by widening this crosswalk to 15 feet in width from the existing 12 feet. With this three-foot widening, the north crosswalk would operate at LOS D (20.1 sq-ft/ped) in the midday peak hour compared to LOS D (19.3 sq-ft/ped) in the No Action condition, and LOS D (19.0 sq-ft/ped) in the PM compared to LOS D (16.3 sq-ft/ped) in the No Action.

~~Lastly, the midday and PM peak hour impacts to the north crosswalk at northbound Park Avenue under the C4-4D Alternative would be fully mitigated by widening this crosswalk to 16 feet in~~

~~width from the existing 12 feet. With this mitigation, the north crosswalk would operate at LOS D (21.4 sq-ft/ped) in the midday peak hour compared to LOS D (19.2 sq-ft/ped) in the No-Action condition, and LOS D (20.3 sq-ft/ped) in the PM compared to LOS D (16.3 sq-ft/ped) in the No-Action.~~

Lastly, the midday peak hour impact to the south crosswalk at Lexington Avenue under the C4-4D Alternative would be fully mitigated by widening this crosswalk to 18 feet in width from the existing 16 feet. With this two-foot, the north crosswalk would operate at LOS E (14.5 sq-ft/ped) in the midday peak hour under the C4-4D Alternative, compared to LOS E (13.8 sq-ft/ped) in the No Action.

Application and implementation of the crosswalk improvements described above would require approval from NYCDOT. Coordination would be undertaken in order to implement the proposed mitigation measures. Approval of each proposed mitigation measure would depend on the applicable agency. In the absence of the implementation of mitigation measures, unmitigated conditions would remain.

Air Quality

Although the C4-4D Alternative would result in an increase in the number of dwelling units and in commercial area, over that of the proposed action, it is not expected that the resulting small increment in traffic at project intersections would result in air quality impacts or violations of air quality standards given that conditions under the proposed actions are well below the standard. Mobile source air modeling for the proposed action has shown that the predicted CO concentrations are low enough such that the increases in traffic expected from the C4-4D alternative, which is one percent or less at the at each of the same receptors analyzed for the proposed action, would not be expected to result in any exceedances of standards or the City's *de minimis* criteria or violations of air quality standards. In addition, while there would be a slight increase in the accessory parking spaces that would be required under this alternative as a result of the increased density, this increase would be limited and would not induce significant additional emissions over those predicted for the proposed action.

As with the proposed action, pollutant emissions from existing large residential and industrial sources would not result in any impacts to the C4-4D Alternative.

Project-on-Project Impacts

The C4-4D Alternative would increase the height and density of sites 18b (called site18 for the proposed action with the addition of Lots 27 and 31) and 20 (with the addition of Lot 50) and would include a new site 18a, an additional HVAC screening analysis was undertaken to determine if these sites could impact or be impacted by HVAC emissions from other nearby development sites. Based on this analysis, it was determined that under the C4-4D Alternative, additional (E) designations would need to be incorporated into the rezoning proposal for Sites 18a, 18b and 20 to preclude the potential for significant adverse air quality impacts on other

projected developments. The (E)-designation would provide restrictions regarding the location of the HVAC exhaust stacks relative to adjacent development sites.

Therefore, to preclude the potential for significant adverse air quality impacts, the following (E) designations would be placed on projected development sites 18a, 18b and 20 with the specified requirements:

- **Projected development site 18a** (Block 1750; Lots 21, 23, 24) **would be required to locate the HVAC exhaust stack no closer than 65 feet to the edge of the roof (on the highest tier) when using No. 4 fuel oil.**
- **Projected development site 18a** (Block 1750; Lots 21, 23, 24) **would be required to locate the HVAC exhaust stack no closer than 56 feet to the edge of the roof (on the highest tier) when using No. 2 fuel oil.**
- **Projected development site 18a** (Block 1750; Lots 21, 23, 24) **would be required to locate the HVAC exhaust stack no closer than 44 feet to the edge of the roof (on the highest tier) when using natural gas.**
- **Projected development site 18b (**Block 1750; Lots 27, 28, 29, 30, 31, 44) **would be required to locate the HVAC exhaust stack no closer than 75 feet to the edge of the roof (on the highest tier) when using No. 4 fuel oil.**
- **Projected development site 18b (**Block 1750; Lots 27, 28, 29, 30, 31, 44) **would be required to locate the HVAC exhaust stack no closer than 63 feet to the edge of the roof (on the highest tier) when using No. 2 fuel oil.**
- **Projected development site 18b (**Block 1750; Lots 27, 28, 29, 30, 31, 44) **would be required to locate the HVAC exhaust stack no closer than 48 feet to the edge of the roof (on the highest tier) when using natural gas.**
- **Projected development site 20 (**Block 1749; Lots 48, 49, 50) **would be required to locate the HVAC exhaust stack no closer than 63 feet to the edge of the roof (on the highest tier) when using No. 4 fuel oil.**
- **Projected development site 20 (**Block 1749; Lots 48, 49, 50) **would be required to locate the HVAC exhaust stack no closer than 49 feet to the edge of the roof (on the highest tier) when using No. 2 fuel oil.**
- **Projected development site 20 (**Block 1749; Lots 48, 49, 50) **would be required to locate the HVAC exhaust stack no closer than 38 feet to the edge of the roof (on the highest tier) when using natural gas.**

The result of this analysis is that the proposed C4-4D Alternative scenario, with its (E) designations, would cause no violations of the NAAQS, and would have no significant adverse environmental impacts on air quality at all development sites.

Cumulative Impacts from HVAC Sources

With respect to cumulative impacts from the development sites of the C4-4D Alternative, the analysis provided for the proposed action would apply here. However, because of the addition of the site 18a, an additional cluster site containing sites 18a & 18b was analyzed. This

development cluster was evaluated to determine the potential impact from the combined effects of the HVAC emissions from buildings on nearby proposed and potential development sites. This C4-4D Cluster Development Site includes development sites 18a, 18b, comprising a total floor area of 191,456 square feet with a stack height of approximately 120 feet;

Using the CEQR nomograph screening procedure (assuming that the stack for the cluster was located in its approximate center) the results of the analysis indicated that using No. 4 fuel oil, there would be no potential air quality impacts of combined emissions from this HVAC clusters.

Noise

When compared to the proposed Action, the changes in traffic under the C4-4D Alternative would be minor relative to their impact on noise and are not expected to result in any significant increases in local ambient noise or a doubling of traffic at any roadway or intersection such that a significant adverse impact would occur.

With respect to the need for noise attenuation, sites 18a, 18b and 20 are the only sites that would change when compared to the Proposed Action. As a result, to ensure an interior noise environment of 45 dBA or less, an (E) designation for noise would be placed on the zoning map. For development site locations including block and lot numbers and attenuation requirements, see Table 1.

There are three levels of required noise attenuation depending upon the ambient noise levels: 30 dBA, 35 dBA and 40 dBA. The text of the (E) designation for sites requiring 30 dBA is as follows:

- **"In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 30 dBA window/wall attenuation on all façades in order to maintain an interior noise level of 45 dBA. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning sleeves or HUD approved fans."**

For sites requiring 35 dBA noise attenuation, the following (E) designation noise text would apply:

- **"In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dBA window/wall attenuation on all façades in order to maintain an interior noise level of 45 dBA. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning sleeves or HUD approved fans."**

For Sites and site façades requiring 40 dBA noise attenuation, the following (E) designation text would apply:

- **"In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 40 dBA window/wall attenuation on all façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning."**

With the attenuation measures specified above, the proposed rezoning would not result in any significant adverse noise impacts, and would meet CEQR guidelines.

Table 3.21-18 Required Attenuation Values for Projected Developmental Sites[1, 2, 3]

Dev. Site Number	*Address*		*Block Number*	*Lot(s) Number*	*Build Max* L10 *(dBA)*	*Attenuation Required*
18a	51 EAST 125 STREET	S4, S7	1750	21	81.2	35, 40 OSF
	57 EAST 125 STREET	S4, S7	1750	23	81.2	35, 40 OSF
	59 EAST 126 STREET	S4, S7	1750	24	81.2	35, 40 OSF
18b	65 EAST 125 STREET	S4, S7	1750	27	81.2	35, 40 OSF
	69 EAST 125 STREET	S4, S7	1750	28	81.2	35, 40 OSF
	71 EAST 125 STREET	S4, S7	1750	29	81.2	35, 40 OSF
	75 EAST 125 STREET	S4, S7	1750	30	81.2	35, 40 OSF
	77 EAST 125 STREET	S4, S7	1750	31	81.2	35, 40 OSF
	58 EAST 126 STREET	S4, S7	1750	44	81.2	35, 40 OSF
20	60 EAST 125 STREET	S6, S7	1749	48	81.2	35, 40 ONF
	58 EAST 125 STREET	S6, S7	1749	49	81.2	35, 40 ONF
	58 EAST 125 STREET	S6, S7	1749	49	81.2	35, 40 ONF

[1] The representative monitoring sites are shown next to the address
[2] OSF – On South Façade of the development Site.
[3] The sites presented in this table are those with attenuation requirements that differ from the Proposed Action.

Conclusion

The C4-4D Alternative would not cause or exacerbate an exceedance of an air quality standard or would not result in significant adverse impacts related to HVAC and/or noise. This conclusion assumes that an (E) designation for HVAC systems and noise would be placed on the above sites. The C4-4D Alternative would generate new residential, commercial and community facility uses in an area that is already characterized by medium to high density residential and commercial development. (E) designations different from the Proposed Action would be placed on the zoning map for projected development sites 18a, 18b and 20 to avoid the potential for significant adverse impacts. Residential, commercial and community facility development on

lots mapped with an (E) designation would be required to provide a specific location of their HVAC stacks and type of fuel and provide sufficient noise attenuation to maintain an interior noise levels of 45 dBA or lower in order for the C4-4D Alternative not to result in a significant adverse air quality and noise impacts.

Public Health

The C4-4D Alternative would result in similar effects on public health compared to the proposed actions. Like the proposed actions, no activities are proposed under the C4-4D Alternative that would exceed accepted City, state, or federal standards with respect to public health. Neither the proposed actions nor the C4-4D Alternative would result in a significant adverse impact on public health. Similar (E) designations would be required to protect public health.

Construction

When compared to the proposed action, additional development is expected under the C4-4D Alternative. As a result of this development scenario, there would be an incremental increase in the temporary construction disruptions when compared to the proposed action. Additionally, this alternative would also result in slightly increased duration of construction-related noise and traffic than the proposed action. However, neither this alternative nor the proposed actions would result in significant adverse impacts on air quality, noise, traffic, or transit during construction.

Mitigation

As discussed above, relative to the proposed action, the C4-4D alternative is projected to generate approximately ~~35~~ 51 more vehicle trips during the weekday AM peak hour; ~~45~~ 67 more vehicle trips during the weekday midday peak hour; ~~51~~ 73 more vehicle trips during the weekday PM peak hour; and ~~43~~ 73 more vehicle trips during the Saturday midday peak hour. Mitigation measures required to alleviate the projected impacts are discussed in detail above in the Traffic and Parking section of this alternative. Despite these mitigation measures, several intersections are still projected to experience significant adverse traffic impacts. These intersections are discussed below in the "Unavoidable Adverse Impacts" section.
~~As with the case of the proposed action, all traffic impacts would be eliminated with the mitigation measure discussed above in place.~~

Pedestrian demand from the proposed action would result in significant adverse impacts to three analyzed crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue: ~~and~~ the north and south crosswalks at Third Avenue. ~~In addition, the north crosswalk on northbound Park Avenue at East 125th Street would become significantly adversely impacted in the midday and PM peak hours under the C4-4D Alternative.~~ In addition, the north crosswalk on northbound Park Avenue at East 125th Street would become significantly adversely impacted in the midday and PM peak hours under the C4-4D Alternative. And, with

implementation of the traffic mitigation plan, the south crosswalk on Lexington Avenue at East 125th Street would also become significantly adversely impacted as a result of the increased volume of right turning vehicles under the C4-4D Alternative. The C4-4D Alternative would result in significant adverse impacts to ~~four~~ five crosswalks compared to three with the proposed action. There would be no significant impacts to sidewalks or corner areas in the C4-4D alternative

Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No-Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No-Action LOS A, B or C). ~~The following is the mitigation measures proposed for the four impacted crosswalk locations under the C4-4D Alternative:~~

The south crosswalk at southbound Park Avenue would be fully mitigated, under the C4-4D Alternative, would require widening this crosswalk by two feet, from 12 feet in width to 14 feet. The north crosswalk on Third Avenue at East 125th Street would be fully mitigated by the signal timing improvements proposed in the traffic mitigation plan. A similar one-foot widening would fully mitigate the significant adverse impact to the north crosswalk on Third Avenue under the C4-4D Alternative, and the signal timing changes proposed under the project's traffic mitigation plan would also continue to fully mitigate the significant adverse impact at the south crosswalk. The midday and PM peak hour impacts to the north crosswalk at northbound Park Avenue under the C4-4D Alternative would be fully mitigated by widening this crosswalk to 15 feet in width from the existing 12 feet. Lastly, the midday peak hour impact to the south crosswalk at Lexington Avenue under the C4-4D Alternative would be fully mitigated by widening this crosswalk to 18 feet in width from the existing 16 feet.

~~*South crosswalk at southbound Park Avenue*~~
~~Mitigating the impact to this crosswalk under the C4-4D Alternative would, however, require widening this crosswalk by two feet, from 12 feet in width to 14 feet. With this widening, this crosswalk would operate at LOS D in the midday peak hour, with an average of 16.3 sq-ft/ped compared to 15.2 sq-ft/ped in the No-Action.~~

~~*North and south crosswalks on Third Avenue at East 125th Street*~~
~~Under the C4-4D Alternative, mitigation would require widening the north crosswalk by 3 feet, from 14 feet to 17 feet in width, and the south crosswalk by one foot, from 12 feet to 13 feet in width. With these measures, the north crosswalk would operate at LOS D (16.3 sq-ft/ped) in the midday under the C4-4D Alternative compared to LOS D (15.5 sq-ft/ped) in the No-Action, and the south crosswalk would operate at LOS E (14.8 sq-ft/ped) in the midday compared to LOS E (14.7 sq-ft/ped) in the No-Action.~~

~~*North crosswalk at northbound Park Avenue*~~
~~The midday and PM peak hour impacts under the C4-4D Alternative would be fully mitigated by widening this crosswalk to 16 feet in width from the existing 12 feet. With this mitigation, the north crosswalk would operate at LOS D (21.4 sq-ft/ped) in the midday peak hour compared to~~

~~LOS D (19.2 sq-ft/ped) in the No-Action condition, and LOS D (20.3 sq-ft/ped) in the PM compared to LOS D (16.3 sq-ft/ped) in the No-Action.~~

Potential mitigation measures for the shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated in the C4-4D Alternative.

Mitigation measures for these shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated. For the remaining adversely impacted sunlight sensitive resources (the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church), the Department of City Planning, in consultation with the appropriate City and State agencies, has concluded that there are no feasible or practicable mitigation measures that can be implemented to mitigate these impacts, and the significant adverse shadow impacts on these resources therefore remain unmitigated in the C4-4D Alternative.~~The same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the C4-4D Alternative. As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated~~

Unavoidable Adverse Impacts

As discussed above, as is the case with the proposed action, the C4-4D Alternative would result in ~~the same~~ significant adverse shadows impacts on historic and open space resources. ~~as the proposed action.~~ Incremental shadows generated by the proposed action would result in significant adverse impacts to the Church of St. Joseph of the Holy Family, the Metropolitan

Community United Methodist Church, Dream Street Park, and the Adam Clayton Powell Jr. State Office Building Plaza. As discussed in Chapter 3.5, "Shadows", a potential mitigation measure for the identified impact on the two historic resources includes the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of each resource. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the mitigation measures described above are not feasible and that there are no other feasible or practicable measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated under the C4-4D Alternative.

Potential mitigation measures for these shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated under the C4-4D Alternative.

Mitigation measures for the shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated under the C4-4D Alternative.

~~As discussed above, the same mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the C4-4D Alternative. As discussed for the proposed action, mitigation measures for these shadow impacts will be further explored between the draft and Final EIS. As with the proposed action, if no feasible mitigation measures are identified, these impacts would remain unmitigated.~~

The C4-4D alternative would result in the same direct impacts and potential construction-related impacts to historic resources as the proposed action. As with the proposed action, these would be unavoidable adverse impacts under the C4-4D Alternative.

Several mitigation measures are proposed to alleviate significantly impacted traffic conditions as part of the C4-4D Alternative. However, despite these mitigation measures, significant adverse traffic impacts would remain at the following intersections:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- East 125th Street/Second Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- East 125th Street/.Third Avenue (weekday PM peak hour and Saturday midday peak hour)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)

Conclusion

This alternative seeks to achieve the same goals and objectives of the proposed action while incentivizing new mixed-use development that capitalizes on the proximity to mass transit, specifically on the proximity to the 125th Street station of the MTA Metro-North railroad line on Park Avenue and 125th Street. The primary difference is that the C4-4D district for this area would allow new mixed-use development at a higher density than what is allowed under the proposed action's C4-4A district. In addition, the C4-4D district would expand opportunities to create affordable housing through the inclusionary housing bonus proposed under the special district regulations, not available under the proposed action's C4-4A district.

The impacts related to specific technical areas of assessment would be the same or slightly exacerbated under the C4-4D alternative. Shadow impacts and impacts to historic resources resulting from direct effects and construction-related activities under the proposed action would also occur under the C4-4D alternative, as under the proposed action. The C4-4D alternative would generate more vehicle trips in all four analysis time periods and would require a detailed traffic mitigation plan (see above Traffic and Parking section) to be implemented. Impacts are expected at ~~four~~ five pedestrian crosswalk locations (as opposed to three under the proposed action) and the crosswalks would require widening to mitigate the impacts.

EXPANDED ARTS BONUS ALTERNATIVE

The Expanded Arts Bonus Alternative is generally similar to the proposed action except that it also includes a floor area bonus (also referred to as the arts bonus mechanism) in the proposed C4-7, C6-3, and C4-4D districts in exchange for the provision of core and shell space for visual and performing arts. In addition, the Expanded Arts Bonus Alternative includes a C4-4D zoning district rather than a C4-4A zoning district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street (see Figure 3.21-22, 3.21-22a and 3.21-22b.

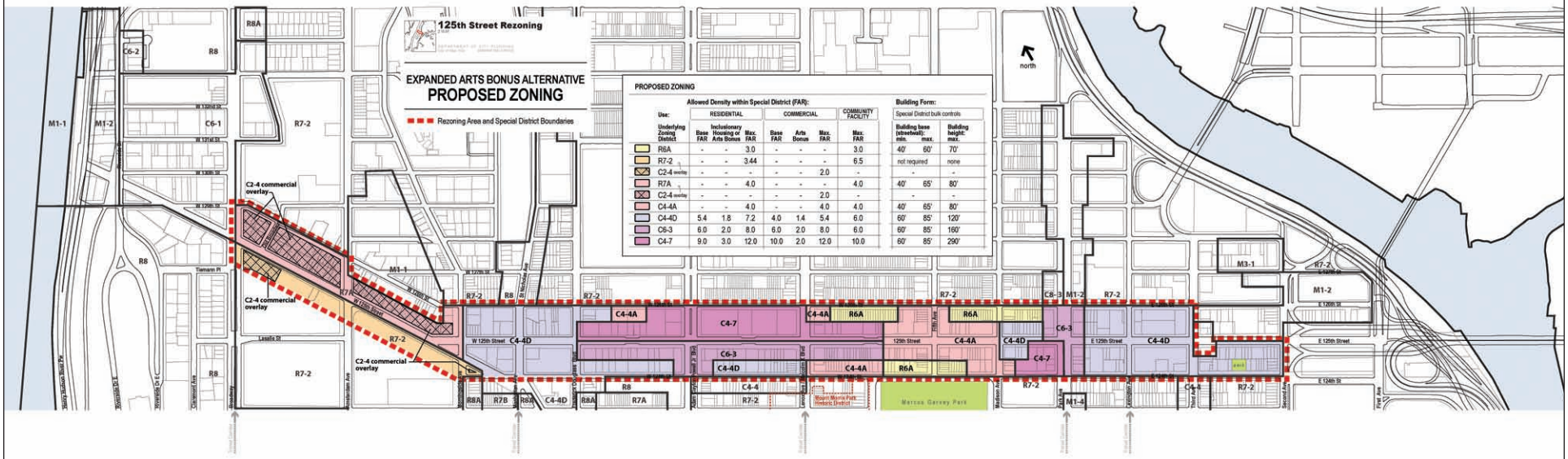
The effects of the arts bonus mechanism without the C4-4D zoning map change are analyzed in this EIS as part of the Arts Bonus Alternative. The affects of the C4-4D zoning map change in the absence of the arts bonus mechanism are analyzed in this EIS as part of the C4-4D Alternative. The Expanded Arts Bonus Alternative analyzes the effects of the combined arts bonus mechanism and the C4-4D zoning map change and compares them to the proposed action.

The Expanded Arts Bonus Alternative seeks to achieve the same goals and objectives as the proposed action while providing additional incentives for the creation of visual and performing arts spaces within the Special 125th Street District. The creation of spaces for visual and performing arts would help sustain and enhance the district's identity as a premier arts destination. The additional C4-4D zoning district included in this alternative would create further incentives, not available for this area in the proposed action, for mixed-use development near mass transit and would expand opportunities for affordable housing and the creation of visual and performing arts spaces through the arts bonus mechanism.

The Expanded Arts Bonus Alternative is generally similar to the proposed action except that it also includes a floor area bonus in the proposed C4-7, C6-3, and C4-4D districts in exchange for the provision of core and shell space for visual and performing arts. The Expanded Arts Bonus Alternative differs from the proposed action in the following ways:

- The maximum allowed commercial FAR in the proposed C4-7 and C6-3 districts would be greater under the Expanded Arts Bonus Alternative compared to the proposed action. The Expanded Arts Bonus Alternative would allow the commercial FAR in the C4-7 and C6-3 districts to be increased through the Arts Bonus mechanism, which would not be available under the proposed action. The maximum commercial FAR in the C4-4D district would be the same under the Expanded Arts Bonus Alternative as in the proposed action. However, the base commercial FAR in the C4-4D district would be 4.0 FAR which would be lower than the base commercial FAR of 5.4 in the proposed action. The maximum commercial FAR of 5.4 in this alternative could only be achieved through the Arts Bonus mechanism.

- The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Expanded Arts Bonus Alternative as in the proposed action. Under the Expanded Arts Bonus Alternative the maximum residential FAR could be achieved either



PROPOSED ZONING

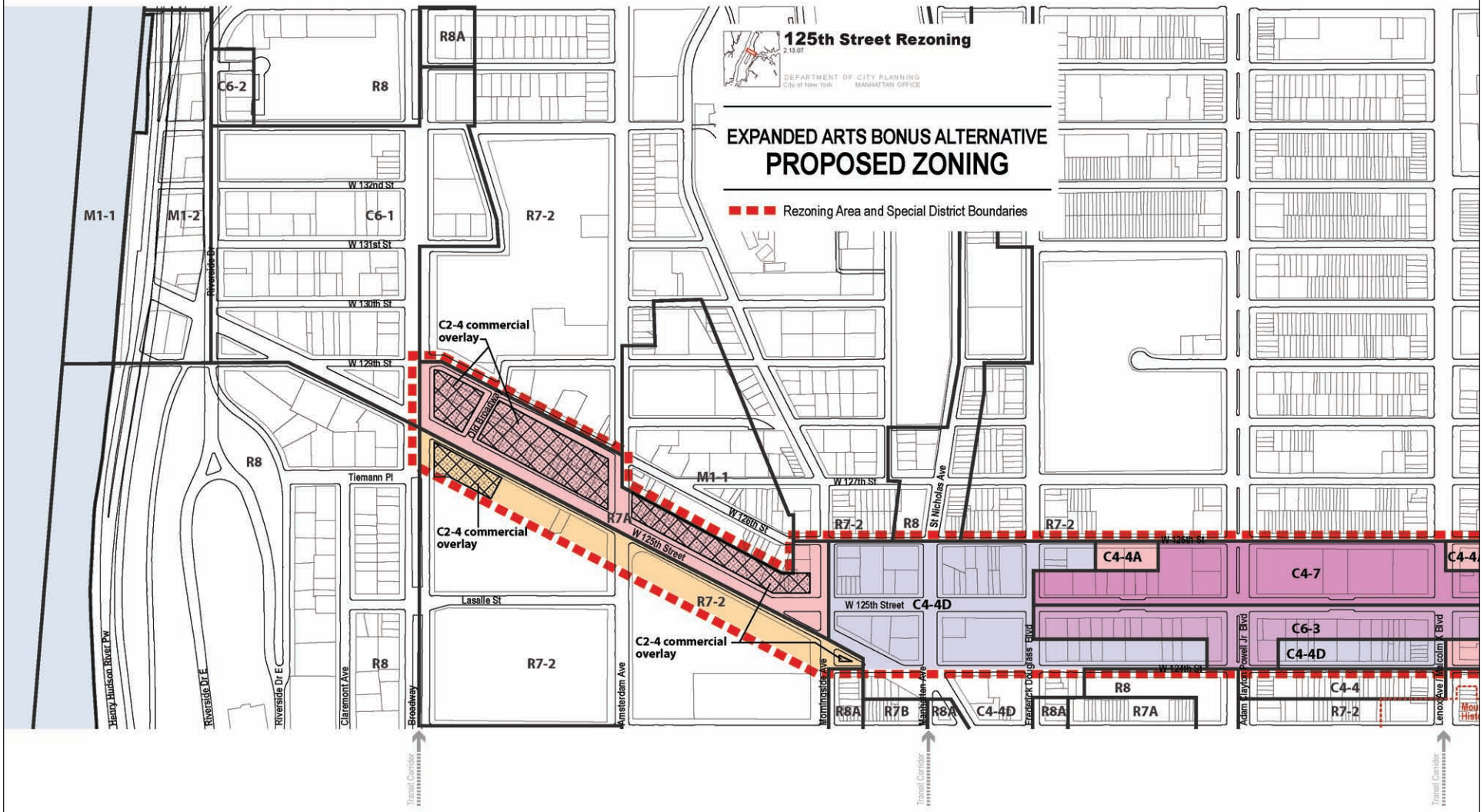
Use:	Allowed Density within Special District (FAR): RESIDENTIAL			COMMERCIAL			COMMUNITY FACILITY	Building Form: Special District bulk controls	
Underlying Zoning District	Base FAR	Inclusionary Housing or Arts Bonus	Max. FAR	Base FAR	Arts Bonus	Max. FAR	Max. FAR	Building base (streetwall): min. max.	Building height: max.
R6A	-	-	3.0	-	-	-	3.0	40' 60'	70'
R7-2	-	-	3.44	-	-	-	6.5	not required	none
C2-4 overlay	-	-	-	-	-	2.0	-	-	-
R7A	-	-	4.0	-	-	-	4.0	40' 65'	80'
C2-4 overlay	-	-	-	-	-	2.0	-	-	-
C4-4A	-	-	4.0	-	-	4.0	4.0	40' 65'	80'
C4-4D	5.4	1.8	7.2	4.0	1.4	5.4	6.0	60' 85'	120'
C6-3	6.0	2.0	8.0	6.0	2.0	8.0	6.0	60' 85'	160'
C4-7	9.0	3.0	12.0	10.0	2.0	12.0	10.0	60' 85'	290'

Source: NYC Department of City Planning

Figures 3.21-22 - Expanded Arts Bonus - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

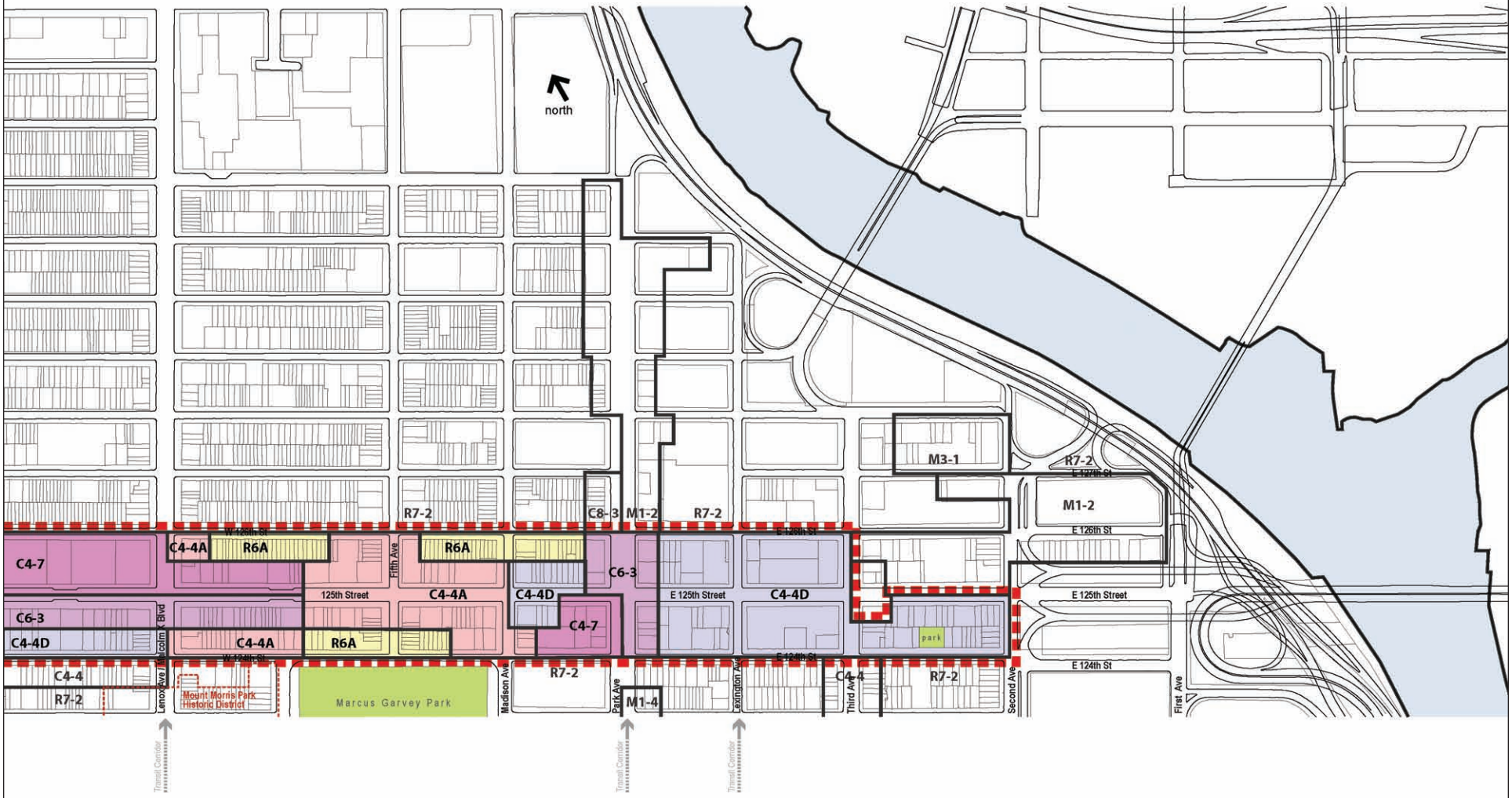


Source: NYC Department of City Planning

Figures 3.21-22a - Expanded Arts Bonus - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

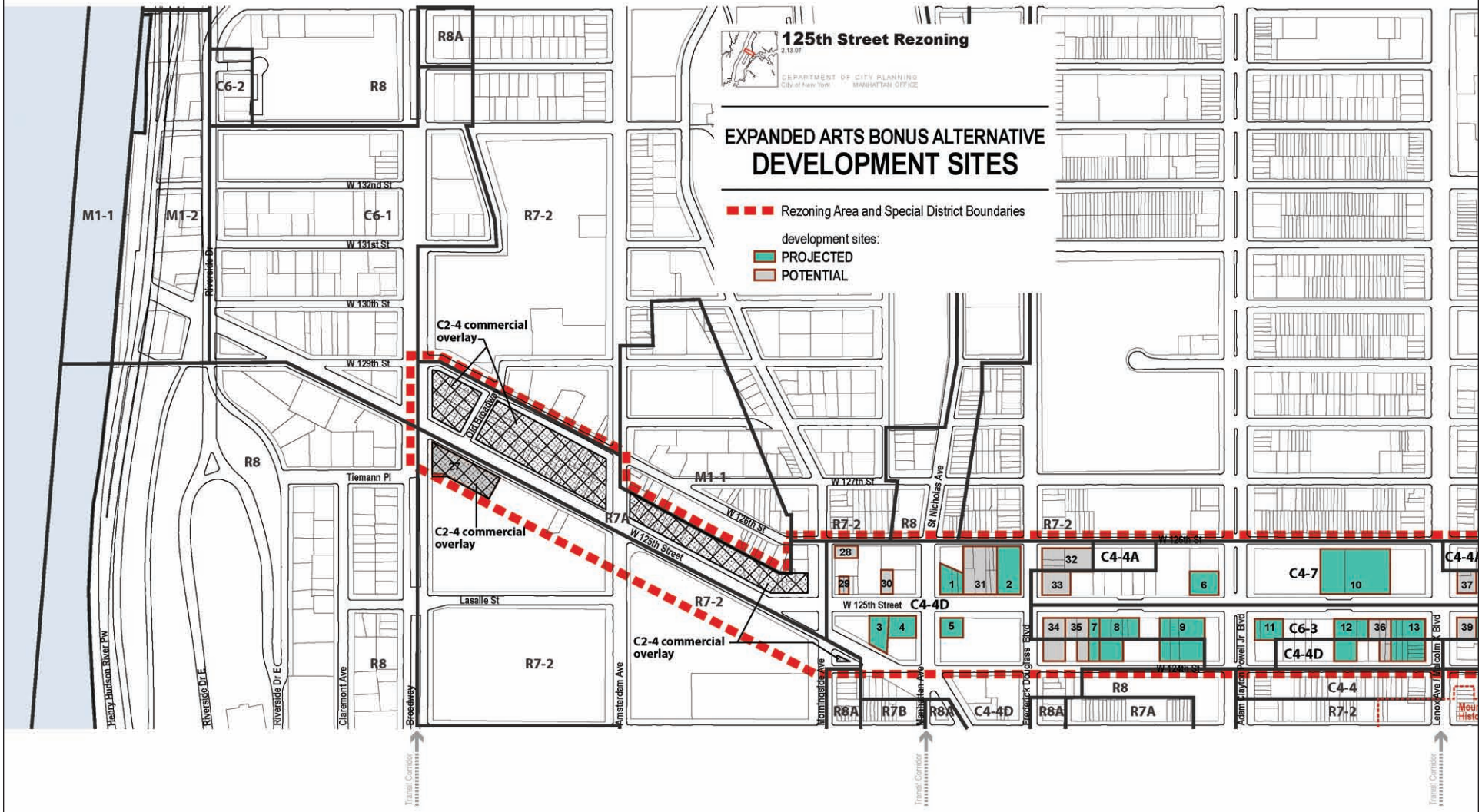


Source: NYC Department of City Planning

Figures 3.21-22b - Expanded Arts Bonus - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

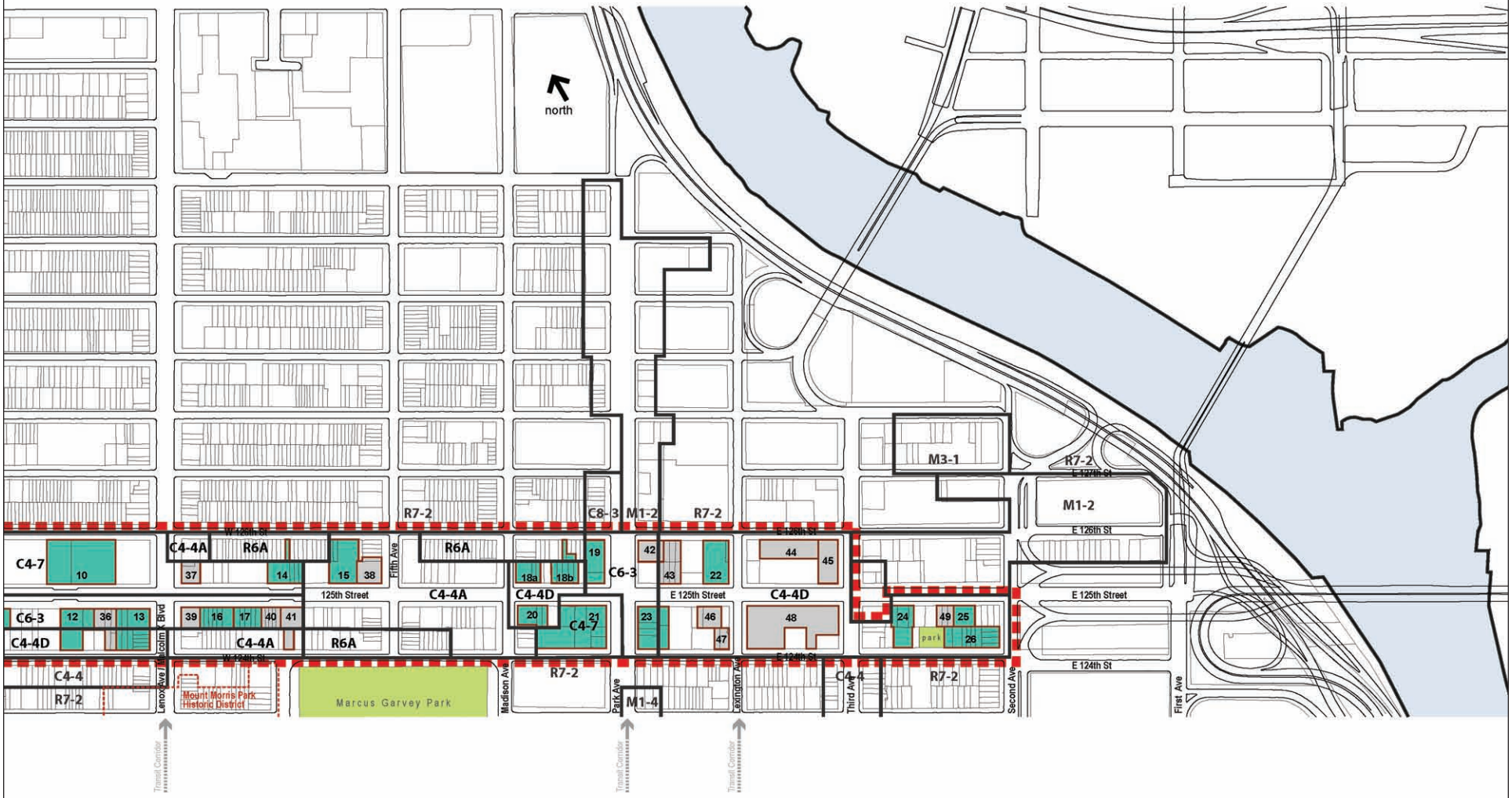


Source: NYC Department of City Planning

Figures 3.21-23a - Expanded Arts Bonus - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Source: NYC Department of City Planning

Figures 3.21-23b - Expanded Arts Bonus - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

through the Inclusionary Housing bonus, the Arts Bonus, or a combination of both bonus mechanisms.

The arts bonus mechanism would allow an increase in floor area, up to the maximum FAR, of four square feet for every one square foot of floor area provided for visual or performing arts core and shell space within the bonused development. The Arts Bonus would increase the base allowed FAR up to the maximum allowed FAR as shown in **Table 3.21-19**.

Table 3.21-19
Allowable FAR in the Expanded Arts Bonus Alternative

Zoning District:	Residential FAR:		Commercial FAR:	
	Base	Max.	Base	Max.
C4-7	9	12	10	12
C6-3	6	8	6	8
C4-4D	5.4	7.2	4	5.4

The space for visual and performing arts provided through the Arts Bonus would be required to be occupied by qualifying uses. These qualifying uses would be required to be not-for-profit uses and would include:

- Art galleries
- Historical exhibits
- Museums
- Theaters
- Performance venues

A minimum of 60 percent of the total floor area of the visual or performing arts space would be required to be occupied by the qualifying uses listed above. Accessory educational, rehearsal or administrative office uses would be allowed but limited to a maximum of 25 percent of the total floor area of the visual or performing arts space. Accessory uses to the visual or performing arts space would be limited to a maximum of 25 percent of the total floor area of the visual or performing arts space (such uses would include dressing rooms, lobbies, ticket offices, rest rooms, circulation space, etc).

Developments within the Core Subdistrict utilizing the Arts Bonus and providing a visual or performing arts space equivalent to at least five percent of the total floor area of the development would be exempt from complying with the entertainment use requirement as described in the proposed action.

In order to ensure that the visual or performing arts space provided through the Arts Bonus would be accessible to the public, such space would be required to have a regularly scheduled presentation program that is open to the public, would have to be located above ground and

would be required to be accessible from 125th Street. Signage identifying the visual or performing arts space on 125th Street would also be required.

In order to ensure that developments using the bonus generate bona fide visual or performing arts spaces, requirements would be included regarding written commitments to the operation of the arts or performance space, submission of plans for visual or performing arts spaces identifying adequate physical and fiscal resources, and the process for certification by the Chairperson of City Planning in cooperation with the Department of Cultural Affairs.

The proposed zoning map for the Expanded Arts Bonus Alternative includes a C4-4D zoning district rather than a C4-4A zoning district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street. This zoning designation seeks to create further incentives for new mixed-use development that capitalize on the proximity to mass transit, specifically on the proximity to the 125th Street station of the MTA Metro-North railroad line on Park Avenue and 125th Street. The proposed zoning map for this alternative is the same zoning map as proposed under the C4-4D Alternative.

The C4-4D zoning district proposed as part of the Expanded Arts Bonus Alternative for this area would allow new mixed-use development at a higher density than what is allowed under the proposed action's C4-4A zoning district. The C4-4D zoning district would have a maximum residential FAR of 7.2, whereas the C4-4A district would have a maximum residential FAR of 4.0. The C4-4D zoning district would expand opportunities to create affordable housing through the Inclusionary Housing bonus proposed under the special district regulations, not available under the proposed action's C4-4A zoning district. Similarly, the C4-4D zoning district would expand opportunities for the creation of visual and performing arts space through the Arts Bonus mechanism, not available under the proposed action's C4-4A zoning district. Regulations applicable in the C4-4D zoning district included in this alternative would be the same as those applicable to other C4-4D zoning districts within the rezoning area.

Under the Expanded Arts Bonus Alternative development in this area would be taller than development in the proposed action. The proposed C4-4D zoning district for this area allows a maximum building height of 120 feet and requires a streetwall with a height between 60 and 85 feet, while development under the proposed action would be allowed a maximum building height of 80 feet with a required streetwall with a height between 40 and 65 feet (see Table 3.21-19).

Development Scenario

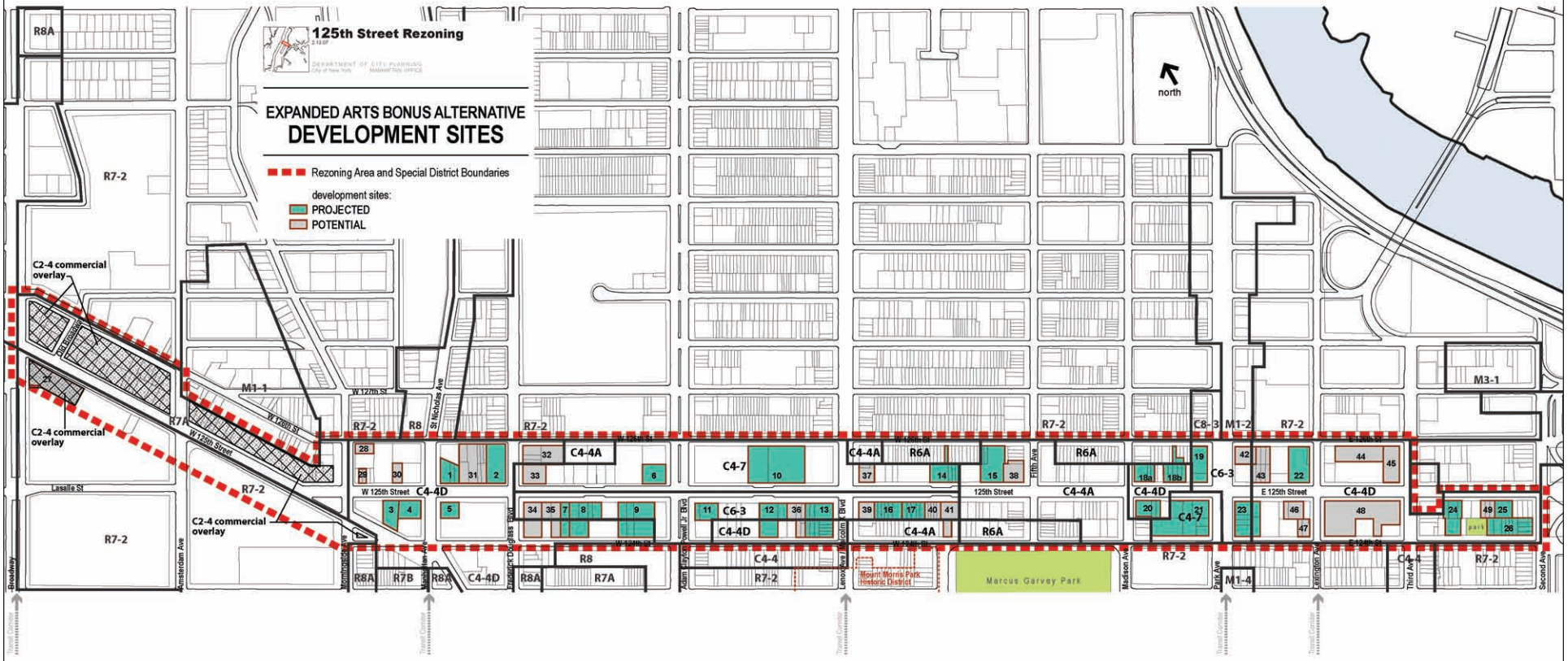
It is expected that development resulting from the Expanded Arts Bonus Alternative would occur on 27 projected development sites. Of the 27 projected development sites, 15 projected development sites are identical to and contain the same development projections as those identified in the proposed action, and 12 projected development sites (sites 1, 4, 6, 7, 8, 10, 11, 16, 18a, 18b, 20 and 23) differ from the proposed action in either projected use, size, location and/or density. Lots 21, 23, 24, 27 and 31 on block 1750 together with lot 50 on block 1749 are lots not identified as part of development sites in the proposed action and are included as part of projected development sites 18a, 18b and 20 in this alternative. The proposed C4-4D zoning

district would provide an increase in the allowed density that would make some of the lots not considered as "soft" sites in the proposed action, fall within the criteria for considering them as development sites. There are a total of 23 potential development sites identified in this alternative. Of the 23 potential development sites, 20 potential development sites are identical to and contain the same development projections as the potential development sites identified in the proposed action, and 3 potential development sites (sites 33, 39 and 45) differ from the proposed action in either projected use, size, location and/or density. A complete description of how projected and potential development sites in this alternative differ from the proposed action can be found in the Land Use section below (See Figures 3.21-23, 3.21-23a and 3.21-23b).

The Expanded Arts Bonus Alternative is projected to result in the development of approximately 94,221 square feet of core and shell space for visual and performing arts uses (considered as community facility use), on a total of 10 projected development sites, through the arts bonus mechanism proposed as part of this alternative. It is anticipated that the visual and performing arts spaces provided would most likely be occupied by art galleries, performance venues, museum and theater uses. The Expanded Arts Bonus Alternative would result in the development of a total of 204 residential units (with 92 fewer market rate units and 112 fewer affordable units), than development under the proposed action. Whereas the proposed action would result in a net gain of 2,328 dwelling units, including 498 affordable units, the Arts Bonus Alternative is projected to result in a net gain of 2,328 dwelling units, including 498 affordable units. The Expanded Arts Bonus Alternative is also projected to result in net increases of 231,745 square feet of retail floor area, 17,475 square feet of hotel floor area, and 677,606 square feet of office space, which amounts to a total of 270,553 more square feet of commercial development than under the proposed action. The Expanded Arts Bonus Alternative is also projected to result in the same net reductions as in the proposed action of 110,985 square feet of community facility space; 26,284 square feet of storage/manufacturing space; and 110,406 square feet of parking space.

Table 3.21-20
Summary of RWCDS for the Expanded Arts Bonus Alternative and the Proposed Action

Scenario / Alternative	Arts Bonus Alternative	Proposed Action	Difference
	New increments (compared to future No-Action conditions):		
Residential Dwelling Units (DUs)*	2,236	2,328	-92
Affordable DUs	386	498	-112
Commercial Retail FA (sf)	231,745	208,586	23,159
Commercial Office FA (sf)	677,606	436,015	241,591
Commercial Hotel FA (sf)	17,475	11,672	5,803
Commercial FA (retail, office, hotel) (sf)	926,826	656,273	270,553
Visual and Performing Arts FA (sf)**	94,221	-	94,221

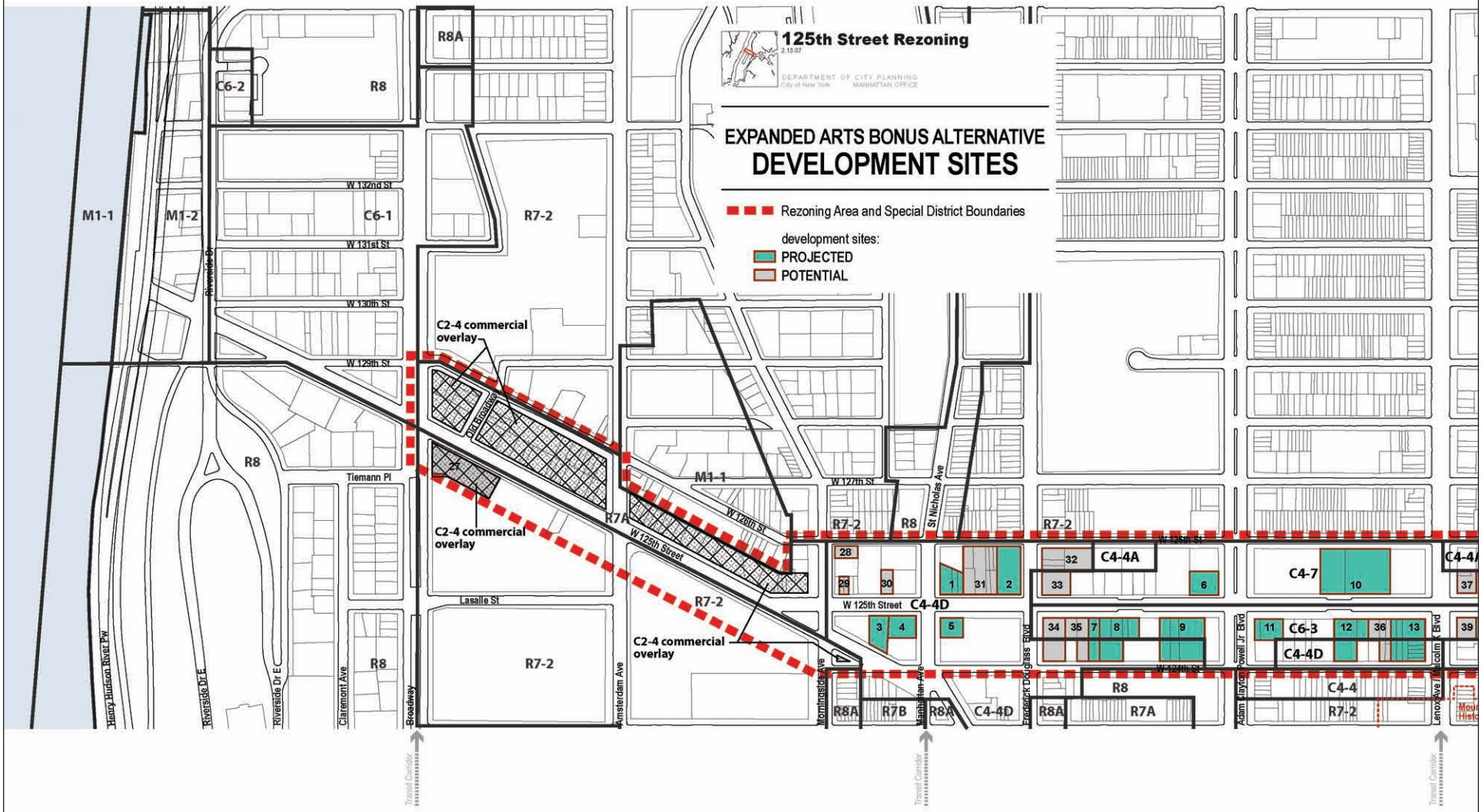


Source: NYC Department of City Planning

Figures 3.21-23 - Expanded Arts Bonus - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

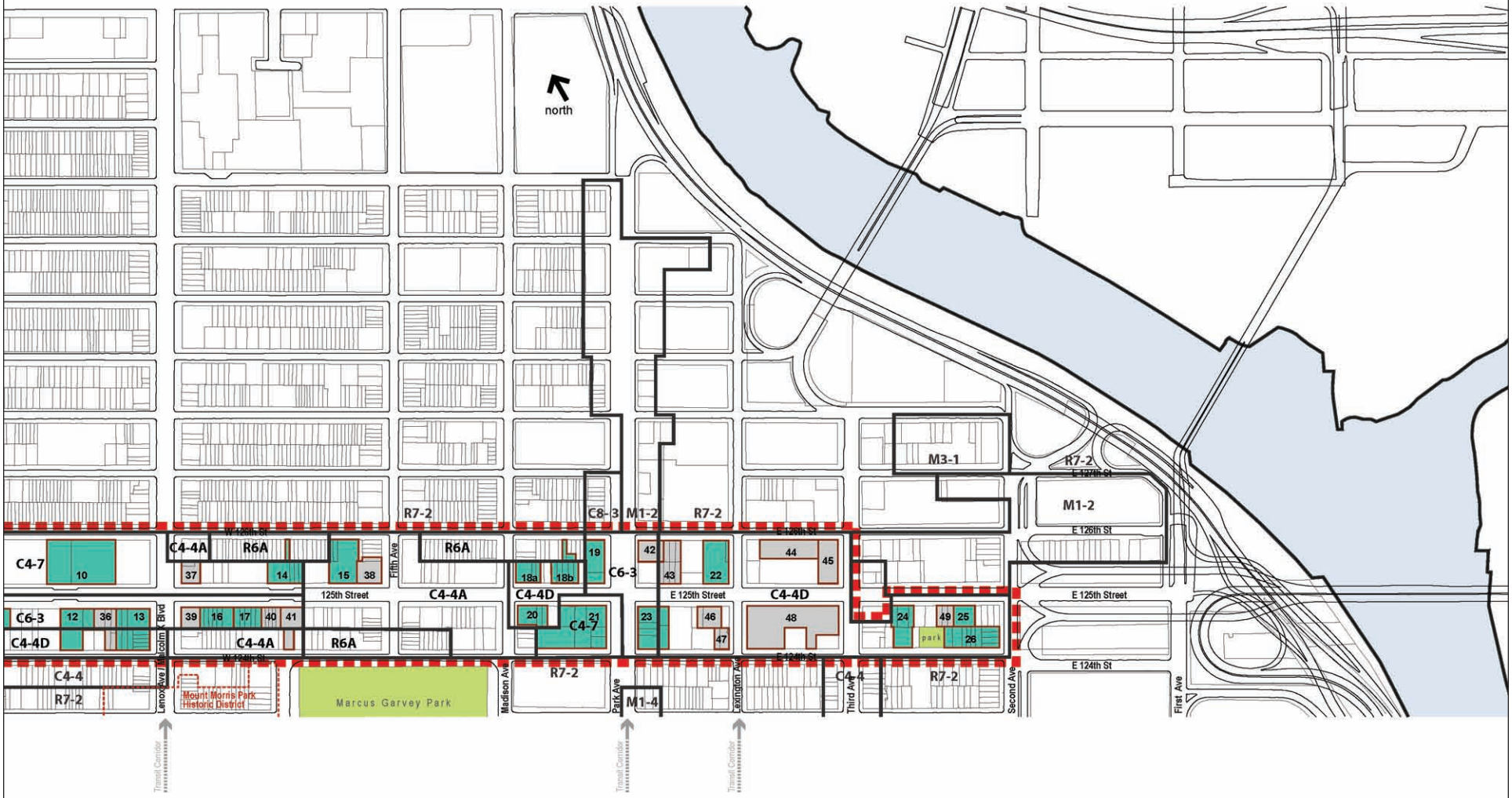


Source: NYC Department of City Planning

Figures 3.21-23a - Expanded Arts Bonus - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Source: NYC Department of City Planning

Figures 3.21-23b - Expanded Arts Bonus - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Community Facility/Institutional FA (sf)	-110,985	-110,985	0
Storage/Manufacturing FA (sf)	-26,284	-26,284	0
Parking/Automotive FA (sf)	-110,406	-110,486	0

*Includes affordable dwelling units
**Considered as Community Facility use

The effects of the Expanded Arts Bonus Alternative are described below and compared to those of the proposed action.

Land Use, Zoning, and Public Policy

Land Use
As with the proposed action, the Expanded Arts Bonus Alternative would not result in significant adverse land use impacts in the rezoning area. Under the Expanded Arts Bonus Alternative, by 2017, much of the rezoning area would be occupied by a diverse mix of commercial, institutional and residential buildings with retail generally located on the ground floor and upper stories of new development. It is expected that as a result of the additional incentives for the creation of visual and performing arts space available under this alternative new development throughout the proposed C4-7, C6-3 and C4-4D districts that would take advantage of the arts bonus mechanism would incorporate art galleries, performance venues, museums and theaters.

The RWCDS for the Expanded Arts Bonus Alternative identified 27 projected and 23 potential development sites. Of the total 50 development sites, 15 projected and 20 potential development sites are identical to and contain the same development projections as the development sites identified in the proposed action, and 12 projected and 3 potential development sites differ from the proposed action in either projected use, size, location, allowed density and/or bonus mechanism. The development sites in the Expanded Arts Bonus Alternative that differ to those in the proposed action as detailed below:

Table 3.21-21

Comparison of Projected and Potential Development Sites that Differ from the Proposed Action to the Expanded Arts Bonus Alternative

				New Increments Compared to Future No-Action Conditions				
site:	primary use:	max. allowed FAR:	bonus type:*	total DUs:**	affordable DUs:	retail FA (sf):	office FA (sf):	arts/ performance FA (sf):
Projected Sites								
Site1								
Proposed Action	comm..	5.4	none	122	24	-1,528	36,845	0
Exp. Arts	comm..	5.4	Arts	0	0	-1,528	33,016	3,829

Bonus Alt.								
Site 4								
Proposed Action	comm..	5.4	none	0	0	-736	43,323	0
Exp. Arts Bonus Alt.	comm..	5.4	Arts	0	0	-736	39,156	4,168
Site 6								
Proposed Action	resid.	12.0	I.H.	143	29	21,250	-33,740	0
Exp. Arts Bonus Alt.	comm..	12.0	Arts	0	0	21,250	88,760	6,250
Site 7								
Proposed Action	comm..	6.0 / 5.4	none	0	0	6,616	20,184	0
Exp. Arts Bonus Alt.	comm..	8.0 / 5.4	Arts	0	0	6,616	20,184	4,289
Site 8								
Proposed Action	resid.	8.0 / 7.2	I.H.	185	37	20,686	-12,707	0
Exp. Arts Bonus Alt.	resid.	8.0 / 7.2	Arts	171	0	20,686	-12,707	13,351
Site 10								
Proposed Action	comm..	10.0	none	0	0	112,630	451,890	0
Exp. Arts Bonus Alt.	comm..	12.0	Arts	0	0	112,630	542,268	30,126
Site 11								
Proposed Action	resid.	8.0	I.H.	89	18	3,830	-5,046	0
Exp. Arts Bonus Alt.	resid.	8.0	Arts	81	0	3,830	-5,046	6,307
Site 16								
Proposed Action	resid.	8.0	I.H.	106	21	10,039	-1,261	0
Exp. Arts Bonus Alt.	resid.	8.0	Arts	97	0	10,039	-1,261	7,590
Site 18a								
Proposed Action	NA	-	-	-	-	-	-	-
Exp. Arts Bonus Alt.	resid	7.2	I.H.	69	14	13,868	0	0
Site 18b								
Proposed Action	NA	-	-	-	-	-	-	-
Exp. Arts Bonus Alt.	resid.	7.2	I.H.	84	15	9,156	0	0
Site 20								
Proposed Action	resid.	4.0	none	0	0	0	0	0
Exp. Arts Bonus Alt.	comm..	5.4	Arts	0	0	135	36,710	5,783
Site 23								
Proposed Action	resid.	8.0 / 7.2	I.H.	159	36	28,423	0	0

Exp. Arts Bonus Alt.	resid.	8.0 / 7.2	Arts	165	0	28,423	0	12,527
Potential Sites								
Site 33								
Proposed Action	resid.	12.0	I.H	133	27	8,113	-30,720	0
Exp. Arts. Bonus Alt	resid.	12.0	Arts	123	0	8,113	-30,720	8,693
Site 39								
Proposed Action	resid.	8.0	I.H.	60	12	6,005	-16,748	0
Exp. Arts Bonus Alt.	resid.	8.0	Arts	55	0	6,005	-16,748	4,289
Site 45								
Proposed Action	comm..	5.4	none	0	0	15,294	81,868	0
Exp. Arts Bonus Alt.	comm..	5.4	Arts	0	0	15,294	75,571	6,298

* Arts: Arts Bonus, I.H. Inclusionary Housing Bonus
** Includes affordable dwelling units

The RWCDS for the Expanded Arts Bonus Alternative identified a total of ten projected development sites (and 3 potential development sites) where visual or performing arts space would be included in exchange for the additional density provided through the arts bonus mechanism. Projected development sites 1, 4, 6, 7, 8, 10, 11, 16, 20 and 23 would add a total of 94,221 square feet of visual and performing arts space to the 125th Street corridor, this space is considered as community facility as its primary use would be restricted to not-for-profit institutions. The addition of the visual and performing arts venues created through the arts bonus mechanism would further enhance the corridor's identity as a cultural destination.

In addition, the Expanded Arts Bonus Alternative would result in approximately 270,553 additional square feet of commercial retail, office and hotel floor area. All together, the net increase in the commercial retail, office and hotel floor area represents a 41% increase in the total commercial floor area when compared to the proposed action and would further support the corridor's mixed-use character.

The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Expanded Arts Bonus Alternative as under the proposed action. However, under the Expanded Arts Bonus Alternative the maximum residential FAR could be achieved either through the inclusionary zoning bonus, the arts bonus, or a combination of the two bonus mechanisms. As a result of the additional bonus mechanism it is anticipated that a total of 204 fewer residential units would be developed under this alternative as compared to the proposed action, which includes 112 affordable housing units. This represents an approximate 4 percent reduction in the total number of residential dwelling units and an approximate 22 percent reduction in the number of affordable dwelling units as compared to the proposed action due to the new development taking advantage of the arts bonus instead of the Affordable Housing bonus.

Zoning

The commercial FAR in the proposed C4-7 and C6-3 districts would be greater under the Expanded Arts Bonus Alternative compared to the proposed action. The Expanded Arts Bonus Alternative would allow the commercial FAR in the C4-7 and C6-3 districts to be increased through the arts bonus mechanism, which would not be available under the proposed action. In the C4-4D zoning district, the base commercial FAR of 4.0 would be lower than the base commercial FAR of 5.4 under the proposed action and the maximum commercial FAR of 5.4 proposed under this alternative could only be achieved through the arts bonus mechanism.

The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Expanded Arts Bonus Alternative as with the proposed action. The only difference would be that under the Expanded Arts Bonus Alternative the maximum residential FAR could be achieved either through the inclusionary zoning bonus, the arts bonus, or a combination of the two available bonus mechanisms.

Table 3.21-22 Expanded Arts Bonus Alternative
Summary of Proposed Allowed Density and Building Form within Special District

PROPOSED ZONING

	Use:	Allowed Density within Special District (FAR): RESIDENTIAL			COMMERCIAL			COMMUNITY FACILITY	Building Form: Special District bulk controls		
	Underlying Zoning District	Base FAR	Inclusionary Housing or Arts Bonus	Max. FAR	Base FAR	Arts Bonus	Max. FAR	Max. FAR	Building base (streetwall): min.	max.	Building height: max.
	R6A	-	-	3.0	-	-	-	3.0	40’	60’	70’
	R7-2	-	-	3.44	-	-	-	6.5	not required		none
	C2-4 overlay	-	-	-	-	-	2.0	-	-		-
	R7A	-	-	4.0	-	-	-	4.0	40’	65’	80’
	C2-4 overlay	-	-	-	-	-	2.0	-	-		-
	C4-4A	-	-	4.0	-	-	4.0	4.0	40’	65’	80’
	C4-4D	5.4	1.8	7.2	4.0	1.4	5.4	6.0	60’	85’	120’
	C6-3	6.0	2.0	8.0	6.0	2.0	8.0	6.0	60’	85’	160’
	C4-7	9.0	3.0	12.0	10.0	2.0	12.0	10.0	60’	85’	290’

Public Policy

The introduction of the arts bonus mechanism would be consistent with public policy. The concept of density bonus mechanisms is established in the zoning resolution with density bonuses available through out different parts of the City in exchange for the provision of affordable housing, for the construction of privately owned public spaces, and in exchange for funds that contribute towards the preservation of historic theaters within the Special Midtown District or the creation of open space and infrastructure as in the Special Hudson Yards District. The arts bonus mechanism introduced as part of this alternative would be an expanded approach in response to the unique character of the 125th Street corridor where cultural destinations have characterized this corridor through out Harlem’s history. As is the case with other bonus

mechanisms, the arts and performance space that would be created through the arts bonus mechanism would be required to have a strong public benefit in the form of public accessibility, regularly scheduled performances and legal commitments to ensure the continuous public use of such spaces. As such, the establishment of an arts bonus mechanism would be consistent with current City policy.

Socioeconomic Conditions

The Expanded Arts Bonus Alternative would increase the amount of permissible commercial development in the rezoning area by 270,553 square feet, and would result in 92 dwelling units, which is a 4 percent reduction in total residential dwelling unit and a reduction of 112 affordable units, which is 22 percent fewer affordable residential dwelling units in comparison to the proposed action.

It is expected that development resulting from the Expanded Arts Bonus Alternative would occur on 27 projected development sites. Of the 27 projected development sites, 15 projected development sites are identical to and contain the same development projections as those identified in the proposed action, and 12 projected development sites (sites 1, 4, 6, 7, 8, 10, 11, 16, 18a, 18b, 20 and 23) differ from the proposed action in either projected use, size, location and/or density. Lots 21, 23, 24, 27 and 31 on block 1750 together with lot 50 on block 1749 are lots not identified as part of development sites in the proposed action and are included as part of projected development sites 18a, 18b and 20 in this alternative. On the additional lots projected for development as part of the Expanded Arts Bonus Alternative, four additional businesses could be displaced when compared to the proposed action, bringing the total number of potentially displaced businesses to 75. The businesses that could be displaced are in the retail (specifically restaurants) and service industries. Fifty-two (52) additional jobs could be displaced when compared to the proposed action, bringing the total number of displaced jobs under this alternative to 1,027.

Under CEQR, displacement of a business or group of businesses is not, in and of itself, a significant adverse environmental impact. Rather, the *CEQR Technical Manual* provides a framework to analyze the effects of displacement by asking whether the businesses in question have "substantial economic value to the City or region" or "contribute substantially to a defining element of neighborhood character". While all businesses contribute to neighborhood character and provide value to the city's economy, *CEQR* seeks to determine whether displacement of a single business or group of businesses would rise to a level of significance in terms of impact on the City's or the area's economy or the character of the affected neighborhood.

On the subject of economic value, the goods and services provided by the displaced businesses are commonly found on commercial streets in the area and in New York City. They consist primarily of clothing and food retailers, housewares, beauty supply stores, and services such as salons and social service providers. Although the potentially displaced firms each contribute to the City's economy and therefore have economic value, the products and services they provide are widely available in the area and the city; the locational needs of these firms could be

accommodated in the area and in other commercial districts, which are widely mapped throughout the city; and the products and services provided by these companies would still be available to consumers as many other existing businesses would remain and firms providing similar products and services would still be available on 125th Street or in the surrounding area.

On the subject of neighborhood character, the manual advises that an impact could occur if the displaced businesses "define or contribute substantially to a defining element of neighborhood character," such as a marina or shipyard on the waterfront. The character of 125th Street is a regional destination retail street, with a mix of national and regional chains, franchises and independent businesses. The corridor is occupied with restaurants and stores that offer a variety of shopper goods and services, such as clothing and food retailers, housewares, beauty supply stores, and services such as salons and social service providers. The potentially displaced businesses sell mostly food and clothes, or provide social services – products and services that will continue to be widely available in the area after redevelopment. Although each business adds to the commercial fabric of 125th Street, none of the businesses that could be displaced on 125th Street individually define the character of the neighborhood. Nor would the collective displacement of the firms be expected to change neighborhood character, since the similar types of goods and services would continue to be available on 125th Street or in the surrounding area. Furthermore, it is expected that under the rezoning, most of the development sites would contain ground floor retail in the future, creating new retail opportunities to replace those businesses that may be displaced.

Therefore, the detailed assessment concludes that the proposed actions would not cause a significant adverse direct business displacement impact nor are any significant adverse socioeconomic effects on specific industries be expected under the Expanded Arts Bonus Alternative.

The greater amount of commercial development anticipated from the Expanded Arts Bonus Alternative would result in a greater amount of job creation. While an incremental increase of 2,086 jobs over no-action conditions would be expected under the proposed action, the Expanded Arts Bonus Alternative would be expected to generate a net increment of 3,446 additional jobs, representing a 36 percent increase in the number of jobs compared to the proposed action. These additional workers and visitors to the area would likely result in increased economic benefits in the area.

The proposed action is expected to generate an increase in development that would result in an additional 2,328 dwelling units housing approximately 6,053 persons, the Expanded Arts Bonus Alternative would be expected to generate an additional 2,236 residential dwelling units and approximately 5,814 persons. As the Expanded Arts Bonus is projected to have 92 fewer residential dwelling units than the proposed action, it is concluded that similar to the proposed action, the projected incremental increase in residential development under the Expanded Arts Bonus Alternative would not result in a significant adverse impact due to indirect residential displacement. Indirect business displacement effects would be slightly higher than under the proposed action, to the extent that an additional 270,553 square feet of commercial development could slightly intensify changes to the local commercial real estate market. However, given the

already present trends of increasing area rents and property values, this additional increment of added development is not expected to result in significant adverse impacts as a result of indirect business or residential displacement.

The Expanded Arts Bonus Alternative would be expected to introduce additional new visual and performing arts uses to the 125th Street Corridor. These types of uses would likely generate increased spin-off economic benefits for area businesses as a result of sales at restaurants and tourism-related shops, and sales to other visitors attracted to cultural and entertainment-related venues such as potential new art galleries, museums, theaters, and other performing venues. A 2007 study by the national organization Americans for the Arts that was funded by the John D. and Catherine T. MacArthur Foundation indicated that 'arts and culture organizations, unlike most other industries, induce large amounts of related spending by their audiences. For example, when patrons attend a performing arts event, they may purchase dinner at a restaurant or eat dessert after the show. All of these expenditures have a positive and measurable impact on the economy.'[3] Spin-off economic benefits associated the disposable incomes of visitors to resulting new visual and performing arts related uses would not be realized under the proposed action. It is likely that the creation of a projected 94,221 square feet of visual and performing arts related uses would sustain and enhance the district's identity as a premier venue for the arts. This alternative would also provide a more diverse range of uses that would further strengthen the mixed-use character of 125th Street.

Visual and performing arts spaces would also support the proposed action's purpose of enhancing 125th Street as a world-class arts destination and all-day activity for tourists and residents, who would be served by a greater variety of amenities. While 125th Street already has prominent entertainment and arts-related venues, additional arts and performance related uses would reinforce existing ones and could potentially attract additional artists and arts-related professionals that might want to reside in close proximity to their place of employment. These types of workers could complement the anticipated increase in office employment, since computer and media firms that might occupy newly constructed office space could potentially employ visual artists that might be attracted to the area as a result of its enhanced image as an arts and performance center.

The above-described effects would primarily be experienced in the core of the rezoning area. This area and its surrounding blocks to the north and south have experienced dramatic increases in housing values since 2000 and are expected to experience increasing average household incomes as a result of continued upgrading of their housing stock. The increased attractiveness of the area as a residential neighborhood as a result of the benefits of living in a strengthened arts district would not be expected to result in significant additional indirect residential displacement, with unprotected buildings, in the area having for the most part already experienced renovation and re-occupancy by more affluent households. Upward pressures on commercial rents have similarly already occurred and the additional development anticipated under the Expanded Arts Bonus Alternative would not be expected to significantly alter ongoing trends in commercial real

[3] Arts for America, "Arts and Economic Prosperity," John D. and Catherine T. MacArthur Foundation, 2007 (see website: www.macfound.org/atf/cf/%7BB0386CE3-8B29-4162-8098-E466FB856794%7D/REPORT%20JUNE%2007.PDF).

estate beyond those already expected, or result in significant adverse indirect displacement of businesses and institutions.

Community Facilities and Services

Public Schools

The projected population increase in the study area under the Expanded Arts Bonus Alternative would be lower than under the proposed action, and would therefore place a smaller increase in demand on community facilities and services. Compared to the proposed action, this alternative would generate 12 fewer elementary school students, three fewer middle school students, and five fewer high school students. As with the proposed action, the Expanded Arts Bonus Alternative is not expected to confer a significant adverse impact upon the public school system.

Publicly Funded Daycare

The Expanded Arts Bonus Alternative would introduce 386 new low- to moderate-income DUs to the rezoning area by 2017. These are expected to generate up to 43 children under age 12 who would be eligible for publicly funded day care, which is a 28 percent decrease compared to the proposed action.

In 2017, without the proposed action, it is projected that there would be approximately 474 available day care slots within one mile of the rezoning area. Adding 46 children eligible for publicly funded day care generated by the proposed action would leave approximately 428 day care slots available within one mile of the rezoning area in 2017 with the alternative. Therefore, as with the proposed action, it is anticipated there would be no significant adverse impact on publicly funded day care facilities as a result of the Expanded Arts Bonus Alternative.

Other Community Facilities

With fewer dwelling units under the Expanded Arts Bonus Alternative, fewer residents would be generated to use local community facilities. Similar to the proposed action, there would be no significant adverse impacts on public libraries, health care facilities, police and fire protection in the area under the Expanded Arts Bonus Alternative.

Open Space

The Expanded Arts Bonus alternative would not add a significant number of residents to the residential user population. However, the increment of new employment, at 1,328 jobs over the proposed action, represents a substantial increase in employment to the non-residential study areas and will increase use of passive open space proportionately.

Within the residential study area, the total open space ratio, when compared to the proposed action, would remain unchanged at 1.10 acres per 1,000 residents. The active open space ratio would also remain unchanged at 0.52 under the proposed action and under the Expanded Arts Bonus alternative. Additionally, the passive open space ratio for the combined (residential and worker) population would remain unchanged when compared to the proposed action, with 0.43 acres per 1,000 combined workers, which exceeds the recommended weighted average ratio of 0.410 acres per 1,000 workers and residents.

Within the non-residential study area, the passive open space ratio under this alternative, when compared to the proposed action, would remain at 0.26 acres per 1,000 combined workers and residents, below the recommended weighted average ratio of 0.409 acres per 1,000 workers and residents. The passive open space ratio for the non-residential population would change from 1.05 under the proposed action to 1.01 under this alternative, and would continue to be above the City guideline of 0.15 acres of passive open space per 1,000 non-residents.

There would be no significant difference between this alternative and the proposed action, and significant adverse impacts to open space would not result from either.

Shadows

The projected development sites under the Expanded Arts Bonus Alternative share the same building form as the Proposed Action and the Arts Bonus Alternative, except for projected development sites 18a, 18b and 20. For these three projected development sites (18, 18b and 20), the building form would be the same as under the C4-4D Alternative, a maximum building height of 120 feet for the buildings within the proposed C4-4D zoning district and 70 feet for a portion of site 18b within the proposed R6A zoning district.

The open space and historic resources that are identified in Shadows Chapter 3.5, "Shadows" as adversely affected by the proposed action would also be adversely affected under the Expanded Arts Bonus Alternative. The four identified resources that would be adversely affected are: The Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist Church, Dream Street Park, and the Adam Clayton Powell, Jr. State Office Building Plaza.

The projected and potential development sites that contribute shadow to three of the four resources -- The Church of St. Joseph of the Holy Family, Dream Street Park, and the Adam Clayton Powell, Jr. State Office Building Plaza -- under the proposed action would have the same bulk and mass under the Expanded Arts Bonus Alternative. Therefore, the projected and potential development sites that contribute shadow to these three resources of concern under the proposed action would cast the same net new shadow and have the same adverse impact under the Expanded Arts Bonus Alternative. It is expected that the same potential mitigation measures available for the shadows impacts identified for the proposed action would also be applicable under the Expanded Arts Bonus Alternative.

With respect to the fourth resource, the Metropolitan Community United Methodist Church, increased shadow duration related to the increased heights expected at sites 18a, 18b and 20 under the Expanded Arts Bonus Alternative would generate an additional shadow on the Metropolitan Community United Methodist Church. As compared to the shadow expected on the church in the proposed action, under the Expanded Arts Bonus Alternative, the church is expected to receive an additional two hours of shadows. The C4-4D Alternative and Expanded Arts Bonus Alternative share the proposed same building form for projected development sites 18a, 18b and 20. Thus the detailed assessment and conclusions provided in the C4-4D Alternative Shadow section also pertain to the Expanded Arts Bonus Alternative. Similar to the C4-4D Alternative, the incremental shadows under the Expanded Arts Bonus Alternative would be limited to the December 21st analysis period with a longer duration of incremental shadows cast on the church's stained-glass windows when compared to the Proposed Action. Thus, the significant adverse impact identified to this resource under the proposed action would be exacerbated by the extended duration of the incremental shadows cast on the church's stained glass window under the Expanded Arts Bonus Alternative.

As discussed in Chapter 3.5, "Shadows", a potential mitigation measure for the identified impact on the two historic resources includes the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of each resource. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the mitigation measures described above are not feasible and that there are no other feasible or practicable measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated under the Expanded Arts Bonus Alternative.

Potential mitigation measures for these shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated under the Expanded Arts Bonus Alternative.

Mitigation measures for the shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the

Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated under the Expanded Arts Bonus Alternative.

Historic Resources

Architectural Resources

As with the proposed action, the Expanded Arts Bonus Alternative could result in direct effects to four eligible resources that could be demolished as a consequence of the proposed action: the former Harlem Savings Bank occupies a portion of Potential Development Site 46, which is being considered for ground floor commercial and upper floor residential development. The Marion Building is located on Potential Development Site 39 which is being considered for commercial/residential redevelopment. The Bishop Building is located on Potential Development Site 33 which is also being considered for commercial/residential development with on-site parking. The Amsterdam News occupies the eastern portion of Potential Development Site 32 on which new residential development with ground floor retail is under consideration.

As with the propose action, inadvertent construction-related damage could potentially occur to seven eligible and potentially eligible resources including: the Park Avenue Viaduct (#8); the Metro-North 125th Street Station (#7), the former Twelfth Ward Bank (#11), Blumstein's Department Store (#12), 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20), and the Lenox Avenue/West 125th Street Subway Station (#24). The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. As with the proposed action, additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the construction protection procedures, and may therefore be adversely affected by adjacent development resulting from the proposed action.

As described above in the shadows assessment, incremental shadows are expected to be cast on two historic resources, with a significant adverse impact expected to the Church of St. Joseph of the Holy Family under both the proposed action and the Expanded Arts Bonus Alternative. The impact and potential mitigation measures identified for this resource for the proposed action would be expected to be the same under this alternative.

Archaeological Resources

Under the Expanded Arts Bonus Alternative, development could potentially occur on all of the same projected and potential development sites identified for the proposed action and on six additional lots as part of projected development sites 18a, 18b and 20. As LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, similar to the proposed action, the Expanded Arts Bonus Alternative does not have the potential to result in significant adverse archaeological impacts.

Urban Design and Visual Resources

The Expanded Arts Bonus Alternative would allow greater commercial FARs in the C4-7 and the C6-3 districts. The maximum commercial FAR in the C4-4D district would be the same under the Expanded Arts Bonus Alternative as in the proposed action. The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Expanded Arts Bonus Alternative as in the proposed action. The increased commercial FAR in the C4-7 and the C6-3 would allow for the development of more floor area than would be allowed with the proposed action, however, building bulk controls including streetwall and maximum building height controls would be the same as in the proposed action and it is expected that the overall bulk of new development would be of the same maximum height and of similar massing as development under the proposed action. New development taking advantage of the arts bonus mechanism would create new visual and performing arts spaces, such venues would be required to be identified through signage facing 125th Street and would add a layer of articulation to the streetwalls of new development. These uses would reinforce active uses required by the proposed action, and would enhance the project goals and objectives. Similar to the proposed action, there would be no changes in building type or arrangement, block form, street pattern or hierarchy, in building arrangement, streetscape elements or natural features.

Given that the same building envelope and building form requirements would apply, and that no new projected development sites would be created, like the proposed action, the Expanded Arts Bonus Alternative would not result in significant adverse impacts to urban design or visual resources.

Neighborhood Character

Neither the proposed action nor the Expanded Arts Bonus Alternative would result in significant adverse impacts on neighborhood character. Effects on neighborhood character under this alternative would be similar to those of the proposed action. Although the provision of a bonus mechanism for visual and performing arts spaces is projected to reduce the amount of housing that would be created compared to the proposed action, the Expanded Arts Bonus Alternative would create more by creating substantially increased commercial space and arts uses. As with the proposed action, the Expanded Arts Bonus Alternative would allow a mix of use and densities that also supports the ongoing revitalization of the 125th Street Corridor while providing for appropriately scaled development in the neighboring low-rise residential communities in the primary study area. Additional benefits to neighborhood character are expected to result from the

creation of visual and performing arts spaces within the Special 125th Street District and the uses and the signage created in connection to such spaces. The arts bonus mechanism would further expand the range of uses through out the rezoning area enhancing the mixed-use character of the corridor. Such uses would sustain and enhance the district's identity as a premier arts destination. This alternative would also enhance the character of the local neighborhoods by establishing a strong mixed use corridor with controls for the placement of uses to activate the street environment, during the day and evening, and protection for adjacent residential brownstone and historic districts through zoning and the Special District bulk controls. Neither this alternative nor the proposed action would have a significant adverse impact on neighborhood character.

Natural Resources

The Expanded Arts Bonus Alternative would involve a slightly higher magnitude of new uses on the same projected development sites affected by the proposed action. As the proposed action would not result in significant adverse impacts to natural resources due to either site-specific or density based effects, the Expanded Arts Bonus Alternative also would not result in significant adverse impacts on natural resources.

Hazardous Materials

The Expanded Arts Bonus Alternative would result in development on six more lots than under the proposed action. The additional lots are part of projected development sites 18a, 18b and 20, as follows:

- Site 18a includes Block 1750, Lot 21, 23, 24;
- Site 18b includes Block 1750, Lot 27, 31;
- Site 20 includes Block 1749, Lot 50.

The analysis examines sites where it could be expected that development in the future with the proposed actions would have the potential for environmental impacts due to potential presence of hazardous materials. These impacts could include the potential for impacts to the health and safety of workers during construction, the potential for the transport of contaminated soil, or the potential for impact on future residents or employees of individual buildings on these sites. These adverse impacts are principally associated with the following uses and concerns:

- Former or current gasoline filling stations or automotive service centers on a development site or an adjacent site.
- Auto-related or "transportation" uses on the development site or an adjacent site (e.g., garage, filling station, auto repair, service or painting);
- Records of underground storage tanks or leaking underground storage tanks on the development site or an adjacent site;
- Records of spills of petroleum or chemicals on the development site or an adjacent site;
- Records of above ground storage tanks on the development site or an adjacent site; and
- Sites adjacent to power substations or utilities.

The additional lots identified above that are included in the Expanded Arts bonus Alternative have the potential to be have significant adverse impacts related to the presence of hazardous materials (See Appendix G). Therefore, (E) designations would be required on the additional lots included under this alternative to avoid the potential for significant adverse hazardous material impacts. As with the proposed action, each of the privately owned projected and potential development sites, including the additional lots on the projected development sites under this alternative, would be subject to (E) designations. The (E) designation requires that a procedure of Phase 1 testing be developed and approved by NYCDEP prior to the issuance of a building permit by NYCDOB. With this procedure, significant adverse impacts would not result from the alternative or from the proposed action.

In addition to the sites receiving (E) designations, there are City owned properties that have been identified as having the potential for hazardous materials contamination. Because these sites are under City ownership, they are not subject to the regulations governing (E) designations. The agencies that own and control these sites will enter into Memoranda of Understanding or other agreements with NYCDEP to ensure that any testing and remediation activities, as deemed necessary by NYCDEP in accordance with NYCDEP requirements, are performed prior to and/or during development of or a change in use on these sites. (See Table 2 in Appendix D "City Owned Sites with Potential Hazardous Materials.")

Waterfront Revitalization Program

No portions of the project area are located within the City's designated Coastal Zone. As such, the Expanded Arts Bonus Alternative is not subject to review for consistency with the City's LWRP.

Infrastructure

The Expanded Arts Bonus Alternative would produce marginally higher demand on the City's infrastructure when compared to the proposed action, however these increases would not result in significant adverse impacts.

Water Supply

Under the Expanded Arts Bonus Alternative, the water consumed for domestic use and air conditioning would total 1,739,657 gpd (1.74 mgd), approximately 52,088 gpd more than the 1,687,649 gpd (1.69 mgd) estimated for the proposed action. When compared to the 1.3 billion gallons of water that New York City consumes daily, this would represent a relatively small increase in demand on the City's water supply. As with the proposed action, the demand generated by the Expanded Arts Bonus Alternative would not result in significant adverse impacts on the City's water supply system or water pressure.

Wastewater Management

The Expanded Arts Bonus Alternative would generate a total of approximately 1,049,423 gpd (1.05 mgd) of wastewater, an increase of 20,030 gpd from the estimated 1,029,393 gpd (1.03 mgd) of wastewater calculated for the proposed action. As this would represent a relatively small incremental increase in demand that would not significantly augment the amount of wastewater treated by either the North River WPCP or the Wards Island WPCP, the Expanded Arts Bonus Alternative, like the proposed action, would not result in significant adverse impacts on the City's wastewater management system.

Stormwater Management

Like the proposed action, the Expanded Arts Bonus Alternative would not increase the amount of impervious surface in the study area, as all unpaved and undeveloped lots would have been developed in the No-Action condition. Consequently, the Expanded Arts Bonus Alternative would not increase the volume of stormwater runoff and therefore would not adversely affect the City's stormwater management system.

Solid Waste and Sanitation Services

Demands on solid waste and sanitation would increase under the Expanded Arts Bonus Alternative as compared to the proposed action. The incremental increase of solid waste generation in the future with the Expanded Arts Bonus Alternative is 44,069 pounds, which is a 12 percent increase compared with the proposed action. However, this increase is insignificant in light of the estimated 12,000 tons of residential and institutional refuse and recyclables collected by DSNY per day. As with the proposed action, no significant adverse solid waste/sanitation impacts would occur under the Expanded Arts Bonus Alternative.

Energy

Demands on energy would increase considerably under the Expanded Arts Bonus Alternative as compared to existing and No-Action conditions. However, these demands would be of a similar magnitude than would be generated by the proposed action. Approximately 16 billion additional BTUs, or more than four percent, would be used under the alternative compared with the proposed action. As with the proposed action, no significant adverse energy impacts would occur under the Expanded Arts Bonus Alternative.

Traffic and Parking

Traffic

Table 3.21-23 compares the estimated peak hour vehicle-trip generation characteristics associated with the No-Action condition, the Action condition, and the Expanded Arts Bonus alternative. Detailed trip generation tables for this alternative are located in Appendix I.

Table 3.21-23: Comparison of Estimated Vehicle Trip Generation

Analysis Scenario	Estimated Net New Vehicle Trips			
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
No-Action	380	1,085	1,230	1,239
Action	709	1,578	1,954	1,810
Expanded Arts Bonus	841	1,675	2,208	1,973

As shown in Table 3.21-23, relative to the Action condition, the Expanded Arts Bonus alternative is projected to generate approximately:

- 132 more vehicle trips during the weekday AM peak hour;
- 97 more vehicle trips during the weekday midday peak hour;
- 254 more vehicle trips during the weekday PM peak hour; and
- 163 more vehicle trips during the Saturday midday peak hour.

Figures 3.21-24 through 3.21-27 show the total traffic volumes on the study area roadway network for the Expanded Arts Bonus alternative during all four weekday peak hours.

Because the Expanded Arts Bonus alternative generates more vehicle-trips than the Action condition during each of the four peak hours, detailed intersection capacity analyses were conducted to determine the location of significant traffic impacts and the associated mitigation measures for this alternative. Tables 3.21-24 and 3.21-25 show the results of the capacity analyses and the location of significant adverse traffic impacts, relative to No-Action conditions. These significant adverse impacts are described in more detail below.

135th Street Corridor

- West 135th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 66.1 seconds/vehicle (LOS "E") under the No-Action condition to 108.7 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.3 seconds/vehicle (LOS "D") under the No-Action condition to 54.8 seconds/vehicle (LOS "D") under the Expanded Arts Bonus alternative.

- West 135th Street/Adam Clayton Powell Jr. Boulevard – During the weekday PM peak hour, delays for southbound left-turns are projected to increase from 34.2 seconds/vehicle (LOS "C") under the No-Action condition to 74.8 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative.

126th Street Corridor

- East 126th Street/Lexington Avenue – During the weekday PM and Saturday midday peak hours, delays for vehicles on the westbound approach are projected to increase significantly. During the weekday PM peak hour, delays are projected to increase from 212.2 seconds/vehicle (LOS "F") under the No-Action condition to 229.7 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays are projected to increase from 162.7 seconds/vehicle (LOS "F") under the No-Action condition to 179.5 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- 126th Street/Fifth Avenue – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 103.8 seconds/vehicle (LOS "F") under the No-Action condition to 106.9 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- West 126th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 48.2 seconds/vehicle (LOS "D") under the No-Action condition to 62.4 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 53.7 seconds/vehicle (LOS "D") under the No-Action condition to 62.7 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles in the northbound left-turn lane are projected to increase from 90.8 seconds/vehicle (LOS "F") under the No-Action condition to 106.1 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- West 126th Street/St. Nicholas Avenue – During the weekday PM peak hour, delays for vehicles on the northbound approach are projected to increase from 103.4 seconds/vehicle (LOS "F") under the No-Action condition to 110.1 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the northbound approach are projected to increase from 70.9 seconds/vehicle (LOS "E") under the No-Action condition to 77.5 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative.

- West 126th Street/Morningside Avenue – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 87.9 seconds/vehicle (LOS "F") under the No-Action condition to 160.4 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

125th Street Corridor

- East 125th Street/First Avenue – During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 34.0 seconds/vehicle (LOS

"C") under the No-Action condition to 48.2 seconds/vehicle (LOS "D") under the Expanded Arts Bonus alternative.

- East 125th Street/Second Avenue
  - During the weekday AM peak hour, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 218.2 seconds/vehicle (LOS "F") under the No-Action condition to 231.3 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. In addition, delays for vehicles on the westbound approach are projected to increase from 121.7 seconds/vehicle (LOS "F") under the No-Action condition to 184.4 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

  - During the weekday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 94.4 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

  - During the weekday PM peak hour, there are significant impacts on all intersection approaches. Delays for vehicles on the eastbound approach are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 75.3 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. Delays for vehicles on the westbound approach are projected to increase from 78.6 seconds/vehicle (LOS "E") under the No-Action condition to 203.0 seconds/vehicle (LOS "F) under the Expanded Arts Bonus alternative. In addition, delays for vehicles on the southbound approach on Second Avenue are projected to increase from 55.4 seconds/vehicle (LOS "E") under the No-Action condition to 65.7 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. Finally, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 120.2 seconds/vehicle (LOS "F") under the No-Action condition to 146.1 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

  - During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 381.2 seconds/vehicle (LOS "F") under the No-Action condition to 567.2 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. In addition, delays for vehicles on the southbound Tri-Borough Bridge off-ramp are projected to increase from 57.7 seconds/vehicle (LOS "E") under the No-Action condition to 87.3 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- East 125th Street/Third Avenue
  - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 115.4 seconds/vehicle (LOS "F") under the No-Action condition to 196.1 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 314.4 seconds/vehicle (LOS "F") under the No-Action condition to 483.7 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 47.3 seconds/vehicle (LOS "D") under the No-Action condition to 112.0 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- During the Saturday midday peak hour, delays for vehicles on the westbound approach are projected to increase from 37.9 seconds/vehicle (LOS "D") under the No-Action condition to more than 81.0 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- East 125th Street/Lexington Avenue
  - During the weekday AM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 41.1 seconds/vehicle (LOS "D") and 322.6 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 52.0 seconds/vehicle (LOS "D") and 435.0 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

  - During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 68.6 seconds/vehicle (LOS "E") and 292.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 115.0 seconds/vehicle (LOS "F") and 429.0 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

  - During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 278.0 seconds/vehicle (LOS "F") and 294.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 373.5 seconds/vehicle (LOS "F") and 445.0 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

  - During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 72.2 seconds/vehicle (LOS "E") and 365.8 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 133.0 seconds/vehicle (LOS "F") and 491.1 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

- East 125th Street/Park Avenue – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 36.0 seconds/vehicle (LOS "D") under the No-Action condition to 77.7 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. During the weekday midday peak hour, delays for

vehicles on the westbound approach are projected to increase from 28.7 seconds/vehicle (LOS "C") under the No-Action condition to 65.1 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 136.3 seconds/vehicle (LOS "F") and 36.0 seconds/vehicle (LOS "D") respectively under the No-Action condition, to 204.1 seconds/vehicle (LOS "F") and 114.7 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- East 125th Street/Madison Avenue – During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 32.4 seconds/vehicle (LOS "C") under the No-Action alternative to 47.7 seconds/vehicle (LOS "D") under the Expanded Arts Bonus alternative. During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition to 106.4 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 147.6 seconds/vehicle (LOS "F") under the No-Action condition to 287.7 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 125.3 seconds/vehicle (LOS "F") under the No-Action condition to 219.1 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- 125th Street/Fifth Avenue – During the weekday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 35.5 seconds/vehicle (LOS "D") under the No-Action condition to 46.8 seconds/vehicle (LOS "D") under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 152.3 seconds/vehicle (LOS "F") and 30.9 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 238.8 seconds/vehicle (LOS "F") and 88.3 seconds/vehicle (LOS "F") respectively, under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 413.7 seconds/vehicle (LOS "F") and 222.9 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 456.6 seconds/vehicle (LOS "F") and 305.2 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

- West 125th Street/Lenox Avenue – During the weekday AM peak hour, delays for vehicles on the southbound approach are projected to increase from 50.9 seconds/vehicle (LOS "D") under the No-Action condition to 80.4 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 28.5 seconds/vehicle (LOS "C") and 33.2 seconds/vehicle (LOS "C") respectively under the No-Action condition, to 73.7 seconds/vehicle (LOS "E") and 51.0 seconds/vehicle (LOS "D") respectively under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are

projected to increase from 504.7 seconds/vehicle (LOS "F") and 657.2 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 571.2 seconds/vehicle (LOS "F") and 776.5 seconds/vehicle (LOS "F") respectively, under the Expanded Arts Bonus alternative.

- West 125th Street/Adam Clayton Powell Jr. Boulevard – During the weekday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 125.2 seconds/vehicle (LOS "F") and 50.8 seconds/vehicle (LOS "D") respectively, under the No-Action condition to 205.0 seconds/vehicle (LOS "F") and 163.5 seconds/vehicle (LOS "F") respectively, under the Expanded Arts Bonus alternative. During the weekday PM peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 268.3 seconds/vehicle (LOS "F") and 130.0 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 449.6 seconds/vehicle (LOS "F") and 372.0 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 441.4 seconds/vehicle (LOS "F") and 325.0 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 547.5 seconds/vehicle (LOS "F") and 477.5 seconds/vehicle (LOS "F") respectively, under the Expanded Arts Bonus alternative.

- West 125th Street/Frederick Douglass Boulevard – During the weekday PM peak hour, delays for vehicles on the westbound approach are projected to increase from 48.4 seconds/vehicle (LOS "D") under the No-Action condition to 128.3 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for vehicles on the eastbound and westbound approaches are projected to increase from 329.7 seconds/vehicle (LOS "F") and 585.8 seconds/vehicle (LOS "F") respectively under the No-Action condition, to 364.1 seconds/vehicle (LOS "F") and 620.6 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

- West 125th Street/St. Nicholas Avenue

    - During the weekday AM peak hour, delays for vehicles on the eastbound approach are projected to increase from 55.7 seconds/vehicle (LOS "E") under the No-Action condition to 94.0 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

    - During the weekday PM peak hour, delays for vehicles on the eastbound approach are projected to increase from 207.8 seconds/vehicle (LOS "F") under the No-Action condition to 277.2 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

    - During the Saturday midday peak hour, delays for vehicles on the eastbound and southbound approaches are projected to increase from 112.0 seconds/vehicle (LOS "F") and 88.7 seconds/vehicle (LOS "F") respectively under the No-Action

condition, to 140.1 seconds/vehicle (LOS "F") and 96.5 seconds/vehicle (LOS "F") respectively under the Expanded Arts Bonus alternative.

- West 125th Street/Morningside Avenue – During the Saturday midday peak hour, delays for vehicles on the eastbound approach are projected to increase from 111.3 seconds/vehicle (LOS "F") under the No-Action condition to 119.0 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- West 125th Street/Amsterdam Avenue

  - During the weekday AM peak hour, delays for eastbound through/right-turning vehicles are projected to increase from 37.4 seconds/vehicle (LOS "D") under the No-Action condition to 45.9 seconds/vehicle (LOS "D") under the Expanded Arts Bonus alternative. In addition, delays for vehicles in the westbound left-turn lane are projected to increase from 89.6 seconds/vehicle (LOS "F") under the No-Action condition to 196.7 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

  - During the weekday midday peak hour, delays for vehicles in the westbound left-turn lane are projected to increase from 52.0 seconds/vehicle (LOS "D") under the No-Action condition, to 57.9 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative.

  - During the weekday PM peak hour, delays for eastbound left-turning and through/right-turning vehicles are projected to increase from 47.3 seconds/vehicle (LOS "D") and 42.8 seconds/vehicle (LOS "D") respectively under the No-Action condition, to 77.0 seconds/vehicle (LOS "E") and 52.6 seconds/vehicle (LOS "D") respectively under the Expanded Arts Bonus alternative. In addition, delays for vehicles in the westbound left-turn lane are projected to increase from 125.0 seconds/vehicle (LOS "F") under the No-Action condition to 128.6 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

  - During the Saturday midday peak hour, delays for eastbound left-turning and through/right-turning vehicles are projected to increase from 101.3 seconds/vehicle (LOS "F") and 154.1 seconds/vehicle (LOS "F") respectively, under the No-Action condition, to 111.4 seconds/vehicle (LOS "F") and 175.3 seconds/vehicle (LOS "F") respectively, under the Expanded Arts Bonus alternative. In addition, delays for westbound through/right-turning vehicles are projected to increase from 95.4 seconds/vehicle (LOS "F") under the No-Action condition to 100.0 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

- West 125th Street/Broadway – During the weekday PM peak hour, delays for eastbound left-turning vehicles are projected to increase from 38.9 seconds/vehicle (LOS "D")

under the No-Action condition to 55.1 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative.

- West 125th Street/12th Avenue – During the weekday midday peak hour, delays for southbound left-turning vehicles are projected to increase from 47.9 seconds/vehicle (LOS "D") under the No-Action condition to 57.3 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative. During the Saturday midday peak hour, delays for southbound left-turning vehicles are projected to increase from 95.2 seconds/vehicle (LOS "F") under the No-Action condition to 109.8 seconds/vehicle (LOS "F") under the Expanded Arts Bonus alternative.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 70.1 seconds/vehicle (LOS "E") under No-Action conditions to 76.8 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative.

- West 116th Street/Frederick Douglass Boulevard – During the weekday AM peak hour, delays for vehicles on the westbound approach are projected to increase from 60.6 seconds/vehicle (LOS "E") under the No-Action condition to 65.5 seconds/vehicle (LOS "E") under the Expanded Arts Bonus alternative.

Proposed Mitigation Measures

The following is a description of the mitigation measures for the Expanded Arts Bonus alternative:

135th Street Corridor

- West 135th Street/Lenox Avenue
  - Re-allocate three seconds of green time from the north-south phase to the east-west phase during the weekday AM peak period.

  - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

- West 135th Street/Adam Clayton Powell Jr. Boulevard
  - Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

  - Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet south of West 135th Street during the weekday PM peak period. This change would result in the

loss of approximately four (4) existing parking spaces along the east side of Adam Clayton Powell Jr. Boulevard, south of West 135th Street, during the weekday PM peak period. Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.

- With these improvements, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach.

126th Street Corridor

- East 126th Street/Lexington Avenue
  - Prohibit on-street parking along the south side of East 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Lexington Avenue during all peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of East 126th Street, east of Lexington Avenue, during all four peak periods.

- 126th Street/Park Avenue
  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday AM peak period.
  - Re-allocate one second of green time from the north-south phase to the westbound phase during the weekday midday peak period.
  - Re-allocate two seconds of green time from the north-south phase to the westbound phase during the weekday PM peak period.

- 126th Street/Fifth Avenue
  - Re-allocate four seconds of green time from the southbound phase to the westbound phase during the weekday AM and PM peak hours.
  - Re-allocate four seconds of green time from the southbound phase to the westbound phase during the Saturday midday peak hour.
  - Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of Fifth Avenue during the weekday midday and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the south side of 126th Street, east of Fifth Avenue, during these two peak periods.

- West 126th Street/Lenox Avenue
  - Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. This prohibition should extend for a

distance of approximately 100 feet east of Lenox Avenue during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the north side of 126th Street, east of Lenox Avenue, during these peak periods.

- Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. This prohibition should extend for a distance of approximately 100 feet north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 126th Street during the weekday AM, weekday PM, and Saturday midday peak periods.

- Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM, weekday PM, and Saturday midday peak period.

- Re-allocate two seconds of green time from the westbound phase to the north-south phase during the weekday midday peak period.

- With these improvements, an unmitigated impact will remain during the weekday AM, weekday PM, and Saturday midday peak hours for northbound left-turns. However, re-allocating six seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period, eight seconds during the weekday PM peak period, and five seconds during the Saturday midday peak period would mitigate this impact.

The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

- West 126th Street/Frederick Douglass Boulevard
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM and PM peak periods.

  - Re-allocate one second of green time from the north-south phase to the westbound phase during the weekday midday peak period.

  - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the Saturday midday peak period.

- West 126th Street/St. Nicholas Avenue

- Re-stripe the northbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

- Prohibit on-street parking along the south side of 126th Street to accommodate westbound left-turn movements in a separate lane. This prohibition should extend for a distance of approximately 100 feet east of St. Nicholas Avenue during the weekday AM and PM peak periods. This change would result in the loss of approximately five existing parking spaces along the south side of 126th Street, east of St. Nicholas Avenue, during the weekday AM and PM peak periods.

- West 126th Street/Morningside Avenue
  - Re-allocate three seconds of green time from the north-south phase to the westbound phase during the weekday AM, weekday PM, and Saturday midday peak periods.

  - Re-allocate two seconds of green time from the north-south phase to the westbound phase during the weekday midday peak period.

125th Street Corridor

- Prohibit left-turn movements on 125th Street – Install signage to prohibit eastbound and westbound left-turn movements for all vehicles except buses at all intersections along 125th Street between Amsterdam Avenue and 3rd Avenue (inclusive) between the hours of 7:00 AM and 7:00 PM Monday through Saturday. (Figures 3.21-26 through 3.21-29 show the total peak hour traffic volumes associated with the Arts Bonus alternative, assuming eastbound and westbound left-turn prohibitions on 125th Street between Amsterdam Avenue and 3rd Avenue).

- East 125th Street/First Avenue
  - Re-allocate one second of green time from the northbound phase to the eastbound phase during the weekday PM peak period.

- East 125th Street/Second Avenue
  - Re-allocate three seconds of green time from the southbound phase, with one second of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the weekday AM peak period. However, during the weekday AM peak hour, significant adverse traffic impacts will remain on the westbound approach.

  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period.

  - During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the

Triborough Bridge off-ramp. It should be noted that the Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane. Even with this measure—and additional on-street parking removal along the north side of 125th Street (i.e. in the westbound direction)—the significant adverse impacts at this intersection would not be mitigated during the weekday PM peak hour. Widening of the 125th Street, Second Avenue, and the Tri-borough Bridge off-ramp approaches were also not considered due to the potential impacts on right-of-way and the need for property acquisition. As such, an unmitigated impact remains at this intersection during the weekday PM peak hour.

- Re-allocate four seconds of green time from the southbound phase, with two seconds of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the Saturday midday peak period. However, during the Saturday midday peak hour, significant adverse traffic impacts will remain on the westbound approach.

- East 125th Street/Third Avenue
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate three seconds of green time from the northbound phase to the east-west phase during the weekday midday peak period.
  - Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during both peak hours on the westbound approach. However, re-allocating eight seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period, and six seconds of green time from the northbound phase to the east-west phase during the Saturday midday peak period would mitigate these impacts. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- East 125th Street/Lexington Avenue
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday AM peak period.
  - Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday, weekday PM, and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during all three peak hours on the westbound approach. However, re-allocating 10 seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period, 13 seconds of green time from the southbound

phase to the east-west phase during the weekday PM peak period, and six seconds from the southbound phase to the east-west phase during the Saturday midday peak period would mitigate these impacts. Removal of on-street parking on 125th Street was considered, but not recommended as a viable mitigation measure.

- 125th Street/Fifth Avenue
  - Re-allocate two seconds of green time from the east-west phase to the southbound phase during the weekday AM and PM peak periods.

- West 125th Street/Lenox Avenue
  - Prohibit on-street parking along the west side of Lenox Avenue for a distance of approximately 100 feet north of West 125th Street during the weekday AM peak period, to accommodate southbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the west side of Lenox Avenue, north of West 125th Street, during the weekday AM peak period.

  - Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. This change would result in the loss of approximately four (4) existing parking spaces along the east side of Lenox Avenue, south of West 125th Street, during the weekday PM peak period.

  - Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. However, re-allocating seven seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period would mitigate these impacts.

  - Re-allocate one second of green time from the east-west phase to the north-south phase during the Saturday midday peak period.

- West 125th Street/St. Nicholas Avenue
  - Re-allocate three seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

  - Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday midday, weekday PM, and Saturday midday peak periods. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the northbound approach. However, re-allocating 10 seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period would mitigate this impact.

- West 125th Street/Morningside Avenue
  - Re-allocate two seconds of green time from the east-west phase to the north-south phase during the weekday AM peak period.

- West 125th Street/Amsterdam Avenue
  - Re-allocate two seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.

- West 125th Street/Broadway
  - Re-allocate 1.5 seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period. With this improvement, an unmitigated impact will remain during the weekday PM peak hour on the eastbound approach. (It should be noted that the signal timing parameters provided in the Manhattanville EIS, and used as a basis for this analysis, shows signal timing in one-half second increments.)

- West 125th Street/12th Avenue
  - Re-allocate two seconds of green time from the westbound phase to the north-south phase during the weekday midday peak period.

  - Re-allocate one second of green time from the westbound phase to the north-south phase during the Saturday midday peak period.

124th Street Corridor

- East 124th Street/Lexington Avenue
  - Prohibit on-street parking along the east side of Lexington Avenue between East 125th Street and East 124th Street during the weekday AM, weekday PM, and Saturday midday peak periods, to accommodate southbound left-turn movements in a separate lane. This change would result in the loss of approximately 10 existing parking spaces along the east side of Lexington Avenue, between East 124th Street and East 125th Street, during these three peak periods.

- West 124th Street/Frederick Douglass Boulevard
  - Re-allocate one second of green time from the north-south phase to the eastbound phase during the weekday PM peak period.

- West 124th Street/St. Nicholas Avenue - Re-stripe the southbound approach to accommodate one exclusive left-turn lane and one exclusive through lane.

116th Street Corridor

- West 116th Street/Adam Clayton Powell Jr. Boulevard – Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

- West 116th Street/Frederick Douglass Boulevard – Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday AM peak period.

Table 3.21-26 compares the results of the traffic analyses under year 2017 Mitigated Expanded Arts Bonus and No-Action conditions during each peak hour. As shown in Table 3.21-26 significant adverse traffic impacts would remain at the following intersections, with implementation of the proposed mitigation measures described above:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- West 126th Street/Lenox Avenue (weekday AM, weekday PM and Saturday midday peak hours)
- East 125th Street/Second Avenue (weekday AM, weekday PM, and Saturday midday peak hours)
- East 125th Street/Third Avenue (weekday PM peak hour and Saturday midday peak hours)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/Lenox Avenue (weekday PM peak hour)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)
- West 125th Street/Broadway (weekday PM peak hour)

Application and implementation of the traffic engineering improvements described above would require approval from NYCDOT. Approval of each proposed mitigation measure would depend on the applicable agency. In the absence of the approval and implementation of the proposed mitigation measures, the identified significant adverse impacts would remain.

Parking

Similar to the proposed action, the Expanded Arts Bonus Alternative would substantially increase the availability of off-street public parking when compared to the Existing and No Action conditions. The Expanded Arts Bonus Alternative would provide an estimated 1,879 new public parking spaces, 136 more than would be provided by the proposed action. In addition to these public parking spaces, a total of 650 accessory parking spaces would also be provided under the Expanded Arts Bonus Alternative (compared to 432 under the proposed action) to accommodate a portion of the demand from projected development sites. As with the proposed action, no existing public parking facilities would be displaced by the Expanded Arts Bonus Alternative.

Under the Expanded Arts Bonus Alternative, the net increase in demand on the public parking supply in the overall study area (i.e., demand not accommodated in accessory parking spaces) would total 688 and 405 in the weekday midday and overnight periods, respectively, compared to 724 and 656, respectively for the proposed action. The utilization rate of the public parking

system under the Expanded Arts Bonus Alternative would total 63 percent during the weekday midday compared to 90 percent in the No Action condition, and 45 percent during the overnight period compared to 77 percent in the No Action. (The utilization rates under the proposed action would total 67 percent and 55 percent during the weekday midday and overnight periods, respectively.) As with the proposed action, the Expanded Arts Bonus Alternative would improve the public parking system and therefore would not result in significant adverse parking impacts during the peak weekday midday and overnight periods.

Table 3.21-22
Year 2017 Action Expanded Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
SIGNALIZED INTERSECTIONS															
1	**West 135th Street and Lenox Avenue**	EB	LTR	1.11	101.9	F	0.86	42.9	D	0.96	54.8	D	0.78	35.1	D
		WB	LTR	1.14	108.7	F	0.75	33.3	C	----	----	----	0.87	42.3	D
			DefL	----	----	----	----	----	----	1.11	131.0	F	----	----	----
			TR	----	----	----	----	----	----	1.04	96.7	F	----	----	----
		NB	L	0.23	15.5	B	0.19	11.9	B	0.37	17.1	B	0.25	13.4	B
			TR	0.59	15.4	B	0.45	13.3	B	0.53	14.4	B	0.55	14.8	B
		SB	L	0.59	25.0	C	0.30	13.9	B	0.53	21.6	C	0.49	19.3	B
			TR	0.79	20.5	C	0.47	13.7	B	0.62	16.0	B	0.56	14.9	B
		Overall		**0.93**	**51.6**	**D**	**0.62**	**23.3**	**C**	**0.81**	**41.5**	**D**	**0.68**	**23.8**	**C**
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.59	29.4	C	0.50	27.0	C	0.91	52.7	D	0.62	30.5	C
		WB	L	0.90	67.5	E	0.44	28.4	C	0.78	54.0	D	0.56	33.2	C
			TR	0.98	68.2	E	0.84	44.1	D	0.91	53.4	D	0.82	41.7	D
		NB	LTR	0.49	13.8	B	0.48	13.7	B	0.67	16.5	B	0.54	14.3	B
		SB	DefL	----	----	----	----	----	----	0.93	74.8	E	----	----	----
			TR	----	----	----	----	----	----	0.43	13.0	B	----	----	----
			LTR	0.92	27.9	C	0.36	12.2	B	----	----	----	0.49	13.7	B
		Overall		**0.94**	**32.1**	**C**	**0.62**	**20.5**	**C**	**0.92**	**29.5**	**C**	**0.64**	**20.6**	**C**
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.43	27.9	C	0.23	25.1	C	0.49	29.3	C	0.33	26.4	C
		WB	LTR	1.11	111.4	F	0.96	73.9	E	1.01	83.7	F	1.02	86.4	F
		NB	LTR	0.29	9.3	A	0.34	9.6	A	0.45	10.9	B	0.35	9.8	A
		SB	LTR	0.46	11.0	B	0.25	8.9	A	0.42	10.4	B	0.34	9.7	A
		Overall		**0.69**	**33.8**	**C**	**0.54**	**25.4**	**C**	**0.63**	**26.0**	**C**	**0.58**	**28.0**	**C**
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.5	D	0.53	32.6	C	0.58	33.6	C	0.64	34.4	C
		NB	L	1.06	97.7	F	0.48	37.2	D	0.41	32.2	C	0.39	34.9	C
			T	0.93	57.5	E	1.02	77.2	E	1.04	77.1	E	0.98	67.6	E
		SB	TR	0.69	23.8	C	0.46	20.5	C	0.71	24.0	C	0.65	22.9	C
		Overall		**0.77**	**39.7**	**D**	**0.61**	**35.8**	**D**	**0.76**	**38.3**	**D**	**0.72**	**33.4**	**C**
5	**East 126th Street and 3rd Avenue**	WB	TR	0.69	28.7	C	0.43	23.6	C	0.52	24.9	C	0.49	24.5	C
		NB	LT	0.31	11.5	B	0.29	11.3	B	0.38	12.1	B	0.22	10.7	B
		Overall		**0.46**	**19.0**	**B**	**0.34**	**15.6**	**B**	**0.44**	**16.3**	**B**	**0.32**	**16.6**	**B**
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	172.4	F	1.14	112.7	F	1.39	229.7	F	1.30	179.5	F
		SB	TR	0.73	20.0	B	0.52	14.3	B	0.69	18.5	B	0.80	21.9	C
		Overall		**0.90**	**82.8**	**F**	**0.76**	**60.1**	**E**	**0.96**	**111.4**	**F**	**0.99**	**80.4**	**F**
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	74.1	E	0.79	36.8	D	0.99	68.5	E	0.76	35.0	C
		NB	DefL	0.38	12.7	B	----	----	----	----	----	----	----	----	----
			T	0.35	10.7	B	----	----	----	----	----	----	----	----	----
			LT	----	----	----	0.22	9.1	A	0.46	11.8	B	0.21	9.1	A
		SB	TR	0.42	10.9	B	0.26	9.3	A	0.47	11.4	B	0.32	9.8	A
		Overall		**0.61**	**36.5**	**D**	**0.44**	**21.7**	**C**	**0.64**	**32.3**	**C**	**0.47**	**20.6**	**C**
8	**East 126th Street and Madison Avenue**	WB	TR	0.84	35.7	D	0.56	26.1	C	0.66	28.2	C	0.58	26.4	C
		NB	LT	0.61	15.8	B	0.55	14.8	B	0.79	20.4	C	0.55	14.6	B
		Overall		**0.70**	**25.3**	**C**	**0.55**	**19.2**	**B**	**0.74**	**23.2**	**C**	**0.56**	**19.3**	**B**
9	**126th Street and 5th Avenue**	WB	LT	1.07	82.1	F	0.88	43.3	D	1.14	106.9	F	0.90	45.4	D
		SB	TR	0.80	21.1	C	0.51	14.1	B	0.69	17.5	B	0.55	14.8	B
		Overall		**0.91**	**46.0**	**D**	**0.65**	**26.2**	**C**	**0.86**	**55.8**	**E**	**0.69**	**27.3**	**C**
10	**West 126th Street and Lenox Avenue**	WB	LTR	0.99	53.1	D	0.69	25.8	C	1.01	58.8	E	0.92	43.7	D
		NB	L	0.74	66.3	E	0.60	31.6	C	0.81	62.7	E	1.01	106.1	F
			T	0.44	18.3	B	0.46	18.5	B	0.81	27.3	C	0.48	18.8	B
		SB	TR	1.04	62.4	E	0.49	19.0	B	0.73	24.6	C	0.69	23.0	C
		Overall		**1.01**	**49.6**	**D**	**0.65**	**21.4**	**C**	**0.91**	**36.7**	**D**	**0.97**	**32.0**	**C**
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.9	C	0.56	26.4	C	0.82	34.9	C	0.59	27.0	C
		NB	LT	0.55	16.4	B	0.47	13.3	B	0.63	15.7	B	0.60	15.3	B
		SB	TR	0.59	16.5	B	0.33	11.8	B	0.31	11.6	B	0.31	11.6	B
		Overall		**0.65**	**19.6**	**B**	**0.51**	**15.7**	**B**	**0.71**	**19.9**	**B**	**0.60**	**16.6**	**B**

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				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
12	West 126th Street and Frederick Douglass Boulevard	WB	LTR	0.96	53.5	D	0.78	36.0	D	1.07	90.6	F	0.65	41.5	D
		NB	LT	0.31	14.0	B	0.35	12.2	B	0.38	8.2	A	0.38	12.6	B
		SB	TR	0.45	15.5	B	0.27	11.4	B	0.32	7.6	A	0.34	12.7	B
		Overall		**0.67**	**30.2**	**C**	**0.51**	**19.9**	**B**	**0.59**	**34.3**	**C**	**0.49**	**20.3**	**C**
13	West 126th Street and St. Nicholas Avenue	WB	LTR	0.96	51.0	D	0.79	32.6	C	0.93	47.8	D	0.74	28.4	C
		NB	LT	0.87	41.2	D	0.71	27.3	C	1.15	110.1	F	1.04	77.5	E
		SB	TR	0.88	38.7	D	0.54	21.5	C	0.78	29.6	C	0.77	29.3	C
		Overall		**0.92**	**44.0**	**D**	**0.75**	**27.4**	**C**	**1.04**	**65.7**	**E**	**0.89**	**45.3**	**D**
14	West 126th Street and Morningside Avenue	WB	LTR	1.06	87.9	F	0.89	56.7	E	1.13	160.4	F	1.11	111.6	F
		NB	LT	0.14	8.0	A	0.11	7.9	A	0.19	8.4	A	0.19	8.4	A
		SB	TR	0.29	9.7	A	0.27	9.5	A	0.32	9.9	A	0.32	10.0	A
		Overall		**0.56**	**50.6**	**D**	**0.47**	**30.8**	**C**	**0.58**	**75.7**	**E**	**0.58**	**52.6**	**D**
15	East 125th Street and 1st Avenue	EB	LT	0.66	25.9	C	0.66	25.7	C	0.98	48.2	D	0.68	26.3	C
		NB	L	0.21	13.2	B	0.22	13.4	B	0.20	16.1	B	0.29	14.2	B
			TR	0.37	14.1	B	0.41	14.6	B	0.85	37.8	D	0.46	15.0	B
		Overall		**0.49**	**17.9**	**B**	**0.52**	**18.2**	**B**	**0.91**	**39.8**	**D**	**0.56**	**18.1**	**B**
16	East 125th Street and 2nd Avenue	EB	TR	0.70	34.1	C	0.79	29.7	C	0.93	75.3	E	0.92	43.8	D
		WB	LT	1.31	184.4	F	1.09	94.4	F	1.36	203.0	F	2.17	567.2	F
		SB	LTR	0.85	33.0	C	0.68	33.9	C	0.96	65.7	E	0.47	23.0	C
		RAMP (SB)	TR	1.12	231.3	F	0.76	40.3	D	1.10	146.1	F	1.05	87.3	F
		Overall		*	*	*	*	*	*	*	*	*	*	*	*
17	East 125th Street and 3rd Avenue	EB	LT	1.35	196.1	F	1.97	483.7	F	----	----	----	----	----	----
			DefL	----	----	----	----	----	----	3.91	1368.0	F	3.01	965.6	F
			T	----	----	----	----	----	----	2.52	981.8	F	1.83	408.8	F
		WB	TR	0.93	43.4	D	0.91	40.6	D	1.16	112.0	F	1.08	81.0	F
		NB	LTR	0.39	14.4	B	0.43	14.8	B	0.59	16.8	B	0.42	14.7	B
		Overall		**0.81**	**73.9**	**E**	**1.11**	**188.6**	**F**	**2.20**	**415.9**	**F**	**1.62**	**200.0**	**F**
18	East 125th Street and Lexington Avenue	EB	TR	0.98	52.0	D	1.16	115.0	F	1.52	373.5	F	1.22	133.0	F
		WB	LT	1.66	435.0	F	1.84	429.0	F	1.91	445.0	F	2.02	491.1	F
		SB	LTR	0.71	20.4	C	0.46	15.5	B	0.64	18.3	B	0.64	18.0	B
		Overall		**1.12**	**158.0**	**F**	**1.07**	**190.3**	**F**	**1.20**	**276.2**	**F**	**1.24**	**200.0**	**F**
19	East 125th Street and Park Avenue	EB	LTR	0.69	17.9	B	0.84	23.5	C	1.23	204.1	F	0.82	22.1	C
		WB	LTR	1.09	77.7	E	1.05	65.1	E	1.18	114.7	F	0.98	42.1	D
		NB	TR	0.45	24.6	C	0.37	23.2	C	0.50	25.5	C	0.29	22.2	C
		SB	TR	0.56	28.0	C	0.51	25.2	C	0.73	30.1	C	0.57	26.2	C
		Overall		**0.88**	**42.1**	**D**	**0.84**	**37.3**	**D**	**1.04**	**124.1**	**F**	**0.82**	**29.9**	**C**
20	East 125th Street and Madison Avenue	EB	LT	0.98	47.7	D	1.15	106.4	F	1.58	287.7	F	1.41	219.1	F
		WB	TR	0.68	21.2	C	0.75	23.5	C	0.78	24.1	C	0.87	31.6	C
		NB	LTR	0.64	23.1	C	0.60	22.3	C	0.83	29.2	C	0.55	19.6	B
		Overall		**0.82**	**30.6**	**C**	**0.90**	**52.0**	**D**	**1.24**	**124.3**	**F**	**0.98**	**92.1**	**F**
21	125th Street and 5th Avenue	EB	TR	0.85	36.9	D	0.92	46.8	D	1.25	238.8	F	1.16	456.6	F
		WB	LT	0.95	42.8	D	0.94	41.9	D	1.06	88.3	F	1.17	305.2	F
		SB	LTR	1.13	97.3	F	0.79	28.1	C	0.96	43.5	D	0.67	23.9	C
		Overall		**1.05**	**65.4**	**E**	**0.88**	**38.8**	**D**	**1.17**	**129.3**	**F**	**1.03**	**285.8**	**F**
22	West 125th Street and Lenox Avenue	EB	TR	0.54	20.1	C	0.90	35.8	D	1.07	73.7	E	1.31	571.2	F
		WB	TR	0.82	37.2	D	0.91	38.5	D	0.99	51.0	D	1.62	776.5	F
		NB	TR	0.66	22.7	C	0.63	21.8	C	0.98	48.1	D	0.80	28.5	C
		SB	TR	1.09	80.4	F	0.60	21.5	C	0.84	30.5	C	0.91	36.4	D
		Overall		**0.96**	**46.1**	**D**	**0.77**	**30.4**	**C**	**1.03**	**52.5**	**D**	**1.26**	**382.2**	**F**
23	West 125th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.82	30.3	C	1.27	205.0	F	1.78	449.6	F	1.25	547.5	F
		WB	LTR	0.80	28.8	C	1.20	163.5	F	1.64	372.0	F	1.19	477.5	F
		NB	TR	0.42	17.8	B	0.61	20.8	C	0.61	20.6	C	0.65	21.3	C
		SB	TR	0.65	21.2	C	0.50	19.0	B	0.44	17.9	B	0.57	20.2	C
		Overall		**0.74**	**23.8**	**C**	**0.94**	**101.7**	**F**	**1.20**	**221.3**	**F**	**0.95**	**255.0**	**F**

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				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
24	West 125th Street and Frederick Douglass Boulevard	EB	LTR	0.84	41.5	D	0.83	24.6	C	0.85	28.5	C	1.28	364.1	F
		WB	LTR	0.84	29.9	C	0.88	29.8	C	1.21	128.3	F	1.28	620.6	F
		NB	TR	0.36	18.7	B	0.63	28.8	C	0.66	25.4	C	0.41	12.9	B
		SB	TR	0.52	20.7	C	0.63	30.2	C	0.60	23.5	C	0.43	14.8	B
		Overall		**0.69**	**29.5**	**C**	**0.78**	**28.0**	**C**	**0.96**	**56.5**	**E**	**0.76**	**299.4**	**F**
25	West 125th Street and St. Nicholas Avenue	EB	LTR	1.04	94.0	F	0.95	39.9	D	1.36	277.2	F	0.85	140.1	F
		WB	LTR	0.79	23.2	C	0.61	16.6	B	0.88	28.6	C	0.60	40.3	D
		NB	TR	0.57	28.5	C	0.71	34.8	C	0.90	48.9	D	0.76	37.7	D
		SB	TR	1.01	67.0	E	0.87	45.9	D	0.90	87.3	F	1.09	96.5	F
		Overall		**1.03**	**60.1**	**E**	**0.92**	**33.7**	**C**	**1.18**	**132.8**	**F**	**0.95**	**87.4**	**F**
26	West 125th Street and Morningside Avenue	EB	LTR	0.71	18.4	B	0.64	16.8	B	0.73	18.8	B	0.65	119.0	F
		WB	LTR	0.68	18.4	B	0.56	15.1	B	0.95	37.5	D	0.53	38.8	D
		NB	DefL	0.79	51.1	D	0.50	30.7	C	----	----	----	0.59	33.3	C
			TR	0.30	23.0	C	0.27	22.5	C	----	----	----	0.48	26.4	C
			LTR	----	----	----	----	----	----	0.64	29.5	C	----	----	----
		SB	LTR	0.53	26.7	C	0.39	24.1	C	0.48	25.6	C	0.44	24.8	C
		Overall		**0.74**	**22.4**	**C**	**0.59**	**18.4**	**B**	**0.83**	**28.1**	**C**	**0.63**	**65.4**	**E**
27	West 125th Street and Amsterdam Avenue	EB	L	0.52	35.7	D	0.61	39.3	D	0.85	77.0	E	0.41	111.4	F
			TR	0.94	45.9	D	0.85	35.5	D	0.99	52.6	D	1.00	175.3	F
		WB	L	0.99	196.7	F	0.64	57.9	E	1.00	128.6	F	0.99	449.8	F
			TR	0.67	27.9	C	0.66	27.5	C	0.81	32.1	C	0.68	100.0	F
		NB	L	0.29	17.5	B	0.18	14.0	B	0.35	28.3	C	0.35	13.5	B
			T	0.38	22.6	C	0.33	22.1	C	0.50	51.3	D	0.25	19.1	B
			R	0.61	31.6	C	0.74	40.3	D	0.77	42.3	D	0.70	33.0	C
		SB	L	0.81	44.1	D	0.71	33.5	C	0.72	46.3	D	0.58	23.8	C
			TR	0.50	24.5	C	0.36	22.5	C	0.35	22.9	C	0.22	18.8	B
		Overall		*	**37.5**	**D**	*	**30.7**	**C**	*	**44.9**	**D**	*	**102.9**	**F**
28	West 125th Street and Broadway	EB	L	0.23	25.9	C	0.28	21.1	C	0.72	55.1	E	0.52	33.0	C
			T	0.57	28.9	C	0.45	21.6	C	0.69	31.6	C	0.59	26.8	C
			R	0.14	10.9	B	0.27	9.5	A	0.23	11.8	B	0.21	7.3	A
		WB	L	0.50	35.8	D	0.21	20.5	C	0.49	37.5	D	0.38	29.3	C
			T	0.48	27.2	C	0.35	20.3	C	0.71	32.4	C	0.50	25.2	C
			R	0.41	14.3	B	0.28	9.7	A	0.37	13.8	B	0.23	7.5	A
		NB	L	0.48	37.3	D	0.54	39.3	D	0.55	49.9	D	0.50	32.0	C
			T	0.27	24.0	C	0.59	30.5	C	0.58	63.9	E	0.41	30.3	C
			R	0.53	28.8	C	0.50	32.7	C	0.49	27.8	C	0.64	43.7	D
		SB	L	0.44	36.1	D	0.64	43.3	D	0.61	39.2	D	0.37	30.0	C
			T	0.46	24.0	C	0.36	26.5	C	0.34	22.4	C	0.68	35.6	D
			R	0.11	20.6	C	0.17	25.3	C	0.20	22.1	C	0.14	28.0	C
		Overall		**0.53**	**26.7**	**C**	**0.53**	**25.9**	**C**	**0.64**	**36.9**	**D**	**0.59**	**28.4**	**C**
29	West 125th Street and 12th Avenue	WB	LT	0.51	23.8	C	0.52	24.0	C	0.87	40.4	D	0.37	21.8	C
			R	0.61	13.8	B	0.55	12.5	B	0.83	22.8	C	0.99	45.8	D
		NB	LTR	0.31	27.4	C	0.26	26.8	C	0.39	27.7	C	0.20	26.1	C
		SB	L	0.59	20.9	C	0.95	57.3	E	0.85	28.3	C	1.14	109.8	F
			TR	0.09	10.9	B	0.09	10.9	B	0.11	8.3	A	0.05	10.6	B
		Overall		**0.56**	**20.1**	**C**	**0.77**	**28.4**	**C**	**0.80**	**29.3**	**C**	**1.10**	**55.4**	**E**
30	East 124th Street and 2nd Avenue	EB	L	0.61	27.0	C	0.41	23.7	C	0.70	29.3	C	0.60	26.8	C
			R	0.51	29.2	C	0.31	23.6	C	0.26	34.5	C	0.51	27.8	C
		WB	L	0.39	24.4	C	0.11	20.4	C	0.14	20.8	C	0.07	20.1	C
			R	0.32	11.9	B	0.09	9.9	A	0.11	10.1	B	0.08	9.9	A
		SB	T	0.70	16.4	B	0.42	12.5	B	0.53	13.7	B	0.40	12.3	B
		Overall		**0.66**	**18.7**	**B**	**0.42**	**15.6**	**B**	**0.59**	**18.5**	**B**	**0.48**	**17.8**	**B**
31	East 124th Street and 3rd Avenue	EB	LT	0.32	22.4	C	0.32	22.4	C	0.40	24.5	C	0.39	23.3	C
		NB	TR	0.46	12.9	B	0.41	12.4	B	0.52	13.8	B	0.45	12.8	B
		Overall		**0.41**	**14.8**	**B**	**0.37**	**14.5**	**B**	**0.48**	**16.0**	**B**	**0.43**	**15.2**	**B**

Table 3.21-22
Year 2017 Action Expanded Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
32	East 124th Street and Lexington Avenue	EB	TR	0.95	61.1	E	0.85	45.2	D	0.97	62.2	E	0.72	34.2	C
		SB	LT	0.94	31.9	C	0.57	15.2	B	0.79	20.6	C	0.92	29.7	C
		Overall		**0.94**	**38.9**	**D**	**0.68**	**25.1**	**C**	**0.86**	**32.9**	**C**	**0.84**	**30.7**	**C**
33	East 124th Street and Park Avenue	EB	LTR	0.45	22.0	C	0.34	20.2	C	0.34	20.2	C	0.23	18.9	B
		NB	TR	0.38	14.6	B	0.28	13.6	B	0.41	15.0	B	0.25	13.2	B
		SB	TR	0.80	26.3	C	0.47	15.9	B	0.94	37.3	D	0.57	17.6	B
		Overall		**0.65**	**22.0**	**C**	**0.41**	**16.5**	**B**	**0.68**	**27.0**	**C**	**0.42**	**16.8**	**B**
34	East 124th Street and Madison Avenue	EB	LT	0.30	22.1	C	0.23	21.4	C	0.19	21.1	C	0.19	21.0	C
		NB	TR	0.65	16.5	B	0.72	18.4	B	0.89	26.2	C	0.59	15.3	B
		Overall		**0.52**	**17.9**	**B**	**0.53**	**19.0**	**B**	**0.62**	**25.5**	**C**	**0.44**	**16.4**	**B**
35	West 124th Street and Lenox Avenue	EB	L	0.32	28.1	C	0.53	32.9	C	0.56	32.7	C	0.47	31.2	C
			LR	0.36	23.5	C	0.58	23.5	C	0.62	23.5	C	----	----	----
			R	0.40	31.2	C	0.62	42.4	D	0.67	44.3	D	0.54	35.0	C
		WB	LR	0.23	26.6	C	0.24	26.8	C	0.38	28.9	C	0.41	30.1	C
		NB	T	0.33	9.1	A	0.30	8.8	A	0.42	9.9	A	0.33	9.0	A
		SB	T	0.64	12.9	B	0.34	9.1	A	0.42	9.9	A	0.56	11.6	B
		Overall		**0.56**	**14.2**	**B**	**0.43**	**15.4**	**B**	**0.50**	**16.4**	**B**	**0.55**	**15.3**	**B**
36	West 124th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.36	20.9	C	0.48	25.8	C	0.66	27.9	C	0.63	29.4	C
		NB	TR	0.37	14.3	B	0.38	12.3	B	0.47	14.9	B	0.42	12.7	B
		SB	DefL	----	----	----	----	----	----	0.71	36.7	D	----	----	----
			T	----	----	----	----	----	----	0.48	15.3	B	----	----	----
			LT	0.66	18.6	B	0.40	12.6	B	----	----	----	0.43	12.9	B
		Overall		**0.53**	**17.5**	**B**	**0.43**	**14.6**	**B**	**0.69**	**18.9**	**B**	**0.51**	**15.8**	**B**
37	West 124th Street and Frederick Douglass Boulevard	EB	LTR	0.72	32.4	C	0.42	22.3	C	0.80	35.4	D	0.59	26.1	C
		NB	TR	0.20	12.8	B	0.27	13.5	B	0.43	15.2	B	0.35	14.3	B
		SB	LT	0.39	14.7	B	0.35	14.3	B	0.56	17.5	B	0.45	15.7	B
		Overall		**0.53**	**19.2**	**B**	**0.38**	**15.7**	**B**	**0.67**	**21.2**	**C**	**0.51**	**17.7**	**B**
38	West 124th Street and St. Nicholas Avenue-Manhattan Avenue	EB	LTR	0.65	24.4		0.54	21.7	C	0.66	23.8	C	0.67	25.3	C
		NB	LTR	0.32	17.4	B	0.33	17.5	B	0.47	19.5	B	0.39	18.4	B
		SB	LT	0.80	30.2	C	0.52	20.9	C	0.76	28.3	C	0.76	30.1	C
		Overall		**0.72**	**26.0**	**C**	**0.53**	**20.4**	**C**	**0.71**	**24.3**	**C**	**0.71**	**25.5**	**C**
39	East 116th Street and Park Avenue	EB	LTR	0.55	23.6	C	0.53	23.2	C	0.65	25.4	C	0.64	25.2	C
		WB	LTR	0.67	26.6	C	0.55	23.7	C	0.64	25.2	C	0.67	26.4	C
		NB	LTR	0.34	14.9	B	0.47	16.8	B	0.78	26.1	C	0.53	18.0	B
		SB	LTR	1.05	67.5	E	0.67	21.7	C	1.00	54.7	D	0.84	30.2	C
		Overall		**0.88**	**39.5**	**D**	**0.62**	**21.8**	**C**	**0.84**	**33.4**	**C**	**0.77**	**25.8**	**C**
40	West 116th Street and Adam C. Powell Jr. Boulevard	EB	LTR	0.86	41.3	D	0.67	30.9	C	0.74	33.3	C	0.69	31.1	C
		WB	LTR	1.04	76.8	E	0.74	32.6	C	0.73	31.6	C	0.73	31.5	C
		NB	LTR	0.43	13.0	B	0.24	11.0	B	0.42	12.8	B	0.23	10.9	B
		SB	LTR	0.65	16.2	B	0.31	11.7	B	0.40	12.7	B	0.36	12.1	B
		Overall		**0.80**	**32.6**	**C**	**0.48**	**21.3**	**C**	**0.54**	**20.7**	**C**	**0.50**	**20.8**	**C**
41	West 116th Street and Frederick Douglass Boulevard	EB	LTR	0.40	23.9	C	0.25	21.9	C	0.31	22.6	C	0.25	21.8	C
		WB	LTR	1.00	65.5	E	0.64	29.4	C	0.74	32.7	C	0.73	32.7	C
		NB	LTR	0.76	23.9	C	0.69	20.6	C	0.81	25.3	C	0.64	18.4	B
		SB	LTR	0.72	21.7	C	0.69	21.2	C	0.52	16.1	B	0.47	14.7	B
		Overall		**0.85**	**36.1**	**D**	**0.67**	**23.4**	**C**	**0.78**	**25.4**	**C**	**0.68**	**22.6**	**C**
42	West 125th Street and St. Clair Place	EB	R	0.71	33.9	C	0.62	31.0	C	0.82	40.3	D	0.52	28.6	C
		WB	R	0.34	25.6	C	0.36	25.9	C	0.54	30.2	C	0.46	27.4	C
		NB	T	0.68	28.2	C	0.70	29.0	C	0.88	35.6	D	0.88	37.9	D
		SB	T	0.15	20.1	C	0.28	21.4	C	0.30	20.2	C	0.40	22.8	C
		Overall		*	**28.7**	**C**	*	**27.6**	**C**	*	**33.6**	**C**	*	**31.0**	**C**

Table 3.21-22
Year 2017 Action Expanded Arts Bonus Alternative Capacity Analyses
125th Street Re-Zoning - Manhattan, New York

No.	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)			Weekday MD Peak Hour (1:00-2:00 PM)			Weekday PM Peak Hour (4:00-5:00 PM)			Saturday MD Peak Hour (1:00-2:00 PM)		
				v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS	v/c	Average Control Delay	LOS
UNSIGNALIZED INTERSECTIONS															
43	**124th Street and 5th Avenue**	SB	L	0.41	12.6	B	0.32	11.6	B	0.26	11.0	B	0.27	11.0	B
			R	0.97	45.5	D	0.58	15.1	B	0.85	27.6	C	0.50	13.2	B
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.27	8.0	A	0.40	9.0	A	0.21	7.9	A

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane,
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table has been included as part of the FEIS

Table 3.21-23
Comparison of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	1.11	101.9	F		0.69	31.1	C	0.86	42.9	D	
			DefL	1.11	147.8	F	----	----	----		----	-----	-----	----	----	----	
			TR	0.87	47.2	D	----	----	----		-----	-----	-----	----	----	----	
		WB	LTR	1.02	66.1	E	1.14	108.7	F	yes	0.73	32.3	C	0.75	33.3	C	
			DefL	----	----	----	----	----	----		----	----	----	----	----	----	
			TR	----	----	----	----	----	----		----	----	----	----	----	----	
		NB	L	0.22	14.8	B	0.23	15.5	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.59	15.4	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.59	25.0	C		0.30	13.8	B	0.30	13.9	B	
			TR	0.77	19.8	B	0.79	20.5	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.93**	**51.6**	**D**		**0.57**	**20.7**	**C**	**0.62**	**23.3**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.59	29.4	C		0.50	27.0	C	0.50	27.0	C	
		WB	L	0.88	64.1	E	0.90	67.5	E		0.44	28.3	C	0.44	28.4	C	
			TR	0.98	68.2	E	0.98	68.2	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.49	13.8	B		0.45	13.3	B	0.48	13.7	B	
		SB	DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.88	24.3	C	0.92	27.9	C		0.35	12.0	B	0.36	12.2	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**32.1**	**C**		**0.60**	**20.6**	**C**	**0.62**	**20.5**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.43	27.9	C		0.23	25.1	C	0.23	25.1	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.29	9.3	A		0.33	9.6	A	0.34	9.6	A	
		SB	LTR	0.45	10.9	B	0.46	11.0	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.8**	**C**		**0.54**	**25.6**	**C**	**0.54**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.6	C	
		NB	L	1.06	98.6	F	1.06	97.7	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.8	C		0.45	20.3	C	0.46	20.5	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.7**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.69	28.7	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.31	11.5	B		0.27	11.2	B	0.29	11.3	B	
		Overall		**0.46**	**19.0**	**B**	**0.46**	**19.0**	**B**		**0.33**	**15.7**	**B**	**0.34**	**15.6**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	1.14	172.4	F		1.14	111.3	F	1.14	112.7	F	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.90**	**82.8**	**F**		**0.75**	**59.7**	**E**	**0.76**	**60.1**	**E**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.98	74.1	E		0.78	36.7	D	0.79	36.8	D	
		NB	DefL	0.38	12.7	B	0.38	12.7	B		----	-----	-----	----	----	----	
			T	0.35	10.7	B	0.35	10.7	B		-----	-----	-----	----	----	----	
			LT	----	----	----	----	----	----		0.22	9.1	A	0.22	9.1	A	
		SB	TR	0.42	10.9	B	0.42	10.9	B		0.26	9.3	A	0.26	9.3	A	
		Overall		**0.61**	**37.2**	**D**	**0.61**	**36.5**	**D**		**0.44**	**21.6**	**C**	**0.44**	**21.7**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.84	35.7	D		0.56	26.1	C	0.56	26.1	C	
		NB	LT	0.61	15.8	B	0.61	15.8	B		0.55	14.7	B	0.55	14.8	B	
		Overall		**0.70**	**25.5**	**C**	**0.70**	**25.3**	**C**		**0.55**	**19.2**	**B**	**0.55**	**19.2**	**B**	
9	**126th Street and 5th Avenue**	WB	LT	1.08	84.4	F	1.07	82.1	F		0.87	43.0	D	0.88	43.3	D	
		SB	TR	0.80	21.3	C	0.80	21.1	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.91**	**46.0**	**D**		**0.65**	**26.1**	**C**	**0.65**	**26.2**	**C**	
10	**West 126th Street and Lenox Avenue**	WB	LTR	0.98	51.8	D	0.99	53.1	D		0.69	25.5	C	0.69	25.8	C	
		NB	L	0.74	66.3	E	0.74	66.3	E		0.58	30.0	C	0.60	31.6	C	
			T	0.44	18.3	B	0.44	18.3	B		0.46	18.6	B	0.46	18.5	B	
		SB	TR	0.99	48.2	D	1.04	62.4	E	yes	0.47	18.8	B	0.49	19.0	B	
		Overall		**0.99**	**42.6**	**D**	**1.01**	**49.6**	**D**		**0.63**	**21.1**	**C**	**0.65**	**21.4**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.70	C	0.73	28.90	C		0.56	26.3	C	0.56	26.4	C	
		NB	LT	0.54	16.20	B	0.55	16.40	B		0.44	13.0	B	0.47	13.3	B	
		SB	TR	0.58	16.50	B	0.59	16.50	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.65**	**19.6**	**B**		**0.49**	**15.6**	**B**	**0.51**	**15.7**	**B**	

Table 3.21-23
Comparison of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.96	53.5	D		0.78	36.0	D	0.78	36.0	D	
		NB	LT	0.31	14.0	B	0.31	14.0	B		0.34	12.1	B	0.35	12.2	B	
		SB	TR	0.45	15.5	B	0.45	15.5	B		0.27	11.3	B	0.27	11.4	B	
		Overall		**0.67**	**30.2**	**C**	**0.67**	**30.2**	**C**		**0.51**	**20.0**	**B**	**0.51**	**19.9**	**B**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	0.96	51.0	D		0.79	32.4	C	0.79	32.6	C	
		NB	LT	0.87	41.0	D	0.87	41.2	D		0.70	26.8	C	0.71	27.3	C	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.54	21.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.92**	**44.0**	**D**		**0.74**	**27.1**	**C**	**0.75**	**27.4**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.06	87.9	F		0.89	56.7	E	0.89	56.7	E	
		NB	LT	0.14	8.0	A	0.14	8.0	A		0.11	7.8	A	0.11	7.9	A	
		SB	TR	0.29	9.6	A	0.29	9.7	A		0.27	9.5	A	0.27	9.5	A	
		Overall		**0.56**	**50.7**	**D**	**0.56**	**50.6**	**D**		**0.47**	**30.9**	**C**	**0.47**	**30.8**	**C**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.64	24.8	C	0.66	25.9	C		0.61	24.4	C	0.66	25.7	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.49**	**17.9**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.2**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.66	32.8	C	0.70	34.1	C		0.72	27.7	C	0.79	29.7	C	
		WB	LT	1.16	121.7	F	1.31	184.4	F	yes	0.92	50.9	D	1.09	94.4	F	yes
		SB	LTR	0.81	31.7	C	0.85	33.0	C		0.65	33.3	C	0.68	33.9	C	
		RAMP (SB)	TR	1.09	218.2	F	1.12	231.3	F	yes	0.69	37.7	D	0.76	40.3	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	1.16	115.4	F	1.35	196.1	F	yes	1.60	314.4	F	1.97	483.7	F	yes
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		WB	TR	0.80	31.3	C	0.93	43.4	D		0.78	30.3	C	0.91	40.6	D	
		NB	LTR	0.39	14.4	B	0.39	14.4	B		0.43	14.8	B	0.43	14.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.81**	**73.9**	**E**		**0.94**	**121.0**	**F**	**1.11**	**188.6**	**F**	
18	**East 125th Street and Lexington Avenue**	EB	TR	0.91	41.1	D	0.98	52.0	D	yes	1.03	68.6	E	1.16	115.0	F	yes
		WB	LT	1.41	322.6	F	1.66	435.0	F	yes	1.54	292.2	F	1.84	429.0	F	yes
		SB	LTR	0.70	20.3	C	0.71	20.4	C		0.45	15.3	B	0.46	15.5	B	
		Overall		**1.01**	**113.1**	**F**	**1.12**	**158.0**	**F**		**0.93**	**123.1**	**F**	**1.07**	**190.3**	**F**	
19	**East 125th Street and Park Avenue**	EB	LTR	0.64	16.8	B	0.69	17.9	B		0.74	19.4	B	0.84	23.5	C	
		WB	LTR	0.93	36.0	D	1.09	77.7	E	yes	0.87	28.7	C	1.05	65.1	E	yes
		NB	TR	0.46	24.6	C	0.45	24.6	C		0.36	23.1	C	0.37	23.2	C	
		SB	TR	0.56	28.0	C	0.56	28.0	C		0.50	25.1	C	0.51	25.2	C	
		Overall		**0.79**	**26.7**	**C**	**0.88**	**42.1**	**D**		**0.73**	**23.8**	**C**	**0.84**	**37.3**	**D**	
20	**East 125th Street and Madison Avenue**	EB	LT	0.88	32.4	C	0.98	47.7	D	yes	0.99	52.0	D	1.15	106.4	F	yes
		WB	TR	0.57	18.9	B	0.68	21.2	C		0.67	21.0	C	0.75	23.5	C	
		NB	LTR	0.64	23.1	C	0.64	23.1	C		0.59	22.2	C	0.60	22.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.82**	**30.6**	**C**		**0.81**	**31.9**	**C**	**0.90**	**52.0**	**D**	
21	**125th Street and 5th Avenue**	EB	TR	0.80	33.8	C	0.85	36.9	D		0.80	35.5	D	0.92	46.8	D	yes
		WB	LT	0.80	27.4	C	0.95	42.8	D		0.81	27.9	C	0.94	41.9	D	
		SB	LTR	1.15	102.8	F	1.13	97.3	F		0.77	27.2	C	0.79	28.1	C	
		Overall		**1.00**	**64.8**	**E**	**1.05**	**65.4**	**E**		**0.82**	**30.1**	**C**	**0.88**	**38.8**	**D**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.51	19.4	B	0.54	20.1	C		0.77	26.8	C	0.90	35.8	D	
		WB	TR	0.69	29.0	C	0.82	37.2	D		0.81	29.8	C	0.91	38.5	D	
		NB	TR	0.66	22.6	C	0.66	22.7	C		0.63	21.8	C	0.63	21.8	C	
		SB	TR	1.00	50.9	D	1.09	80.4	F	yes	0.57	20.8	C	0.60	21.5	C	
		Overall		**0.84**	**33.5**	**C**	**0.96**	**46.1**	**D**		**0.72**	**25.1**	**C**	**0.77**	**30.4**	**C**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.72	25.4	C	0.82	30.3	C		1.08	125.2	F	1.27	205.0	F	yes
		WB	LTR	0.72	25.4	C	0.80	28.8	C		0.93	50.8	D	1.20	163.5	F	yes
		NB	TR	0.40	17.6	B	0.42	17.8	B		0.56	19.9	B	0.61	20.8	C	
		SB	TR	0.65	21.2	C	0.65	21.2	C		0.45	18.3	B	0.50	19.0	B	
		Overall		**0.69**	**22.0**	**C**	**0.74**	**23.8**	**C**		**0.82**	**52.8**	**D**	**0.94**	**101.7**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.76	33.7	C	0.84	41.5	D		0.75	20.5	C	0.83	24.6	C	
		WB	LTR	0.77	26.0	C	0.84	29.9	C		0.80	23.4	C	0.88	29.8	C	
		NB	TR	0.33	18.2	B	0.36	18.7	B		0.60	27.8	C	0.63	28.8	C	
		SB	TR	0.52	20.7	C	0.52	20.7	C		0.60	29.3	C	0.63	30.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.69**	**29.5**	**C**		**0.72**	**24.4**	**C**	**0.78**	**28.0**	**C**	

Table 3.21-23
Comparison of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	0.96	55.7	E	1.04	94.0	F	yes	0.90	31.6	C	0.95	39.9	D	
		WB	LTR	0.72	20.0	B	0.79	23.2	C		0.55	15.4	B	0.61	16.6	B	
		NB	TR	0.56	28.5	C	0.57	28.5	C		0.69	33.6	C	0.71	34.8	C	
		SB	TR	1.00	64.8	E	1.01	67.0	E		0.83	41.7	D	0.87	45.9	D	
		Overall		**0.97**	**44.6**	**D**	**1.03**	**60.1**	**E**		**0.87**	**29.4**	**C**	**0.92**	**33.7**	**C**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.65	17.0	B	0.71	18.4	B		0.61	16.1	B	0.64	16.8	B	
		WB	LTR	0.64	17.1	B	0.68	18.4	B		0.52	14.6	B	0.56	15.1	B	
		NB	DefL	0.79	50.6	D	0.79	51.1	D		0.50	30.7	C	0.50	30.7	C	
			TR	0.28	22.7	C	0.30	23.0	C		0.26	22.4	C	0.27	22.5	C	
			LTR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.53	26.6	C	0.53	26.7	C		0.39	24.0	C	0.39	24.1	C	
		Overall		**0.70**	**21.5**	**C**	**0.74**	**22.4**	**C**		**0.57**	**18.0**	**B**	**0.59**	**18.4**	**B**	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.49	33.5	C	0.52	35.7	D		0.57	36.4	D	0.61	39.3	D	
			TR	0.87	37.4	D	0.94	45.9	D	yes	0.82	33.7	C	0.85	35.5	D	
		WB	L	0.82	89.6	F	0.99	196.7	F	yes	0.60	52.0	D	0.64	57.9	E	yes
			TR	0.65	27.3	C	0.67	27.9	C		0.63	26.7	C	0.66	27.5	C	
		NB	L	0.29	17.5	B	0.29	17.5	B		0.18	14.0	B	0.18	14.0	B	
			T	0.38	22.6	C	0.38	22.6	C		0.33	22.1	C	0.33	22.1	C	
			R	0.61	31.6	C	0.61	31.6	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.1	D		0.71	33.5	C	0.71	33.5	C	
			TR	0.50	24.5	C	0.50	24.5	C		0.36	22.5	C	0.36	22.5	C	
		Overall		*****	**32.0**	**C**	*****	**37.5**	**D**		*****	**29.8**	**C**	*****	**30.7**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.1	C	
			T	0.50	27.5	C	0.57	28.9	C		0.42	21.2	C	0.45	21.6	C	
			R	0.14	10.9	B	0.14	10.9	B		0.27	9.5	A	0.27	9.5	A	
		WB	L	0.44	32.0	C	0.50	35.8	D		0.20	20.1	C	0.21	20.5	C	
			T	0.45	26.8	C	0.48	27.2	C		0.32	20.0	B	0.35	20.3	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.53**	**26.7**	**C**		**0.52**	**25.9**	**C**	**0.53**	**25.9**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.52	24.0	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.55	12.5	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.59	20.9	C		0.91	47.9	D	0.95	57.3	E	yes
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	10.9	B	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**20.1**	**C**		**0.72**	**18.6**	**B**	**0.77**	**28.4**	**C**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			R	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			R	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.32	22.4	C	0.32	22.4	C		0.32	22.4	C	0.32	22.4	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.41**	**14.8**	**B**		**0.37**	**14.5**	**B**	**0.37**	**14.5**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	LT	0.93	31.6	C	0.94	31.9	C		0.57	15.2	B	0.57	15.2	B	
		Overall		**0.94**	**38.7**	**D**	**0.94**	**38.9**	**D**		**0.68**	**25.1**	**C**	**0.68**	**25.1**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.45	22.0	C	0.45	22.0	C		0.34	20.2	C	0.34	20.2	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.3	C		0.46	15.8	B	0.47	15.9	B	
		Overall		**0.64**	**21.8**	**C**	**0.65**	**22.0**	**C**		**0.41**	**16.4**	**B**	**0.41**	**16.5**	**B**	

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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
34	**East 124th Street and Madison Avenue**	EB	LT	0.29	22.1	C	0.30	22.1	C		0.23	21.4	C	0.23	21.4	C	
		NB	TR	0.65	16.5	B	0.65	16.5	B		0.71	18.3	B	0.72	18.4	B	
		Overall		**0.51**	**17.9**	**B**	**0.52**	**17.9**	**B**		**0.52**	**18.9**	**B**	**0.53**	**19.0**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.32	28.1	C	0.32	28.1	C		0.53	33.0	C	0.53	32.9	C	
			LR	0.38	23.5	C	0.36	23.5	C		0.58	23.5	C	0.58	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.23	26.6	C		0.23	26.7	C	0.24	26.8	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.8	A	
		SB	T	0.64	12.9	B	0.64	12.9	B		0.34	9.1	A	0.34	9.1	A	
		Overall		**0.57**	**14.1**	**B**	**0.56**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.43**	**15.4**	**B**	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.36	20.9	C	0.36	20.9	C		0.49	25.9	C	0.48	25.8	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.65	18.4	B	0.66	18.6	B		0.39	12.4	B	0.40	12.6	B	
		Overall		**0.53**	**17.3**	**B**	**0.53**	**17.5**	**B**		**0.42**	**14.5**	**B**	**0.43**	**14.6**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.72	32.4	C	0.72	32.4	C		0.42	22.3	C	0.42	22.3	C	
		NB	TR	0.19	12.7	B	0.20	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	LT	0.38	14.6	B	0.39	14.7	B		0.34	14.2	B	0.35	14.3	B	
		Overall		**0.53**	**19.3**	**B**	**0.53**	**19.2**	**B**		**0.37**	**15.7**	**B**	**0.38**	**15.7**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.65	24.4	C	0.65	24.4			0.54	21.7	C	0.54	21.7	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	LT	0.80	30.0	C	0.80	30.2	C		0.52	20.8	C	0.52	20.9	C	
		Overall		**0.72**	**25.9**	**C**	**0.72**	**26.0**	**C**		**0.53**	**20.3**	**C**	**0.53**	**20.4**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.6	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.05	67.5	E		0.66	21.4	C	0.67	21.7	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.5**	**D**		**0.61**	**21.7**	**C**	**0.62**	**21.8**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.85	40.6	D	0.86	41.3	D		0.67	30.6	C	0.67	30.9	C	
		WB	LTR	1.02	70.1	E	1.04	76.8	E	yes	0.72	31.6	C	0.74	32.6	C	
		NB	LTR	0.41	12.8	B	0.43	13.0	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.65	16.2	B		0.30	11.6	B	0.31	11.7	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**32.6**	**C**		**0.46**	**21.0**	**C**	**0.48**	**21.3**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.40	23.9	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	1.00	65.5	E	yes	0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.76	23.9	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.72	21.7	C		0.67	20.6	C	0.69	21.2	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**36.1**	**D**		**0.66**	**23.2**	**C**	**0.67**	**23.4**	**C**	
42	**West 125th Street and St. Clair Place**	EB	R	0.67	32.3	C	0.71	33.9	C		0.60	30.5	C	0.62	31.0	C	
		WB	R	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.68	28.2	C		0.67	28.0	C	0.70	29.0	C	
		SB	T	0.12	19.8	B	0.15	20.1	C		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.7**	**C**		*	**27.1**	**C**	*	**27.6**	**C**	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.41	12.6	B		0.32	11.6	B	0.32	11.6	B	
			R	0.96	45.0	E	0.97	45.5	D		0.57	14.8	B	0.58	15.1	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/through lane, **LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table has been included as part of the FEIS

Table 3.21-23
Comparison of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.80	35.3	D	0.96	54.8	D	yes	0.58	27.2	C	0.78	35.1	D	
			DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		WB	LTR	1.12	114.6	F	----	----	----		0.84	39.4	D	0.87	42.3	D	
			DefL	----	----	----	1.11	131.0	F		----	----	----	----	----	----	
			TR	----	----	----	1.04	96.7	F		----	----	----	----	----	----	
		NB	L	0.36	16.7	B	0.37	17.1	B		0.24	13.1	B	0.25	13.4	B	
			TR	0.53	14.5	B	0.53	14.4	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.50	20.4	C	0.53	21.6	C		0.48	19.2	B	0.49	19.3	B	
			TR	0.61	15.8	B	0.62	16.0	B		0.54	14.6	B	0.56	14.9	B	
		Overall		**0.81**	**39.3**	**D**	**0.81**	**41.5**	**D**		**0.66**	**21.7**	**C**	**0.68**	**23.8**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.89	50.1	D	0.91	52.7	D		0.62	30.5	C	0.62	30.5	C	
		WB	L	0.78	52.7	D	0.78	54.0	D		0.56	32.9	C	0.56	33.2	C	
			TR	0.91	53.4	D	0.91	53.4	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	0.67	16.5	B		0.50	13.7	B	0.54	14.3	B	
		SB	DefL	0.68	34.2	C	0.93	74.8	E	yes	----	-----	-----	----	----	----	
			TR	0.43	12.9	B	0.43	13.0	B		-----	-----	-----	----	----	----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.49	13.7	B	
		Overall		**0.77**	**27.1**	**C**	**0.92**	**29.5**	**C**		**0.62**	**20.5**	**C**	**0.64**	**20.6**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.48	29.0	C	0.49	29.3	C		0.33	26.4	C	0.33	26.4	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.45	10.9	B		0.35	9.7	A	0.35	9.8	A	
		SB	LTR	0.40	10.3	B	0.42	10.4	B		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.63**	**26.0**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.5	C	0.58	33.6	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.70	23.8	C	0.71	24.0	C		0.63	22.6	C	0.65	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.4**	**C**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.49	24.5	C	
		NB	LT	0.37	11.9	B	0.38	12.1	B		0.21	10.6	B	0.22	10.7	B	
		Overall		**0.43**	**16.4**	**B**	**0.44**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.32**	**16.6**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.36	212.2	F	1.39	229.7	F	yes	1.27	162.7	F	1.30	179.5	F	yes
		SB	TR	0.67	17.0	B	0.69	18.5	B		0.77	19.9	B	0.80	21.9	C	
		Overall		**0.93**	**103.3**	**F**	**0.96**	**111.4**	**F**		**0.96**	**73.0**	**E**	**0.99**	**80.4**	**F**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.99	67.6	E	0.99	68.5	E		0.76	34.8	C	0.76	35.0	C	
		NB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TH	0.45	11.6	B	0.46	11.8	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.47	11.4	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.64**	**32.3**	**C**		**0.47**	**20.5**	**C**	**0.47**	**20.6**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.79	20.4	C		0.54	14.5	B	0.55	14.6	B	
		Overall		**0.74**	**23.2**	**C**	**0.74**	**23.2**	**C**		**0.55**	**19.3**	**B**	**0.56**	**19.3**	**B**	
9	**126th Street and 5th Avenue**	WB	LT	1.13	103.8	F	1.14	106.9	F	yes	0.89	44.3	D	0.90	45.4	D	
		SB	TR	0.68	17.2	B	0.69	17.5	B		0.54	14.6	B	0.55	14.8	B	
		Overall		**0.85**	**54.5**	**D**	**0.86**	**55.8**	**E**		**0.68**	**26.8**	**C**	**0.69**	**27.3**	**C**	
10	**West 126th Street and Lenox Avenue**	WB	LTR	1.00	57.4	E	1.01	58.8	E		0.92	43.7	D	0.92	43.7	D	
		NB	L	0.76	53.7	D	0.81	62.7	E	yes	0.97	90.8	F	1.01	106.1	F	yes
			T	0.81	27.4	C	0.81	27.3	C		0.48	18.8	B	0.48	18.8	B	
		SB	TR	0.70	23.7	C	0.73	24.6	C		0.67	22.5	C	0.69	23.0	C	
		Overall		**0.91**	**35.9**	**D**	**0.91**	**36.7**	**D**		**0.94**	**31.0**	**C**	**0.97**	**32.0**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.82	34.4	C	0.82	34.9	C		0.59	27.0	C	0.59	27.0	C	
		NB	LT	0.58	14.9	B	0.63	15.7	B		0.57	14.8	B	0.60	15.3	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.6	B	
		Overall		**0.67**	**19.5**	**B**	**0.71**	**19.9**	**B**		**0.58**	**16.4**	**B**	**0.60**	**16.6**	**B**	

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125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	1.07	90.6	F	1.07	90.6	F		0.65	41.5	D	0.65	41.5	D	
		NB	LT	0.38	8.2	A	0.38	8.2	A		0.38	12.5	B	0.38	12.6	B	
		SB	TR	0.31	7.5	A	0.32	7.6	A		0.34	12.6	B	0.34	12.7	B	
		Overall		**0.59**	**34.6**	**C**	**0.59**	**34.3**	**C**		**0.48**	**20.4**	**C**	**0.49**	**20.3**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.93	47.8	D	0.93	47.8	D		0.74	28.4	C	0.74	28.4	C	
		NB	LT	1.13	103.4	F	1.15	110.1	F	yes	1.02	70.9	E	1.04	77.5	E	yes
		SB	TR	0.77	29.2	C	0.78	29.6	C		0.76	28.6	C	0.77	29.3	C	
		Overall		**1.03**	**62.8**	**E**	**1.04**	**65.7**	**E**		**0.88**	**42.7**	**D**	**0.89**	**45.3**	**D**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.13	160.4	F	yes	1.11	111.6	F	1.11	111.6	F	
		NB	LT	0.14	8.0	A	0.19	8.4	A		0.19	8.4	A	0.19	8.4	A	
		SB	TR	0.31	9.9	A	0.32	9.9	A		0.32	9.9	A	0.32	10.0	A	
		Overall		**0.58**	**75.0**	**E**	**0.58**	**75.7**	**E**		**0.58**	**52.7**	**D**	**0.58**	**52.6**	**D**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.87	34.0	C	0.98	48.2	D	yes	0.62	24.8	C	0.68	26.3	C	
		NB	L	0.20	16.1	B	0.20	16.1	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.85	37.8	D		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.91**	**39.8**	**D**		**0.53**	**17.5**	**B**	**0.56**	**18.1**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.83	47.9	D	0.93	75.3	E	yes	0.84	37.4	D	0.92	43.8	D	
		WB	LT	1.04	78.6	E	1.36	203.0	F	yes	1.75	381.3	F	2.17	567.2	F	yes
		SB	LTR	0.93	55.4	E	0.96	65.7	E	yes	0.45	22.7	C	0.47	23.0	C	
		RAMP (SB)	TR	1.02	120.2	F	1.10	146.1	F	yes	0.92	57.7	E	1.05	87.3	F	yes
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	2.23	810.9	F	----	----	----		1.71	353.9	F	----	----	----	
			DefL	-----	-----	-----	3.91	1368.0	F		-----	-----	-----	3.01	965.60	F	yes
			T	-----	-----	-----	2.52	981.8	F		-----	-----	-----	1.83	408.80	F	yes
		WB	TR	0.96	47.3	D	1.16	112.0	F	yes	0.89	37.9	D	1.08	81.00	F	yes
		NB	LTR	0.58	16.7	B	0.59	16.8	B		0.42	14.7	B	0.42	14.70	B	
		Overall		**1.30**	**290.6**	**F**	**2.20**	**415.9**	**F**		**0.98**	**126.5**	**F**	**1.62**	**200.0**	**F**	
18	**East 125th Street and Lexington Avenue**	EB	TR	1.30	278.0	F	1.52	373.5	F	yes	1.06	72.2	E	1.22	133.0	F	yes
		WB	LT	1.57	294.2	F	1.91	445.0	F	yes	1.74	365.8	F	2.02	491.1	F	yes
		SB	LTR	0.63	18.1	B	0.64	18.3	B		0.63	17.9	B	0.64	18.0	B	
		Overall		**1.04**	**186.7**	**F**	**1.20**	**276.2**	**F**		**1.11**	**134.6**	**F**	**1.24**	**200.0**	**F**	
19	**East 125th Street and Park Avenue**	EB	LTR	1.06	136.3	F	1.23	204.1	F	yes	0.72	18.5	B	0.82	22.1	C	
		WB	LTR	0.93	36.0	D	1.18	114.7	F	yes	0.79	21.8	C	0.98	42.1	D	
		NB	TR	0.50	25.4	C	0.50	25.5	C		0.28	22.1	C	0.29	22.2	C	
		SB	TR	0.72	30.0	C	0.73	30.1	C		0.57	26.2	C	0.57	26.2	C	
		Overall		**0.93**	**72.7**	**E**	**1.04**	**124.1**	**F**		**0.70**	**21.6**	**C**	**0.82**	**29.9**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	1.26	147.6	F	1.58	287.7	F	yes	1.20	125.3	F	1.41	219.1	F	yes
		WB	TR	0.67	20.6	C	0.78	24.1	C		0.76	25.7	C	0.87	31.6	C	
		NB	LTR	0.82	28.8	C	0.83	29.2	C		0.54	19.4	B	0.55	19.6	B	
		Overall		**1.06**	**67.9**	**E**	**1.24**	**124.3**	**F**		**0.87**	**56.9**	**E**	**0.98**	**92.1**	**F**	
21	**125th Street and 5th Avenue**	EB	TR	1.02	152.3	F	1.25	238.8	F	yes	1.04	413.7	F	1.16	456.6	F	yes
		WB	LT	0.84	30.9	C	1.06	88.3	F	yes	0.98	222.9	F	1.17	305.2	F	yes
		SB	LTR	0.93	39.0	D	0.96	43.5	D		0.65	23.5	C	0.67	23.9	C	
		Overall		**0.98**	**75.8**	**E**	**1.17**	**129.3**	**F**		**0.89**	**234.8**	**F**	**1.03**	**285.8**	**F**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.82	28.5	C	1.07	73.7	E	yes	1.16	504.7	F	1.31	571.2	F	yes
		WB	TR	0.87	33.2	C	0.99	51.0	D	yes	1.38	657.2	F	1.62	776.5	F	yes
		NB	TR	0.98	47.4	D	0.98	48.1	D		0.80	28.4	C	0.80	28.5	C	
		SB	TR	0.79	27.4	C	0.84	30.5	C		0.88	33.0	C	0.91	36.4	D	
		Overall		**0.93**	**34.9**	**C**	**1.03**	**52.5**	**D**	**yes**	**1.13**	**315.6**	**F**	**1.26**	**382.2**	**F**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	1.39	268.3	F	1.78	449.6	F	yes	1.06	441.4	F	1.25	547.5	F	yes
		WB	LTR	1.09	130.0	F	1.64	372.0	F	yes	0.93	325.0	F	1.19	477.5	F	yes
		NB	TR	0.58	20.1	C	0.61	20.6	C		0.61	20.5	C	0.65	21.3	C	
		SB	TR	0.43	17.8	B	0.44	17.9	B		0.49	18.7	B	0.57	20.2	C	
		Overall		**0.99**	**106.9**	**F**	**1.20**	**221.3**	**F**		**0.84**	**186.7**	**F**	**0.95**	**255.0**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.71	21.8	C	0.85	28.5	C		1.20	329.7	F	1.28	364.1	F	yes
		WB	LTR	0.98	48.4	D	1.21	128.3	F	yes	1.19	585.8	F	1.28	620.6	F	yes
		NB	TR	0.62	24.4	C	0.66	25.4	C		0.39	12.7	B	0.41	12.9	B	
		SB	TR	0.58	23.1	C	0.60	23.5	C		0.41	14.5	B	0.43	14.8	B	
		Overall		**0.82**	**30.1**	**C**	**0.96**	**56.5**	**E**		**0.72**	**274.3**	**F**	**0.76**	**299.4**	**F**	

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No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	1.21	207.8	F	1.36	277.2	F	yes	0.80	112.0	F	0.85	140.1	F	yes
		WB	LTR	0.70	18.8	B	0.88	28.6	C		0.55	36.5	D	0.60	40.3	D	
		NB	TR	0.87	44.7	D	0.90	48.9	D		0.73	36.0	D	0.76	37.7	D	
		SB	TR	0.90	85.4	F	0.90	87.3	F		1.06	88.7	F	1.09	96.5	F	yes
		Overall		**1.09**	**104.9**	**F**	**1.18**	**132.8**	**F**		**0.91**	**74.5**	**E**	**0.95**	**87.4**	**F**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.68	17.5	B	0.73	18.8	B		0.63	111.3	F	0.65	119.0	F	yes
		WB	LTR	0.80	23.0	C	0.95	37.5	D		0.50	36.4	D	0.53	38.8	D	
		NB	DefL	-----	-----	-----	----	----	----		0.59	33.3	C	0.59	33.3	C	
			TR	-----	-----	-----	----	----	----		0.47	26.3	C	0.48	26.4	C	
			LTR	0.63	29.0	C	0.64	29.5	C		-----	-----	-----	----	----	----	
		SB	LTR	0.46	25.3	C	0.48	25.6	C		0.44	24.8	C	0.44	24.8	C	
		Overall		**0.74**	**22.3**	**C**	**0.83**	**28.1**	**C**		**0.61**	**61.4**	**E**	**0.63**	**65.4**	**E**	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.68	47.3	D	0.85	77.0	E	yes	0.40	101.3	F	0.41	111.4	F	yes
			TR	0.93	42.8	D	0.99	52.6	D	yes	0.97	154.1	F	1.00	175.3	F	yes
		WB	L	0.99	125.0	F	1.00	128.6	F	yes	0.99	449.8	F	0.99	449.8	F	
			TR	0.72	28.2	C	0.81	32.1	C		0.66	95.4	F	0.68	100.0	F	yes
		NB	L	0.35	28.3	C	0.35	28.3	C		0.35	13.5	B	0.35	13.5	B	
			T	0.50	51.3	D	0.50	51.3	D		0.25	19.1	B	0.25	19.1	B	
			R	0.77	42.3	D	0.77	42.3	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.72	46.3	D		0.58	23.8	C	0.58	23.8	C	
			TR	0.35	22.9	C	0.35	22.9	C		0.22	18.8	B	0.22	18.8	B	
		Overall		*****	**40.6**	**D**	*****	**44.9**	**D**		*****	**94.6**	**F**	*****	**102.9**	**F**	
28	**West 125th Street and Broadway**	EB	L	0.57	38.9	D	0.72	55.1	E	yes	0.50	31.7	C	0.52	33.0	C	
			T	0.63	30.0	C	0.69	31.6	C		0.56	26.2	C	0.59	26.8	C	
			R	0.23	11.8	B	0.23	11.8	B		0.21	7.3	A	0.21	7.3	A	
		WB	L	0.42	33.4	C	0.49	37.5	D		0.36	28.1	C	0.38	29.3	C	
			T	0.59	29.3	C	0.71	32.4	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.8	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.55	49.9	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.58	63.9	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.49	27.8	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.61	39.2	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.34	22.4	C		0.68	35.6	D	0.68	35.6	D	
			R	0.20	22.1	C	0.20	22.1	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.64**	**36.9**	**D**		**0.57**	**28.2**	**C**	**0.59**	**28.4**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.76	34.2	C	0.87	40.4	D		0.35	21.5	C	0.37	21.8	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	0.99	45.8	D	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.85	28.3	C		1.10	95.2	F	1.14	109.8	F	yes
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.6	B	
		Overall		**0.67**	**25.9**	**C**	**0.80**	**29.3**	**C**		**1.07**	**51.3**	**D**	**1.10**	**55.4**	**E**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.40	24.5	C	0.40	24.5	C		0.39	23.3	C	0.39	23.3	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.48**	**16.0**	**B**		**0.43**	**15.2**	**B**	**0.43**	**15.2**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	LT	0.79	20.6	C	0.79	20.6	C		0.92	29.4	C	0.92	29.7	C	
		Overall		**0.86**	**32.9**	**C**	**0.86**	**32.9**	**C**		**0.84**	**30.4**	**C**	**0.84**	**30.7**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.34	20.2	C	0.34	20.2	C		0.23	18.9	B	0.23	18.9	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.94	37.3	D		0.56	17.5	B	0.57	17.6	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**27.0**	**C**		**0.42**	**16.7**	**B**	**0.42**	**16.8**	**B**	

Table 3.21-23
Comparison of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative Action
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
34	**East 124th Street and Madison Avenue**	EB	LT	0.19	21.1	C	0.19	21.1	C		0.19	21.0	C	0.19	21.0	C	
		NB	TR	0.88	25.6	C	0.89	26.2	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.62**	**25.5**	**C**		**0.43**	**16.3**	**B**	**0.44**	**16.4**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.56	32.7	C	0.56	32.7	C		0.47	31.2	C	0.47	31.2	C	
			LR	0.64	23.5	C	0.62	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	28.9	C		0.39	29.7	C	0.41	30.1	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.42	9.9	A		0.55	11.4	B	0.56	11.6	B	
		Overall		**0.52**	**16.7**	**B**	**0.50**	**16.4**	**B**		**0.55**	**15.2**	**B**	**0.55**	**15.3**	**B**	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.66	28.0	C	0.66	27.9	C		0.63	29.4	C	0.63	29.4	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.7	B	
		SB	DefL	0.67	32.0	C	0.71	36.7	D		----	-----	-----	----	----	----	
			T	0.46	15.1	B	0.48	15.3	B		-----	-----	-----	----	----	----	
			LTR	-----	-----	-----	----	----	----		0.42	12.7	B	0.43	12.9	B	
		Overall		**0.66**	**18.5**	**B**	**0.69**	**18.9**	**B**		**0.50**	**15.8**	**B**	**0.51**	**15.8**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.80	35.4	D	0.80	35.4	D		0.59	26.1	C	0.59	26.1	C	
		NB	TR	0.41	14.9	B	0.43	15.2	B		0.34	14.1	B	0.35	14.3	B	
		SB	LT	0.54	17.1	B	0.56	17.5	B		0.44	15.6	B	0.45	15.7	B	
		Overall		**0.65**	**21.2**	**C**	**0.67**	**21.2**	**C**		**0.51**	**17.7**	**B**	**0.51**	**17.7**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.66	23.8	C	0.66	23.8	C		0.67	25.3	C	0.67	25.3	C	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.39	18.4	B	
		SB	LT	0.74	26.7	C	0.76	28.3	C		0.75	29.6	C	0.76	30.1	C	
		Overall		**0.70**	**24.0**	**C**	**0.71**	**24.3**	**C**		**0.71**	**25.3**	**C**	**0.71**	**25.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.64	25.2	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.78	26.1	C		0.52	17.9	B	0.53	18.0	B	
		SB	LTR	0.99	52.6	D	1.00	54.7	D		0.83	29.2	C	0.84	30.2	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**33.4**	**C**		**0.76**	**25.5**	**C**	**0.77**	**25.8**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.73	32.9	C	0.74	33.3	C		0.68	30.8	C	0.69	31.1	C	
		WB	LTR	0.71	30.7	C	0.73	31.6	C		0.70	30.6	C	0.73	31.5	C	
		NB	LTR	0.40	12.5	B	0.42	12.8	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.40	12.7	B		0.34	12.0	B	0.36	12.1	B	
		Overall		**0.52**	**20.4**	**C**	**0.54**	**20.7**	**C**		**0.48**	**20.5**	**C**	**0.50**	**20.8**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.30	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.81	25.3	C		0.63	18.0	B	0.64	18.4	B	
		SB	LTR	0.50	15.7	B	0.52	16.1	B		0.45	14.5	B	0.47	14.7	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.4**	**C**		**0.66**	**22.4**	**C**	**0.68**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	EB	R	0.77	37.8	D	0.82	40.3	D		0.49	28.2	C	0.52	28.6	C	
		WB	R	0.54	30.2	C	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.79	30.1	C	0.88	35.6	D		0.85	35.7	D	0.88	37.9	D	
		SB	T	0.27	20.0	B	0.30	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		*****	**30.6**	**C**	*****	**33.6**	**C**		*****	**30.0**	**C**	*****	**31.0**	**C**	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	SB	L	0.32	11.6	B	0.26	11.0	B		0.27	11.0	B	0.27	11.0	B	
			R	0.57	14.8	B	0.85	27.6	C		0.49	13.1	B	0.50	13.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.27	8.0	A	0.40	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/through lane, **LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HCS does not provide v/c calculation for this intersection

This table has been included as part of the FEIS

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	----	-----	-----	0.98	59.5	E		0.69	31.1	C	0.88	44.5	D	
			DefL	1.11	147.8	F	----	----	----		----	----	----	----	----	----	
			TR	0.87	47.2	D	----	----	----		----	----	----	----	----	----	
		WB	LTR	1.02	66.1	E	1.01	61.1	E		0.73	32.3	C	0.75	33.4	C	
		NB	L	0.22	14.8	B	0.27	19.5	B		0.19	11.7	B	0.19	11.9	B	
			TR	0.58	15.4	B	0.63	18.0	B		0.45	13.4	B	0.45	13.3	B	
		SB	L	0.59	24.5	C	0.66	32.7	C		0.30	13.8	B	0.30	13.9	B	
			TR	0.77	19.8	B	0.84	24.9	C		0.46	13.5	B	0.47	13.7	B	
		Overall		**0.90**	**36.9**	**D**	**0.91**	**36.8**	**D**		**0.57**	**20.7**	**C**	**0.63**	**23.7**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.57	28.8	C	0.61	29.3	C		0.50	27.0	C	0.65	32.6	C	
		WB	L	0.88	64.1	E	0.86	59.0	E		0.44	28.3	C	0.45	28.7	C	
			TR	0.98	68.2	E	0.95	59.9	E		0.84	44.1	D	0.84	44.1	D	
		NB	LTR	0.48	13.6	B	0.50	14.4	B		0.45	13.3	B	0.48	13.6	B	
			L	----	----	----	----	----	----		----	----	----	----	----	----	
			TR	----	----	----	----	----	----		----	----	----	----	----	----	
		SB	DefL	----	-----	-----	----	----	----		----	-----	-----	----	----	----	
			TR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			LTR	0.88	24.3	C	0.94	30.6	C		0.35	12.0	B	0.36	12.1	B	
		Overall		**0.92**	**30.2**	**C**	**0.94**	**32.0**	**C**		**0.60**	**20.6**	**C**	**0.62**	**21.2**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.73	27.8	C	0.43	27.9	C		0.23	25.1	C	0.23	25.2	C	
		WB	LTR	1.11	111.4	F	1.11	111.4	F		0.96	73.9	E	0.96	73.9	E	
		NB	LTR	0.29	9.2	A	0.30	9.3	A		0.33	9.6	A	0.35	9.7	A	
		SB	LTR	0.45	10.9	B	0.46	11.0	B		0.24	8.8	A	0.25	8.9	A	
		Overall		**0.68**	**33.9**	**C**	**0.69**	**33.7**	**C**		**0.54**	**25.6**	**C**	**0.55**	**25.4**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.65	35.6	D	0.65	35.5	D		0.53	32.6	C	0.53	32.6	C	
		NB	L	1.06	98.6	F	1.06	97.7	F		0.48	37.2	D	0.48	37.2	D	
			T	0.93	57.5	E	0.93	57.5	E		1.02	77.2	E	1.02	77.2	E	
		SB	TR	0.67	23.5	C	0.69	23.8	C		0.45	20.3	C	0.46	20.5	C	
		Overall		**0.76**	**39.9**	**D**	**0.77**	**39.7**	**D**		**0.61**	**36.0**	**D**	**0.61**	**35.8**	**D**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.70	28.7	C	0.69	28.7	C		0.42	23.6	C	0.43	23.6	C	
		NB	LT	0.31	11.4	B	0.36	11.9	B		0.27	11.2	B	0.34	11.7	B	
		Overall		**0.46**	**19.0**	**B**	**0.49**	**18.6**	**B**		**0.33**	**15.7**	**B**	**0.37**	**15.5**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.14	174.1	F	----	----	----		1.14	111.3	F	----	----	----	
			T	----	----	----	0.51	27.0	C		----	----	----	0.66	31.9	C	
			L	----	----	----	1.12	170.7	F		----	----	----	0.79	36.1	D	
		SB	TR	0.73	19.9	B	0.73	20.0	B		0.51	14.3	B	0.52	14.3	B	
		Overall		**0.90**	**83.7**	**F**	**0.89**	**72.0**	**E**		**0.75**	**59.7**	**E**	**0.62**	**24.9**	**C**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.98	75.6	E	0.98	67.6	E		0.78	36.7	D	0.86	40.9	D	
		NB	DefL	0.38	12.7	B	0.43	16.1	B		----	-----	-----	----	----	----	
			T	0.35	10.7	B	0.38	13.1	B		-----	-----	-----	----	----	----	
			TH	----	----	----	----	----	----		0.22	9.1	A	0.22	9.6	A	
		SB	TR	0.42	10.9	B	0.45	13.3	B		0.26	9.3	A	0.26	9.8	A	
		Overall		**0.61**	**37.2**	**D**	**0.66**	**37.4**	**D**		**0.44**	**21.6**	**C**	**0.47**	**24.8**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.85	35.9	D	0.84	35.7	D		0.56	26.1	C	0.56	26.2	C	
		NB	LT	0.61	15.8	B	0.69	17.5	B		0.55	14.7	B	0.66	16.7	B	
		Overall		**0.70**	**25.5**	**C**	**0.75**	**25.7**	**C**		**0.55**	**19.2**	**B**	**0.62**	**20.1**	**C**	
9	**126th Street and 5th Avenue**	WB	LT	1.08	84.4	F	1.08	81.3	F		0.87	43.0	D	----	----	----	
			L	----	----	----	----	----	----		----	----	----	0.49	26.2	C	
			T	----	----	----	----	----	----		----	----	----	0.80	37.7	D	
		SB	TR	0.80	21.3	C	0.87	27.8	C		0.50	14.1	B	0.51	14.1	B	
		Overall		**0.92**	**47.0**	**D**	**0.97**	**51.0**	**D**		**0.65**	**26.1**	**C**	**0.62**	**23.3**	**C**	

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
10	**West 126th Street and Lenox Avenue ****	WB	LTR	0.98	51.8	D	----	----	----		0.69	25.5	C	0.79	32.0	C	
			LT	----	----	----	0.73	27.1	C		----	----	----	----	----	----	
			R	----	----	----	0.14	23.1	C		----	----	----	----	----	----	
		NB	L	0.74	66.3	E	0.95	93.2	F	yes	0.58	30.0	C	0.79	44.7	D	
			T	0.44	18.3	B	0.40	15.4	B		0.46	18.6	B	0.44	17.0	B	
		SB	T	----	----	----	0.74	21.9	C		----	----	----	----	----	----	
			R	----	----	----	0.42	19.8	B		----	----	----	----	----	----	
			TR	0.99	48.2	D	----	----	----		0.47	18.8	B	0.46	17.5	B	
		Overall		**0.99**	**42.6**	**D**	**0.84**	**24.3**	**C**		**0.63**	**21.1**	**C**	**0.79**	**23.5**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.73	28.70	C	0.80	31.70	C		0.56	26.3	C	0.62	27.7	C	
		NB	LT	0.54	16.20	B	----	----	----		0.44	13.0	B	0.57	14.8	B	
			DefL	----	----	----	1.01	105.7	F		----	----	----	----	----	----	
			T	----	----	----	0.52	15.9	B		----	----	----	----	----	----	
		SB	TR	0.58	16.50	B	0.59	16.50	B		0.32	11.7	B	0.33	11.8	B	
		Overall		**0.65**	**19.5**	**B**	**0.92**	**24.0**	**C**		**0.49**	**15.6**	**B**	**0.59**	**16.9**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	0.96	53.5	D	0.97	51.3	D		0.78	36.0	D	0.88	43.8	D	
		NB	LT	0.31	14.0	B	0.53	19.5	B		0.34	12.1	B	0.44	14.0	B	
		SB	TR	0.45	15.5	B	0.48	17.7	B		0.27	11.3	B	0.28	12.0	B	
		Overall		**0.67**	**30.2**	**C**	**0.74**	**31.4**	**C**		**0.51**	**20.0**	**B**	**0.62**	**24.0**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.96	51.0	D	----	----	----		0.79	32.4	C	0.88	40.8	D	
			L	----	----	----	0.30	17.1	B		----	----	----	----	----	----	
			TR	----	----	----	0.74	28.3	C		----	----	----	----	----	----	
		NB	LT	0.87	41.0	D	----	----	----		0.70	26.8	C	----	----	----	
			L	----	----	----	0.73	43.9	D		----	----	----	0.45	23.3	C	
			T	----	----	----	0.66	25.4	C		----	----	----	0.48	19.8	B	
		SB	TR	0.88	38.7	D	0.88	38.7	D		0.54	21.3	C	0.54	21.5	C	
		Overall		**0.92**	**43.9**	**D**	**0.81**	**30.9**	**C**		**0.74**	**27.1**	**C**	**0.71**	**28.2**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.06	87.9	F	1.06	87.1	F		0.89	56.7	E	0.92	57.8	E	
		NB	LT	0.14	8.0	A	----	----	----		0.11	7.8	A	----	----	F	
			DefL	----	----	----	0.32	12.0	B		----	----	----	0.22	10.2	B	
			T	----	----	----	0.20	10.1	B		----	----	----	0.18	9.4	A	
		SB	TR	0.29	9.6	A	0.31	11.3	B		0.27	9.5	A	0.28	10.5	B	
		Overall		**0.56**	**50.7**	**D**	**0.61**	**49.3**	**D**		**0.47**	**30.9**	**C**	**0.50**	**31.0**	**C**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.64	24.8	C	0.66	25.9	C		0.61	24.4	C	0.66	25.7	C	
		NB	L	0.21	13.3	B	0.21	13.2	B		0.22	13.4	B	0.22	13.4	B	
			TR	0.37	14.1	B	0.37	14.1	B		0.41	14.6	B	0.41	14.6	B	
		Overall		**0.47**	**17.3**	**B**	**0.49**	**17.9**	**B**		**0.50**	**17.6**	**B**	**0.52**	**18.2**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.66	32.8	C	0.65	30.8	C		0.72	27.7	C	0.70	24.4	C	
		WB	LT	1.16	121.7	F	1.17	123.1	F	yes	0.92	50.9	D	0.92	45.3	D	
		SB	LTR	0.81	31.7	C	0.95	43.1	D		0.65	33.3	C	0.82	43.3	D	
		RAMP (SB)	TR	1.09	218.2	F	1.07	207.7	F		0.69	37.7	D	0.76	40.3	D	
		Overall		*	*	*	*	*	*		*	*	*	*	*	*	
17	**East 125th Street and 3rd Avenue**	EB	LT	1.16	115.4	F	----	----	----		1.60	314.4	F	----	----	----	
			T	----	----	----	0.55	20.8	C		----	----	----	0.79	28.2	C	
		WB	TR	0.80	31.3	C	0.94	42.2	D		0.78	30.3	C	0.93	42.2	D	
		NB	LTR	0.39	14.4	B	0.47	17.6	B		0.43	14.8	B	0.53	17.8	B	
		Overall		**0.73**	**46.8**	**D**	**0.70**	**26.2**	**C**		**0.94**	**121.0**	**F**	**0.72**	**27.3**	**C**	
18	**East 125th Street and Lexington Avenue**	EB	TR	0.91	41.1	D	0.96	45.0	D		1.03	68.6	E	1.22	138.1	F	yes
		WB	LT	1.41	322.6	F	----	----	----		1.54	292.2	F	----	----	----	
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	0.71	32.2	C		-----	-----	-----	0.64	23.0	C	
		SB	LTR	0.70	20.3	C	0.83	27.6	C		0.45	15.3	B	0.56	19.2	B	
		Overall		**1.01**	**113.1**	**F**	**0.89**	**33.9**	**C**		**0.93**	**123.1**	**F**	**0.88**	**68.5**	**E**	

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No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
19	**East 125th Street and Park Avenue**	EB	LTR	0.64	16.8	B	----	----	----		0.74	19.4	B	----	----	----	
			TR	-----	-----	-----	0.61	15.9	B		-----	-----	-----	0.77	20.1	C	
		WB	LTR	0.93	36.0	D	----	----	----		0.87	28.7	C	----	----	----	
			TR	-----	-----	-----	0.73	19.1	B		-----	-----	-----	0.65	16.8	B	
		NB	TR	0.46	24.6	C	0.48	24.9	C		0.36	23.1	C	0.38	23.4	C	
		SB	TR	0.56	28.0	C	0.64	30.0	C		0.50	25.1	C	0.58	26.5	C	
		Overall		**0.79**	**26.7**	**C**	**0.69**	**21.5**	**C**		**0.73**	**23.8**	**C**	**0.69**	**20.8**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	0.88	32.4	C	----	----	----		0.99	52.0	D	----	----	----	
			T	-----	-----	-----	0.63	20.0	B		-----	-----	-----	0.67	20.8	C	
		WB	TR	0.57	18.9	B	0.72	22.6	C		0.67	21.0	C	0.87	30.9	C	
		NB	LTR	0.64	23.1	C	0.68	24.0	C		0.59	22.2	C	0.65	23.3	C	
		Overall		**0.77**	**25.1**	**C**	**0.70**	**22.4**	**C**		**0.81**	**31.9**	**C**	**0.77**	**25.0**	**C**	
21	**125th Street and 5th Avenue**	EB	TR	0.80	33.8	C	0.70	23.7	C		0.80	35.5	D	0.73	24.2	C	
		WB	T	-----	-----	-----	0.63	21.5	C		-----	-----	-----	0.51	18.1	B	
			LT	0.80	27.4	C	----	----	----		0.81	27.9	C	----	----	----	
		SB	LTR	1.15	102.8	F	1.15	102.0	F		0.77	27.2	C	0.88	33.3	C	
		Overall		**1.00**	**64.8**	**E**	**0.92**	**60.3**	**E**		**0.82**	**30.1**	**C**	**0.80**	**26.1**	**C**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.51	19.4	B	0.55	20.2	C		0.77	26.8	C	0.78	26.5	C	
		WB	TR	0.69	29.0	C	0.86	43.2	D		0.81	29.8	C	0.81	29.4	C	
		NB	TR	0.66	22.6	C	0.66	22.8	C		0.63	21.8	C	0.65	22.4	C	
			T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
		SB	T	-----	-----	-----	0.89	33.5	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.40	19.7	B		-----	-----	-----	-----	-----	-----	
			TR	1.00	50.9	D	-----	-----	-----		0.57	20.8	C	0.63	22.0	C	
		Overall		**0.84**	**33.5**	**C**	**0.88**	**30.5**	**C**		**0.72**	**25.1**	**C**	**0.73**	**25.4**	**C**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.72	25.4	C	----	----	----		1.08	125.2	F	----	----	----	
			TR	-----	-----	-----	0.55	20.3	C		-----	-----	-----	0.74	28.0	C	
		WB	LTR	0.72	25.4	C	----	----	----		0.93	50.8	D	----	----	----	
			TR	-----	-----	-----	0.62	21.9	C		-----	-----	-----	0.85	34.9	C	
		NB	TR	0.40	17.6	B	0.46	18.2	B		0.56	19.9	B	0.66	21.8	C	
		SB	TR	0.65	21.2	C	0.67	21.6	C		0.45	18.3	B	0.53	19.6	B	
		Overall		**0.69**	**22.0**	**C**	**0.65**	**20.6**	**C**		**0.82**	**52.8**	**D**	**0.75**	**25.7**	**C**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.76	33.7	C	----	----	----		0.75	20.5	C	----	----	----	
			TR	-----	-----	-----	0.69	26.9	C		-----	-----	-----	0.61	16.1	B	
		WB	LTR	0.77	26.0	C	----	----	----		0.80	23.4	C	----	----	----	
			TR	-----	-----	-----	0.66	21.7	C		-----	-----	-----	0.61	16.2	B	
		NB	TR	0.33	18.2	B	0.40	19.2	B		0.60	27.8	C	0.72	31.5	C	
		SB	TR	0.52	20.7	C	0.54	21.1	C		0.60	29.3	C	0.73	34.2	C	
		Overall		**0.65**	**25.8**	**C**	**0.62**	**22.7**	**C**		**0.72**	**24.4**	**C**	**0.66**	**23.1**	**C**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	0.96	55.7	E	----	----	----		0.90	31.6	C	----	----	----	
			TR	-----	-----	-----	0.69	21.5	C		-----	-----	-----	0.68	20.5	C	
		WB	LTR	0.72	20.0	B	----	----	----		0.55	15.4	B	----	----	----	
			TR	-----	-----	-----	0.58	17.4	B		-----	-----	-----	0.51	16.7	B	
		NB	TR	0.56	28.5	C	0.72	31.8	C		0.69	33.6	C	0.85	41.0	D	
		SB	TR	1.00	64.8	E	0.99	60.6	E		0.83	41.7	D	0.87	42.3	D	
		Overall		**0.97**	**44.6**	**D**	**0.82**	**32.2**	**C**		**0.87**	**29.4**	**C**	**0.76**	**28.0**	**C**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.65	17.0	B	----	----	----		0.61	16.1	B	----	----	----	
			TR	-----	-----	-----	0.70	19.3	B		-----	-----	-----	0.73	19.3	B	
		WB	LTR	0.64	17.1	B	----	----	----		0.52	14.6	B	----	----	----	
			TR	-----	-----	-----	0.51	15.5	B		-----	-----	-----	0.46	13.5	B	
		NB	DefL	0.79	50.6	D	0.79	50.0	D		0.50	30.7	C	0.52	31.8	C	
			TR	0.28	22.7	C	0.32	21.8	C		0.26	22.4	C	0.30	22.9	C	
			LTR	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
		SB	LTR	0.53	26.6	C	0.55	25.5	C		0.39	24.0	C	0.43	24.5	C	
		Overall		**0.70**	**21.5**	**C**	**0.74**	**21.7**	**C**		**0.57**	**18.0**	**B**	**0.65**	**19.2**	**B**	

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No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.49	33.5	C	----	----	----		0.57	36.4	D	----	----	----	
			TR	0.87	37.4	D	0.62	25.4	C		0.82	33.7	C	0.56	24.3	C	
		WB	L	0.82	89.6	F	----	----	----		0.60	52.0	D	----	----	----	
			TR	0.65	27.3	C	0.45	22.8	C		0.63	26.7	C	0.44	22.6	C	
		NB	L	0.29	17.5	B	0.31	19.5	B		0.18	14.0	B	0.19	15.0	B	
			T	0.38	22.6	C	0.44	23.5	C		0.33	22.1	C	0.42	23.2	C	
			R	0.61	31.6	C	0.61	31.6	C		0.74	40.3	D	0.74	40.3	D	
		SB	L	0.81	44.1	D	0.81	44.5	D		0.71	33.5	C	0.71	34.0	C	
			TR	0.50	24.5	C	0.59	26.1	C		0.36	22.5	C	0.42	23.3	C	
		Overall		*	**32.0**	**C**	*	**26.4**	**C**		*	**29.8**	**C**	*	**25.5**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.21	25.5	C	0.23	25.9	C		0.26	20.7	C	0.28	21.1	C	
			T	0.50	27.5	C	0.50	27.6	C		0.42	21.2	C	0.37	20.6	C	
			R	0.14	10.9	B	0.25	12.1	B		0.27	9.5	A	0.40	11.1	B	
		WB	L	0.44	32.0	C	0.44	32.2	C		0.20	20.1	C	0.18	19.6	B	
			T	0.45	26.8	C	0.48	27.2	C		0.32	20.0	B	0.35	20.4	C	
			R	0.41	14.2	B	0.41	14.3	B		0.28	9.7	A	0.28	9.7	A	
		NB	L	0.48	37.3	D	0.48	37.3	D		0.54	39.3	D	0.54	39.3	D	
			T	0.27	24.0	C	0.27	24.0	C		0.59	30.5	C	0.59	30.5	C	
			R	0.53	28.8	C	0.53	28.8	C		0.50	32.7	C	0.50	32.7	C	
		SB	L	0.44	36.1	D	0.44	36.1	D		0.64	43.3	D	0.64	43.3	D	
			T	0.46	24.0	C	0.46	24.0	C		0.36	26.5	C	0.36	26.5	C	
			R	0.11	20.6	C	0.11	20.6	C		0.17	25.3	C	0.17	25.3	C	
		Overall		**0.51**	**26.3**	**C**	**0.51**	**26.0**	**C**		**0.52**	**25.9**	**C**	**0.50**	**25.6**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.48	23.4	C	0.51	23.8	C		0.49	23.5	C	0.55	25.9	C	
			R	0.61	13.8	B	0.61	13.8	B		0.55	12.5	B	0.56	12.6	B	
		NB	LTR	0.31	27.4	C	0.31	27.4	C		0.26	26.8	C	0.26	26.8	C	
		SB	L	0.47	17.2	B	0.59	20.9	C		0.91	47.9	D	0.90	44.5	D	
			TR	0.09	10.9	B	0.09	10.9	B		0.09	10.9	B	0.09	9.9	A	
		Overall		**0.52**	**19.4**	**B**	**0.56**	**20.1**	**C**		**0.72**	**18.6**	**B**	**0.75**	**26.0**	**C**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.61	27.0	C	0.61	27.0	C		0.41	23.7	C	0.41	23.7	C	
			RT	0.51	29.2	C	0.51	29.2	C		0.34	24.1	C	0.31	23.6	C	
		WB	L	0.39	24.4	C	0.39	24.4	C		0.11	20.4	C	0.11	20.4	C	
			RT	0.32	11.9	B	0.32	11.9	B		0.09	9.9	A	0.09	9.9	A	
		SB	T	0.70	16.4	B	0.70	16.4	B		0.42	12.5	B	0.42	12.5	B	
		Overall		**0.67**	**18.7**	**B**	**0.66**	**18.7**	**B**		**0.42**	**15.7**	**B**	**0.42**	**15.6**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.32	22.4	C	0.43	23.9	C		0.32	22.4	C	0.51	25.0	C	
		NB	TR	0.46	12.9	B	0.46	12.9	B		0.41	12.4	B	0.41	12.4	B	
		Overall		**0.41**	**14.8**	**B**	**0.45**	**15.7**	**B**		**0.37**	**14.5**	**B**	**0.45**	**16.1**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.95	61.1	E	0.95	61.1	E		0.85	45.2	D	0.85	45.2	D	
		SB	L	----	----	----	0.37	13.1	B		----	----	----	----	----	----	
			T	----	----	----	0.78	20.1	C		----	----	----	----	----	----	
			LT	0.93	31.6	C	----	----	----		0.57	15.2	B	0.79	21.0	C	
		Overall		**0.94**	**38.7**	**D**	**0.85**	**28.2**	**C**		**0.68**	**25.1**	**C**	**0.81**	**27.6**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.45	22.0	C	0.47	22.3	C		0.34	20.2	C	0.35	20.3	C	
		NB	TR	0.38	14.6	B	0.38	14.6	B		0.28	13.6	B	0.28	13.6	B	
		SB	TR	0.80	25.9	C	0.80	26.2	C		0.46	15.8	B	0.46	15.8	B	
		Overall		**0.64**	**21.8**	**C**	**0.66**	**22.1**	**C**		**0.41**	**16.4**	**B**	**0.42**	**16.5**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.29	22.1	C	0.40	23.4	C		0.23	21.4	C	0.35	22.9	C	
		NB	TR	0.65	16.5	B	0.65	16.5	B		0.71	18.3	B	0.72	18.4	B	
		Overall		**0.51**	**17.9**	**B**	**0.56**	**18.6**	**B**		**0.52**	**18.9**	**B**	**0.58**	**19.6**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.32	28.1	C	0.33	28.2	C		0.53	33.0	C	0.65	37.1	D	
			LR	0.38	23.5	C	0.37	23.5	C		0.58	23.5	C	0.64	23.5	C	
			R	0.43	32.3	C	0.40	31.2	C		0.63	43.9	D	0.62	42.4	D	
		WB	LR	0.23	26.6	C	0.24	26.7	C		0.23	26.7	C	0.25	27.0	C	
		NB	T	0.33	9.1	A	0.33	9.1	A		0.30	8.7	A	0.30	8.8	A	
		SB	T	0.64	12.9	B	0.64	13.0	B		0.34	9.1	A	0.36	9.3	A	
		Overall		**0.57**	**14.1**	**B**	**0.57**	**14.2**	**B**		**0.43**	**15.5**	**B**	**0.45**	**16.5**	**B**	

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)							Weekday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS				NO ACTION			EXPANDED ARTS BONUS			
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?	v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	Impact?
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.36	20.9	C	0.46	22.5	C		0.49	25.9	C	0.63	29.6	C	
		NB	TR	0.36	14.2	B	0.37	14.3	B		0.37	12.1	B	0.38	12.3	B	
		SB	DefL	----	-----	-----	----	----	----		-----	-----	-----	0.52	20.6	C	
			T	-----	-----	-----	----	----	----		-----	-----	-----	0.36	12.2	B	
			LTR	0.65	18.4	B	0.67	18.8	B		0.39	12.4	B	-----	-----	-----	
		Overall		**0.53**	**17.3**	**B**	**0.58**	**17.9**	**B**		**0.42**	**14.5**	**B**	**0.56**	**16.2**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.72	32.4	C	0.82	38.7	D		0.42	22.3	C	0.55	25.3	C	
		NB	TR	0.19	12.7	B	0.20	12.8	B		0.27	13.4	B	0.27	13.5	B	
		SB	DefL	----	----	----	-----	-----	-----		----	----	----	0.53	20.4	C	
			T	----	----	----	-----	-----	-----		----	----	----	0.38	15.1	B	
			LT	0.38	14.6	B	0.48	15.9	B		0.34	14.2	B	-----	-----	-----	
		Overall		**0.53**	**19.3**	**B**	**0.63**	**21.9**	**C**		**0.37**	**15.7**	**B**	**0.54**	**17.9**	**B**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.65	24.4	C	0.82	33.0	C		0.54	21.7	C	0.73	27.9	C	
		NB	LTR	0.32	17.4	B	0.32	17.4	B		0.32	17.5	B	0.33	17.5	B	
		SB	L	----	----	----	0.34	18.7	D		----	----	----	0.48	22.3	C	
			T	----	----	----	0.70	25.5	C		----	----	----	0.34	17.5	C	
			LT	0.80	30.0	C	----	----	----		0.52	20.8	C	----	----	----	
		Overall		**0.72**	**25.9**	**C**	**0.76**	**26.5**	**C**		**0.53**	**20.3**	**C**	**0.61**	**22.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.55	23.6	C	0.55	23.6	C		0.53	23.2	C	0.53	23.2	C	
		WB	LTR	0.67	26.6	C	0.67	26.7	C		0.55	23.7	C	0.55	23.7	C	
		NB	LTR	0.34	14.9	B	0.34	14.9	B		0.46	16.8	B	0.47	16.8	B	
		SB	LTR	1.04	64.8	E	1.04	66.8	E		0.66	21.4	C	0.66	21.5	C	
		Overall		**0.88**	**38.4**	**D**	**0.88**	**39.2**	**D**		**0.61**	**21.7**	**C**	**0.61**	**21.7**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.85	40.6	D	0.82	37.3	D		0.67	30.6	C	0.69	31.4	C	
		WB	LTR	1.02	70.1	E	1.01	67.3	E		0.72	31.6	C	0.84	38.6	D	
		NB	LTR	0.41	12.8	B	0.44	13.7	B		0.23	11.0	B	0.24	11.0	B	
		SB	LTR	0.65	16.0	B	0.67	17.0	B		0.30	11.6	B	0.29	11.5	B	
		Overall		**0.79**	**30.9**	**C**	**0.80**	**30.4**	**C**		**0.46**	**21.0**	**C**	**0.50**	**23.4**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.38	23.6	C	0.39	23.0	C		0.25	21.8	C	0.25	21.9	C	
		WB	LTR	0.98	60.6	E	0.96	55.9	E		0.64	29.4	C	0.64	29.4	C	
		NB	LTR	0.74	22.8	C	0.78	25.6	C		0.67	20.1	C	0.69	20.6	C	
		SB	LTR	0.71	21.3	C	0.74	23.2	C		0.67	20.6	C	0.69	21.2	C	
		Overall		**0.83**	**34.2**	**C**	**0.85**	**33.8**	**C**		**0.66**	**23.2**	**C**	**0.67**	**23.4**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.67	32.3	C	0.71	33.9	C		0.60	30.5	C	0.62	31.0	C	
		WB	LR	0.34	25.6	C	0.34	25.6	C		0.36	25.9	C	0.36	25.9	C	
		NB	T	0.66	27.6	C	0.68	28.2	C		0.67	28.0	C	0.70	29.0	C	
		SB	T	0.12	19.8	B	0.15	20.1	C		0.27	21.2	C	0.28	21.4	C	
		Overall		*	**28.0**	**C**	*	**28.7**	**C**		*	**27.1**	**C**	*	**27.6**	**C**	
UNSIGNALIZED INTERSECTIONS																	
43	**124th Street and 5th Avenue**	SB	L	0.41	12.5	B	0.52	14.4	B		0.32	11.6	B	0.47	13.3	B	
			R	0.96	45.0	E	0.97	45.7	D		0.57	14.8	B	0.58	15.2	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.46	9.0	A	0.46	9.0	A		0.27	8.0	A	0.27	8.0	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**, LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HSC does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions. The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table has been included as part of the FEIS

Table 3.21-24

Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions

125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
SIGNALIZED INTERSECTIONS																	
1	**West 135th Street and Lenox Avenue**	EB	LTR	0.80	35.3	D	0.89	41.0	D		0.58	27.2	C	0.76	34.0	C	
			DefL	----	----	----	----	----	----		----	----	----	----	----	----	
			TR	----	----	----	----	----	----		----	----	----	----	----	----	
		WB	LTR	1.12	114.6	F	1.00	71.3	E		0.84	39.4	D	0.87	42.2	D	
		NB	L	0.36	16.7	B	0.43	22.7	C		0.24	13.1	B	0.25	13.4	B	
			TR	0.53	14.5	B	0.58	17.6	B		0.55	14.7	B	0.55	14.8	B	
		SB	L	0.50	20.4	C	0.61	29.8	C		0.48	19.2	B	0.49	19.4	B	
			TR	0.61	15.8	B	0.68	19.7	B		0.54	14.6	B	0.56	14.9	B	
		Overall		**0.81**	**39.3**	**D**	**0.82**	**34.0**	**C**		**0.66**	**21.7**	**C**	**0.68**	**23.6**	**C**	
2	**West 135th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.89	50.1	D	1.20	141.2	F	yes	0.62	30.5	C	0.75	37.7	D	
		WB	L	0.78	52.7	D	0.64	35.8	D		0.56	32.9	C	0.57	33.5	C	
			TR	0.91	53.4	D	0.80	36.5	D		0.82	41.7	D	0.82	41.7	D	
		NB	LTR	0.61	15.4	B	----	----	----		0.50	13.7	B	0.53	14.2	B	
			L	----	----	----	0.48	15.7	B		----	----	----	----	----	----	
			TR	----	----	----	0.61	22.5	C		----	----	----	----	----	----	
		SB	DefL	0.68	34.2	C	0.69	35.1	D		----	-----	-----	----	----	----	
			TR	0.43	12.9	B	0.47	15.7	B		-----	-----	-----	----	----	----	
			LTR	----	----	----	----	----	----		0.47	13.4	B	0.49	13.7	B	
		Overall		**0.77**	**27.1**	**C**	**0.92**	**39.0**	**D**		**0.62**	**20.5**	**C**	**0.64**	**21.5**	**C**	
3	**West 135th Street and Frederick Douglass Boulevard**	EB	LTR	0.48	29.0	C	0.52	29.9	C		0.33	26.4	C	0.33	26.5	C	
		WB	LTR	1.01	83.7	F	1.01	83.7	F		1.02	86.4	F	1.02	86.4	F	
		NB	LTR	0.45	10.8	B	0.48	11.1	B		0.35	9.7	A	0.36	9.8	A	
		SB	LTR	0.40	10.3	B	0.37	9.9	A		0.33	9.6	A	0.34	9.7	A	
		Overall		**0.63**	**26.1**	**C**	**0.65**	**26.6**	**C**		**0.57**	**28.2**	**C**	**0.58**	**28.0**	**C**	
4	**East 126th Street and 2nd Avenue**	WB	LTR	0.58	33.5	C	0.58	33.6	C		0.63	34.3	C	0.64	34.4	C	
		NB	L	0.41	32.2	C	0.41	32.2	C		0.39	34.9	C	0.39	34.9	C	
			T	1.04	77.1	E	1.04	77.1	E		0.98	67.6	E	0.98	67.6	E	
		SB	TR	0.70	23.8	C	0.71	24.0	C		0.63	22.6	C	0.65	22.9	C	
		Overall		**0.76**	**38.3**	**D**	**0.76**	**38.3**	**D**		**0.71**	**33.5**	**C**	**0.72**	**33.4**	**C**	
5	**East 126th Street and 3rd Avenue**	WB	TR	0.52	24.9	C	0.52	24.9	C		0.48	24.4	C	0.49	24.5	C	
		NB	LT	0.37	11.9	B	0.43	12.5	B		0.21	10.6	B	0.26	11.0	B	
		Overall		**0.43**	**16.4**	**B**	**0.46**	**16.3**	**B**		**0.31**	**16.7**	**B**	**0.35**	**16.2**	**B**	
6	**East 126th Street and Lexington Avenue**	WB	LT	1.36	212.2	F	----	----	----		1.27	162.7	F	----	----	----	
			L	----	----	----	0.62	30.9	C		----	----	----	0.71	34.3	C	
			T	----	----	----	1.00	73.7	E		----	----	----	0.87	45.0	D	
		SB	TR	0.67	17.0	B	0.69	18.5	B		0.77	19.9	B	0.80	21.9	C	
		Overall		**0.93**	**103.3**	**F**	**0.81**	**38.1**	**D**		**0.96**	**73.0**	**E**	**0.83**	**29.8**	**C**	
7	**East 126th Street and Park Avenue**	WB	LTR	0.99	67.6	E	0.99	67.5	E		0.76	34.8	C	0.82	37.7	D	
		NB	DefL	----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			TH	0.45	11.6	B	0.49	13.2	B		0.21	9.1	A	0.21	9.1	A	
		SB	TR	0.47	11.4	B	0.49	12.7	B		0.32	9.8	A	0.32	9.8	A	
		Overall		**0.64**	**32.0**	**C**	**0.67**	**33.8**	**C**		**0.47**	**20.5**	**C**	**0.49**	**22.3**	**C**	
8	**East 126th Street and Madison Avenue**	WB	TR	0.66	28.1	C	0.66	28.2	C		0.57	26.3	C	0.58	26.4	C	
		NB	LT	0.79	20.4	C	0.84	22.8	C		0.54	14.5	B	0.65	16.4	B	
		Overall		**0.74**	**23.2**	**C**	**0.77**	**24.7**	**C**		**0.55**	**19.3**	**B**	**0.62**	**20.1**	**C**	
9	**126th Street and 5th Avenue**	WB	LT	1.13	103.8	F	1.12	97.2	F		0.89	44.3	D	----	----	----	
			L	----	----	----	----	----	----		----	----	----	0.21	19.0	B	
			T	----	----	----	----	----	----		----	----	----	0.93	47.1	D	
		SB	TR	0.68	17.2	B	0.75	21.7	C		0.54	14.6	B	0.60	18.0	B	
		Overall		**0.85**	**54.5**	**D**	**0.91**	**56.0**	**E**		**0.68**	**26.8**	**C**	**0.75**	**29.2**	**C**	

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
10	**West 126th Street and Lenox Avenue ****	WB	LTR	1.00	57.4	E	----	----	----		0.92	43.7	D	----	----	----	
			LT	----	----	----	0.88	39.0	D		----	----	----	0.86	37.8	D	
			R	----	----	----	0.29	19.8	B		----	----	----	0.37	21.7	C	
		NB	L	0.76	53.7	D	0.98	88.6	F	yes	0.97	90.8	F	1.04	99.0	F	yes
			T	0.81	27.4	C	0.74	22.1	C		0.48	18.8	B	0.43	15.8	B	
		SB	T	----	----	----	0.54	17.3	B		----	----	----	0.52	16.9	B	
			R	----	----	----	0.24	15.4	B		----	----	----	0.13	13.1	B	
			TR	0.70	23.7	C	----	----	----		0.67	22.5	C	----	----	----	
		Overall		**0.91**	**35.9**	**D**	**0.93**	**28.0**	**C**		**0.94**	**31.0**	**C**	**0.96**	**27.8**	**C**	
11	**West 126th Street and Adam C. Powell Jr. Boulevard**	WB	LTR	0.82	34.4	C	0.89	39.7	D		0.59	27.0	C	0.64	28.3	C	
		NB	LT	0.58	14.9	B	0.74	18.5	B		0.57	14.8	B	----	----	----	
			DefL	----	----	----	----	----	----		----	----	----	0.77	32.9	C	
			T	----	----	----	----	----	----		----	----	----	0.61	15.7	B	
		SB	TR	0.31	11.5	B	0.31	11.6	B		0.30	11.4	B	0.31	11.6	B	
		Overall		**0.67**	**19.5**	**B**	**0.80**	**22.7**	**C**		**0.58**	**16.4**	**B**	**0.72**	**18.8**	**B**	
12	**West 126th Street and Frederick Douglass Boulevard**	WB	LTR	1.07	90.6	F	1.08	91.1	F		0.65	41.5	D	0.76	44.9	D	
		NB	LT	0.38	8.2	A	0.49	10.9	B		0.38	12.5	B	0.53	17.0	B	
		SB	TR	0.31	7.5	A	0.33	9.1	A		0.34	12.6	B	0.38	15.3	B	
		Overall		**0.59**	**34.6**	**C**	**0.69**	**37.2**	**D**		**0.48**	**20.4**	**C**	**0.63**	**25.0**	**C**	
13	**West 126th Street and St. Nicholas Avenue**	WB	LTR	0.93	47.8	D	----	----	----		0.74	28.4	C	0.83	34.2	C	
			L	----	----	----	0.21	16.0	B		----	----	----	----	----	----	
			TR	----	----	----	0.75	29.9	C		----	----	----	----	----	----	
		NB	LT	1.13	103.4	F	----	----	----		1.02	70.9	E	----	----	----	
			L	----	----	----	0.68	39.2	D		----	----	----	0.73	42.3	D	
			T	----	----	----	0.89	39.8	D		----	----	----	0.64	24.4	C	
		SB	TR	0.77	29.2	C	0.78	29.6	C		0.76	28.6	C	0.77	29.3	C	
		Overall		**1.03**	**62.8**	**E**	**0.82**	**32.5**	**C**		**0.88**	**42.7**	**D**	**0.80**	**30.7**	**C**	
14	**West 126th Street and Morningside Avenue**	WB	LTR	1.12	158.6	F	1.13	153.4	F		1.11	111.6	F	1.12	112.4	F	
		NB	LT	0.19	8.4	A	0.29	10.7	B		0.19	8.4	A	----	----	----	
			DefL	----	----	----	----	----	F		----	----	----	0.42	13.6	B	
			T	----	----	----	----	----	F		----	----	----	0.26	10.6	B	
		SB	TR	0.31	9.9	A	0.33	11.6	B		0.32	9.9	A	0.34	11.7	B	
		Overall		**0.58**	**75.0**	**E**	**0.62**	**72.1**	**E**		**0.58**	**52.7**	**D**	**0.67**	**52.5**	**D**	
15	**East 125th Street and 1st Avenue**	EB	LT	0.87	34.0	C	0.95	42.3	D		0.62	24.8	C	0.68	26.3	C	
		NB	L	0.20	16.1	B	0.20	16.9	B		0.29	14.2	B	0.29	14.2	B	
			TR	0.85	37.8	D	0.87	42.2	D		0.46	15.0	B	0.46	15.0	B	
		Overall		**0.86**	**36.2**	**D**	**0.91**	**41.1**	**D**		**0.53**	**17.5**	**B**	**0.56**	**18.1**	**B**	
16	**East 125th Street and 2nd Avenue**	EB	TR	0.83	47.9	D	0.93	75.3	E	yes	0.84	37.4	D	0.85	36.4	D	
		WB	LT	1.04	78.6	E	1.36	203.0	F	yes	1.75	381.3	F	1.87	433.7	F	yes
		SB	LTR	0.93	55.4	E	0.96	65.7	E	yes	0.45	22.7	C	0.54	26.5	C	
		RAMP (SB)	TR	1.02	120.2	F	1.10	146.1	F	yes	0.92	57.7	E	0.92	55.4	E	
		Overall		*****	*****	*****	*****	*****	*****		*****	*****	*****	*****	*****	*****	
17	**East 125th Street and 3rd Avenue**	EB	LT	2.23	810.9	F	----	----	----		1.71	353.9	F	----	----	F	
			T	----	----	----	1.06	180.4	F		----	----	----	0.77	26.6	C	
		WB	TR	0.96	47.3	D	1.09	83.2	F	yes	0.89	37.9	D	0.99	51.8	D	yes
		NB	LTR	0.58	16.7	B	0.74	22.1	C		0.42	14.7	B	0.54	18.4	B	
		Overall		**1.30**	**290.6**	**F**	**0.91**	**83.1**	**F**		**0.98**	**126.5**	**F**	**0.76**	**30.5**	**C**	
18	**East 125th Street and Lexington Avenue**	EB	TR	1.30	278.0	F	1.64	427.0	F	yes	1.06	72.2	E	1.12	92.5	F	yes
		WB	LT	1.57	294.2	F	----	----	----		1.74	365.8	F	----	----	----	
			DefL	-----	-----	-----	----	----	----		-----	-----	-----	----	----	----	
			T	-----	-----	-----	0.74	25.6	C		-----	-----	-----	0.78	26.8	C	
		SB	LTR	0.63	18.1	B	0.76	23.5	C		0.63	17.9	B	0.76	23.4	C	
		Overall		**1.04**	**186.7**	**F**	**1.19**	**194.7**	**F**		**1.11**	**134.6**	**F**	**0.94**	**48.3**	**D**	

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
19	**East 125th Street and Park Avenue**	EB	LTR	1.06	136.3	F	----	----	----		0.72	18.5	B	----	----	----	
			TR	-----	-----	-----	1.14	158.9	F		-----	-----	-----	0.73	18.6	B	
		WB	LTR	0.93	36.0	D	----	----	----		0.79	21.8	C	----	----	----	
			TR	-----	-----	-----	0.69	17.7	B		-----	-----	-----	0.69	17.7	B	
		NB	TR	0.50	25.4	C	0.52	25.8	C		0.28	22.1	C	0.30	22.4	C	
		SB	TR	0.72	30.0	C	0.77	31.6	C		0.57	26.2	C	0.60	26.8	C	
		Overall		**0.93**	**72.7**	**E**	**0.99**	**80.5**	**F**		**0.70**	**21.6**	**C**	**0.68**	**20.4**	**C**	
20	**East 125th Street and Madison Avenue**	EB	LT	1.26	147.6	F	----	----	----		1.20	125.3	F	----	----	----	
			T	-----	-----	-----	0.91	32.4	C		-----	-----	-----	0.77	25.8	C	
		WB	TR	0.67	20.6	C	0.85	28.0	C		0.76	25.7	C	0.93	38.8	D	
		NB	LTR	0.82	28.8	C	0.89	33.2	C		0.54	19.4	B	0.60	20.3	C	
		Overall		**1.06**	**67.9**	**E**	**0.90**	**31.6**	**C**		**0.87**	**56.9**	**E**	**0.76**	**28.3**	**C**	
21	**125th Street and 5th Avenue**	EB	TR	1.02	152.3	F	1.04	135.0	F		1.04	413.7	F	0.88	241.0	F	
		WB	T	-----	-----	-----	0.67	22.8	C		-----	-----	-----	0.71	62.3	E	
			LT	0.84	30.9	C	----	----	----		0.98	222.9	F	----	----	----	
		SB	LTR	0.93	39.0	D	0.96	41.4	D		0.65	23.5	C	0.71	25.1	C	
		Overall		**0.98**	**75.8**	**E**	**1.00**	**71.6**	**E**		**0.89**	**234.8**	**F**	**0.80**	**119.9**	**F**	
22	**West 125th Street and Lenox Avenue**	EB	TR	0.82	28.5	C	1.01	52.1	D	yes	1.16	504.7	F	0.84	224.9	F	
		WB	TR	0.87	33.2	C	0.93	37.0	D		1.38	657.2	F	1.06	408.1	F	
		NB	TR	0.98	47.4	D	-----	-----	-----		0.80	28.4	C	0.84	29.9	C	
			T	-----	-----	-----	0.75	27.5	C		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	0.73	38.3	D		-----	-----	-----	-----	-----	-----	
		SB	T	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			R	-----	-----	-----	-----	-----	-----		-----	-----	-----	-----	-----	-----	
			TR	0.79	27.4	C	0.94	44.5	D		0.88	33.0	C	0.96	43.7	D	
		Overall		**0.93**	**34.9**	**C**	**0.98**	**41.0**	**D**		**1.13**	**315.6**	**F**	**1.01**	**173.2**	**F**	
23	**West 125th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	1.39	268.3	F	----	----	----		1.06	441.4	F	----	----	----	
			TR	-----	-----	-----	0.87	38.0	D		-----	-----	-----	0.70	142.3	F	
		WB	LTR	1.09	130.0	F	----	----	----		0.93	325.0	F	----	----	----	
			TR	-----	-----	-----	0.99	84.3	F		-----	-----	-----	0.82	213.2	F	
		NB	TR	0.58	20.1	C	0.66	21.5	C		0.61	20.5	C	0.70	22.4	C	
		SB	TR	0.43	17.8	B	0.46	18.2	B		0.49	18.7	B	0.62	21.0	C	
		Overall		**0.99**	**106.9**	**F**	**0.83**	**39.8**	**D**		**0.84**	**186.7**	**F**	**0.76**	**90.4**	**F**	
24	**West 125th Street and Frederick Douglass Boulevard**	EB	LTR	0.71	21.8	C	----	----	----		1.20	329.7	F	----	----	----	
			TR	-----	-----	-----	0.67	20.3	C		-----	-----	-----	1.22	351.6	F	
		WB	LTR	0.98	48.4	D	----	----	----		1.19	585.8	F	----	----	----	
			TR	-----	-----	-----	0.73	22.1	C		-----	-----	-----	1.17	609.2	F	
		NB	TR	0.62	24.4	C	0.71	26.8	C		0.39	12.7	B	0.47	13.7	B	
		SB	TR	0.58	23.1	C	0.65	24.6	C		0.41	14.5	B	0.50	15.8	B	
		Overall		**0.82**	**30.1**	**C**	**0.72**	**23.3**	**C**		**0.72**	**274.3**	**F**	**0.78**	**257.3**	**F**	
25	**West 125th Street and St. Nicholas Avenue**	EB	LTR	1.21	207.8	F	----	----	----		0.80	112.0	F	----	----	----	
			TR	-----	-----	-----	0.75	31.0	C		-----	-----	-----	0.60	50.6	D	
		WB	LTR	0.70	18.8	B	----	----	----		0.55	36.5	D	----	----	----	
			TR	-----	-----	-----	0.75	22.3	C		-----	-----	-----	0.50	32.9	C	
		NB	TR	0.87	44.7	D	1.13	105.0	F	yes	0.73	36.0	D	0.86	41.4	D	
		SB	TR	0.90	85.4	F	0.85	57.3	E		1.06	88.7	F	1.04	76.3	E	
		Overall		**1.09**	**104.9**	**F**	**0.92**	**50.2**	**D**		**0.91**	**74.5**	**E**	**0.80**	**50.1**	**D**	
26	**West 125th Street and Morningside Avenue**	EB	LTR	0.68	17.5	B	----	----	----		0.63	111.3	F	----	----	----	
			TR	-----	-----	-----	0.87	25.4	C		-----	-----	-----	0.65	102.5	F	
		WB	LTR	0.80	23.0	C	----	----	----		0.50	36.4	D	----	----	----	
			TR	----	-----	-----	0.59	15.4	B		-----	-----	-----	0.47	30.8	C	
		NB	DefL	-----	-----	-----	----	----	----		0.59	33.3	C	----	----	----	
			TR	-----	-----	-----	----	----	----		0.47	26.3	C	----	----	----	
			LTR	0.63	29.0	C	0.68	30.9	C		-----	-----	-----	0.64	29.5	C	
		SB	LTR	0.46	25.3	C	0.53	26.6	C		0.44	24.8	C	0.52	26.4	C	
		Overall		**0.74**	**22.3**	**C**	**0.79**	**23.3**	**C**		**0.61**	**61.4**	**E**	**0.64**	**57.3**	**E**	

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
27	**West 125th Street and Amsterdam Avenue**	EB	L	0.68	47.3	D	----	----	----		0.40	101.3	F	----	----	----	
			TR	0.93	42.8	D	0.69	27.5	C		0.97	154.1	F	0.66	39.4	D	
		WB	L	0.99	125.0	F	----	----	----		0.99	449.8	F	----	----	----	
			TR	0.72	28.2	C	0.58	25.3	C		0.66	95.4	F	0.47	45.8	D	
		NB	L	0.35	28.3	C	0.35	28.2	C		0.35	13.5	B	0.38	15.2	B	
			T	0.50	51.3	D	0.55	50.0	D		0.25	19.1	B	0.29	19.6	B	
			R	0.77	42.3	D	0.72	36.6	D		0.70	33.0	C	0.70	33.0	C	
		SB	L	0.72	46.3	D	0.70	42.8	D		0.58	23.8	C	0.58	24.2	C	
			TR	0.35	22.9	C	0.39	22.1	C		0.22	18.8	B	0.31	19.8	B	
		Overall		*	**40.6**	**D**	*	**32.1**	**C**		*	**94.6**	**F**	*	**32.6**	**C**	
28	**West 125th Street and Broadway**	EB	L	0.57	38.9	D	0.65	45.9	E	yes	0.50	31.7	C	0.52	33.0	C	
			T	0.63	30.0	C	0.56	27.6	C		0.56	26.2	C	0.54	25.9	C	
			R	0.23	11.8	B	0.37	13.4	B		0.21	7.3	A	0.29	8.1	A	
		WB	L	0.42	33.4	C	0.36	29.0	C		0.36	28.1	C	0.34	27.5	C	
			T	0.59	29.3	C	0.67	30.1	C		0.47	24.8	C	0.50	25.2	C	
			R	0.37	13.8	B	0.37	13.4	B		0.23	7.5	A	0.23	7.5	A	
		NB	L	0.55	49.9	D	0.59	54.5	D		0.50	32.0	C	0.50	32.0	C	
			T	0.58	63.9	E	0.59	66.4	E		0.41	30.3	C	0.41	30.3	C	
			R	0.49	27.8	C	0.50	28.5	C		0.64	43.7	D	0.64	43.7	D	
		SB	L	0.61	39.1	D	0.65	41.4	D		0.37	29.9	C	0.37	30.0	C	
			T	0.34	22.4	C	0.35	22.8	C		0.68	35.6	D	0.68	35.6	D	
			R	0.20	22.1	C	0.21	22.5	C		0.14	28.0	C	0.14	28.0	C	
		Overall		**0.60**	**35.8**	**D**	**0.63**	**36.1**	**D**		**0.57**	**28.2**	**C**	**0.57**	**28.0**	**C**	
29	**West 125th Street and 12th Avenue**	WB	LT	0.76	34.2	C	0.87	40.4	D		0.35	21.5	C	0.38	22.6	C	
			R	0.83	22.8	C	0.83	22.8	C		0.99	45.8	D	1.00	47.3	D	
		NB	LTR	0.39	27.7	C	0.39	27.7	C		0.20	26.1	C	0.20	26.1	C	
		SB	L	0.77	22.4	C	0.85	28.3	C		1.10	95.2	F	1.11	96.7	F	
			TR	0.11	8.3	A	0.11	8.3	A		0.05	10.6	B	0.05	10.1	B	
		Overall		**0.67**	**25.9**	**C**	**0.80**	**29.3**	**C**		**1.07**	**51.3**	**D**	**1.08**	**52.5**	**D**	
30	**East 124th Street and 2nd Avenue**	EB	L	0.70	29.3	C	0.70	29.3	C		0.60	26.8	C	0.60	26.8	C	
			RT	0.26	34.5	C	0.26	34.5	C		0.51	27.8	C	0.51	27.8	C	
		WB	L	0.14	20.8	C	0.14	20.8	C		0.07	20.1	C	0.07	20.1	C	
			RT	0.11	10.1	B	0.11	10.1	B		0.08	9.9	A	0.08	9.9	A	
		SB	T	0.53	13.7	B	0.53	13.7	B		0.40	12.2	B	0.40	12.3	B	
		Overall		**0.59**	**18.5**	**B**	**0.59**	**18.5**	**B**		**0.48**	**17.8**	**B**	**0.48**	**17.8**	**B**	
31	**East 124th Street and 3rd Avenue**	EB	LT	0.40	24.5	C	0.64	29.1	C		0.39	23.3	C	0.59	26.4	C	
		NB	TR	0.52	13.8	B	0.52	13.8	B		0.45	12.8	B	0.45	12.8	B	
		Overall		**0.47**	**16.0**	**B**	**0.57**	**18.3**	**B**		**0.43**	**15.2**	**B**	**0.51**	**17.0**	**B**	
32	**East 124th Street and Lexington Avenue**	EB	TR	0.97	62.2	E	0.97	62.2	E		0.72	34.2	C	0.72	34.2	C	
		SB	L	----	----	----	0.58	17.0	B		----	----	----	0.66	19.0	B	
			T	----	----	----	0.65	16.4	B		----	----	----	0.70	17.6	B	
			LT	0.79	20.6	C	----	----	----		0.92	29.4	C	----	----	----	
		Overall		**0.86**	**32.9**	**C**	**0.77**	**27.8**	**C**		**0.84**	**30.4**	**C**	**0.71**	**20.9**	**C**	
33	**East 124th Street and Park Avenue**	EB	LTR	0.34	20.2	C	0.36	20.5	C		0.23	18.9	B	0.25	19.0	B	
		NB	TR	0.41	15.0	B	0.41	15.0	B		0.24	13.2	B	0.25	13.2	B	
		SB	TR	0.93	36.0	D	0.93	36.4	D		0.56	17.5	B	0.57	17.5	B	
		Overall		**0.67**	**26.4**	**C**	**0.68**	**26.5**	**C**		**0.42**	**16.7**	**B**	**0.43**	**16.8**	**B**	
34	**East 124th Street and Madison Avenue**	EB	LT	0.19	21.1	C	0.37	23.1	C		0.19	21.0	C	0.31	22.3	C	
		NB	TR	0.88	25.6	C	0.89	26.2	C		0.59	15.2	B	0.59	15.3	B	
		Overall		**0.62**	**25.0**	**C**	**0.69**	**25.5**	**C**		**0.43**	**16.3**	**B**	**0.48**	**17.2**	**B**	
35	**West 124th Street and Lenox Avenue**	EB	L	0.56	32.7	C	0.59	33.5	C		0.47	31.2	C	0.69	39.2	D	
			LR	0.64	23.5	C	0.63	23.5	C		----	----	----	----	----	----	
			R	0.72	49.4	D	0.67	44.3	D		0.54	35.0	C	0.54	35.0	C	
		WB	LR	0.36	28.5	C	0.38	29.0	C		0.39	29.7	C	0.42	30.4	C	
		NB	T	0.42	9.9	A	0.42	9.9	A		0.33	9.0	A	0.33	9.0	A	
		SB	T	0.41	9.8	A	0.44	10.1	B		0.55	11.4	B	0.57	11.8	B	
		Overall		**0.52**	**16.7**	**B**	**0.51**	**16.6**	**B**		**0.55**	**15.2**	**B**	**0.61**	**16.8**	**B**	

Table 3.21-24
Mitigation of the traffic analyses under year 2017 No-Action and Expanded Arts Bonus Alternative with Left Turn Prohibitions
125th Street Re-Zoning - Manhattan, New York

No	Intersection	Approach	Movement	Weekday PM Peak Hour (4:00-5:00 PM)							Saturday MD Peak Hour (1:00-2:00 PM)						
				NO ACTION			EXPANDED ARTS BONUS			Impact?	NO ACTION			EXPANDED ARTS BONUS			Impact?
				v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS		v/c	Avgerage Control Delay	LOS	v/c	Avgerage Control Delay	LOS	
36	**West 124th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.66	28.0	C	0.81	34.7	C		0.63	29.4	C	0.78	35.0	C	
		NB	TR	0.46	14.8	B	0.47	14.9	B		0.40	12.5	B	0.42	12.7	B	
		SB	DefL	0.67	32.0	C	0.77	43.1	D		----	-----	-----	0.79	39.6	D	
			T	0.46	15.1	B	0.48	15.2	B		-----	-----	-----	0.37	12.3	B	
			LTR	-----	-----	-----	----	----	----		0.42	12.7	B	-----	-----	F	
		Overall		**0.66**	**18.5**	**B**	**0.79**	**21.2**	**C**		**0.50**	**15.8**	**B**	**0.78**	**19.3**	**B**	
37	**West 124th Street and Frederick Douglass Boulevard**	EB	LTR	0.80	35.4	D	0.89	42.6	D		0.59	26.1	C	0.75	32.4	C	
		NB	TR	0.41	14.9	B	0.44	15.9	B		0.34	14.1	B	0.35	14.3	B	
		SB	DefL	----	----	----	0.84	44.9	D		----	----	----	0.72	29.6	C	
			T	----	----	----	0.54	18.1	B		----	----	----	0.41	15.4	B	
			LT	0.54	17.1	B	-----	-----	F		0.44	15.6	B	-----	-----	-----	
		Overall		**0.65**	**21.2**	**C**	**0.86**	**27.2**	**C**		**0.51**	**17.7**	**B**	**0.73**	**21.9**	**C**	
38	**West 124th Street and St. Nicholas Avenue-Manhattan Avenue**	EB	LTR	0.66	23.8	C	0.91	38.4	D		0.67	25.3	C	0.86	36.3	D	
		NB	LTR	0.46	19.3	B	0.47	19.5	B		0.38	18.3	B	0.38	18.3	B	
		SB	L	----	----	----	0.52	24.2	C		----	----	----	0.79	37.0	D	
			T	----	----	----	0.57	21.6	C		----	----	----	0.30	17.1	B	
			LT	0.74	26.7	C	----	----	----		0.75	29.6	C	----	----	----	
		Overall		**0.70**	**24.0**	**C**	**0.74**	**28.7**	**C**		**0.71**	**25.3**	**C**	**0.82**	**29.5**	**C**	
39	**East 116th Street and Park Avenue**	EB	LTR	0.65	25.4	C	0.65	25.4	C		0.64	25.2	C	0.64	25.2	C	
		WB	LTR	0.64	25.2	C	0.65	25.7	C		0.67	26.4	C	0.67	26.4	C	
		NB	LTR	0.76	25.2	C	0.78	26.1	C		0.52	17.9	B	0.52	18.0	B	
		SB	LTR	0.99	52.6	D	0.99	52.6	D		0.83	29.2	C	0.83	29.6	C	
		Overall		**0.84**	**32.6**	**C**	**0.84**	**32.9**	**C**		**0.76**	**25.5**	**C**	**0.76**	**25.6**	**C**	
40	**West 116th Street and Adam C. Powell Jr. Boulevard**	EB	LTR	0.73	32.9	C	0.75	34.2	C		0.68	30.8	C	0.70	31.7	C	
		WB	LTR	0.71	30.7	C	0.84	37.9	D		0.70	30.6	C	0.84	38.8	D	
		NB	LTR	0.40	12.5	B	0.42	12.7	B		0.22	10.8	B	0.23	10.9	B	
		SB	LTR	0.39	12.5	B	0.39	12.5	B		0.34	12.0	B	0.34	12.0	B	
		Overall		**0.52**	**20.4**	**C**	**0.58**	**22.5**	**C**		**0.48**	**20.5**	**C**	**0.54**	**23.1**	**C**	
41	**West 116th Street and Frederick Douglass Boulevard**	EB	LTR	0.30	22.5	C	0.31	22.6	C		0.24	21.7	C	0.25	21.8	C	
		WB	LTR	0.72	31.8	C	0.74	32.7	C		0.73	32.5	C	0.73	32.7	C	
		NB	LTR	0.78	23.8	C	0.81	25.3	C		0.63	18.0	B	0.64	18.4	B	
		SB	LTR	0.50	15.7	B	0.52	16.1	B		0.45	14.5	B	0.47	14.7	B	
		Overall		**0.76**	**24.5**	**C**	**0.78**	**25.4**	**C**		**0.66**	**22.4**	**C**	**0.68**	**22.6**	**C**	
42	**West 125th Street and St. Clair Place**	EB	LR	0.77	37.8	D	0.82	40.3	D		0.49	28.2	C	0.52	28.6	C	
		WB	LR	0.54	30.2	C	0.54	30.2	C		0.46	27.4	C	0.46	27.4	C	
		NB	T	0.79	30.1	C	0.88	35.6	D		0.85	35.7	D	0.88	37.9	D	
		SB	T	0.27	20.0	B	0.30	20.2	C		0.39	22.6	C	0.40	22.8	C	
		Overall		*****	**30.6**	**C**	*****	**33.6**	**C**		*****	**30.0**	**C**	*****	**31.0**	**C**	
				UNSIGNALIZED INTERSECTIONS													
43	**124th Street and 5th Avenue**	SB	L	0.32	11.6	B	0.43	12.8	B		0.27	11.0	B	0.40	12.3	B	
			R	0.57	14.8	B	0.85	27.7	C		0.49	13.1	B	0.50	13.3	B	
44	**East 124th Street and Mt. Morris Park West**	WB	L	0.27	8.0	A	0.40	9.0	A		0.21	7.9	A	0.21	7.9	A	

NB=northbound, **SB**=southbound, **EB**=eastbound, **WB**=westbound
L=exclusive left-turn, **T**= exclusive through, **R**=exclusive right-turn, **LTR**=shared left-through-right, **TR**=shared through/right-turn lane
LT=shared left-turn/throug lane**,** **LR**=shared left-turn/right-turn, **DefL**=defacto left-turn
v/c= volume-to-capacity ratio
LOS=Level-of-Service
Average Control Delay shown in units of "seconds per vehicle"
***** HSC does not provide v/c calculation for this intersection

****** The impact to the northbound left-turn movement at the West 126th Street/Lenox Avenue intersection during the weekday AM peak hour results from mitigation to prohibit eastbound and westbound left-turns along 125th Street, and not as a result of the changes between the No-Action and Action conditions.
The magnitude of the impacts to this movement during the weekday PM and Saturday midday peak hours increased as a result of the left-turn prohibition.

This table has been included as part of the FEIS

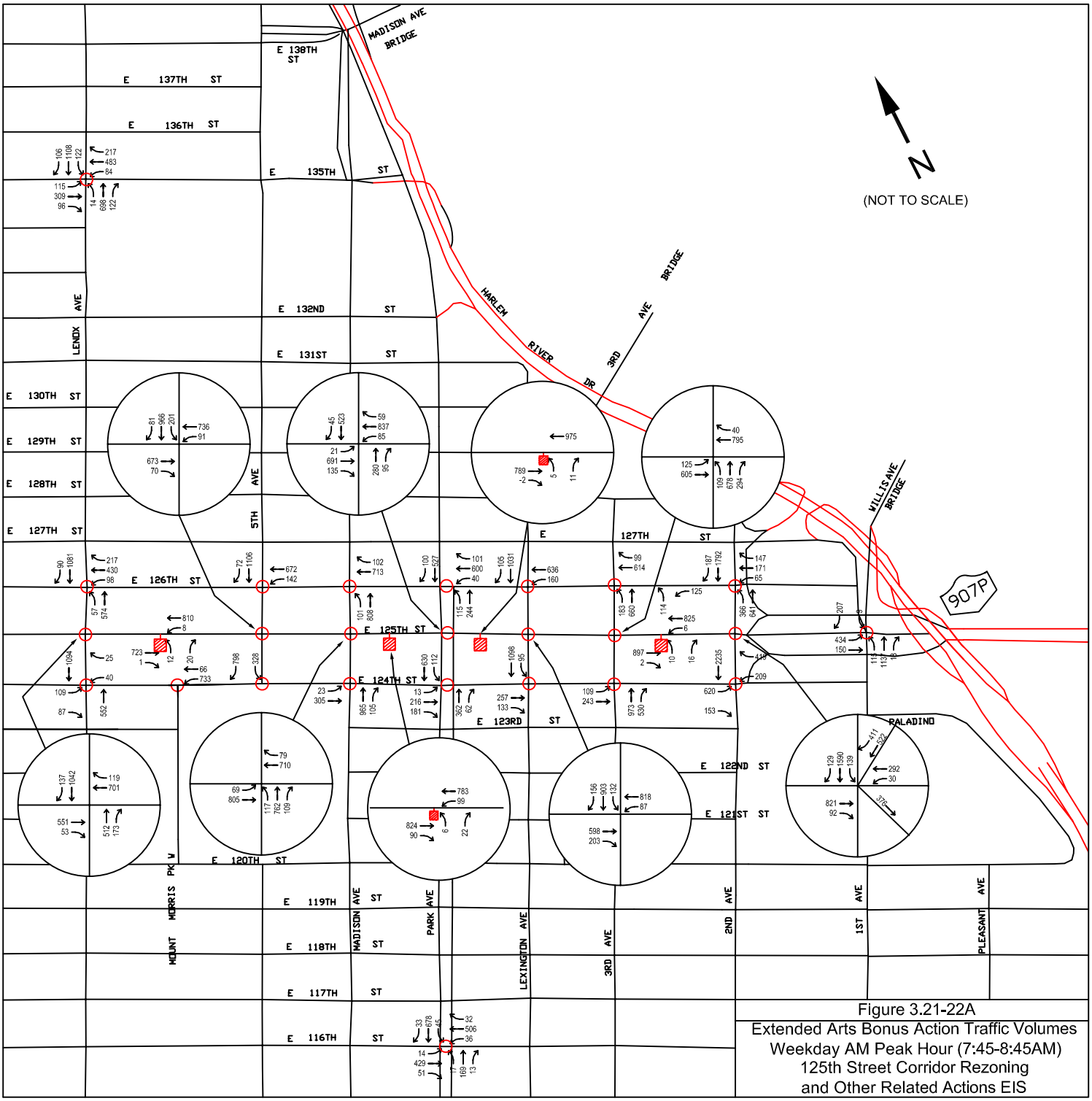

Figure 3.21-22A
Extended Arts Bonus Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

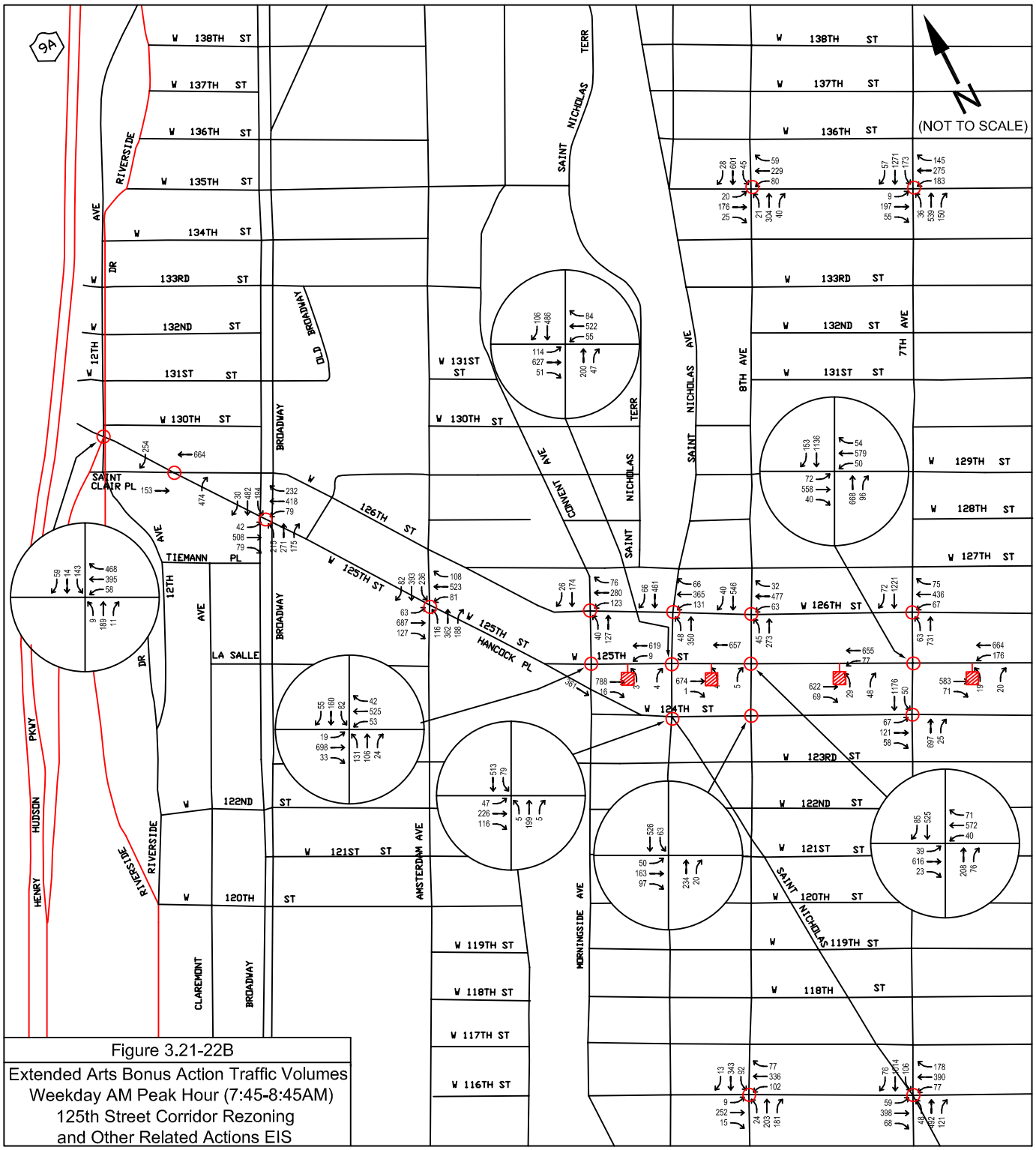

Figure 3.21-22B

Extended Arts Bonus Action Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

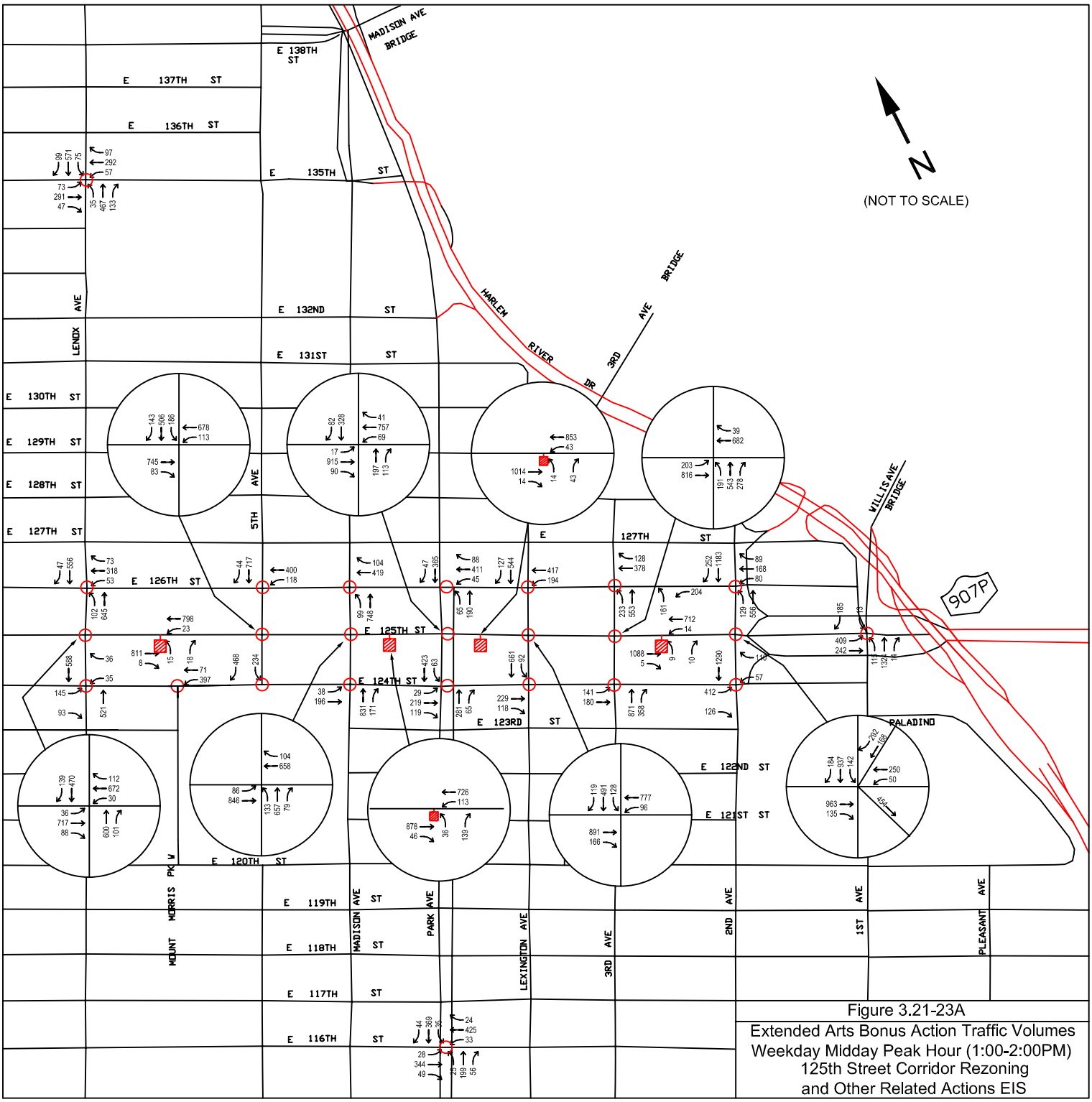

Figure 3.21-23A
Extended Arts Bonus Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

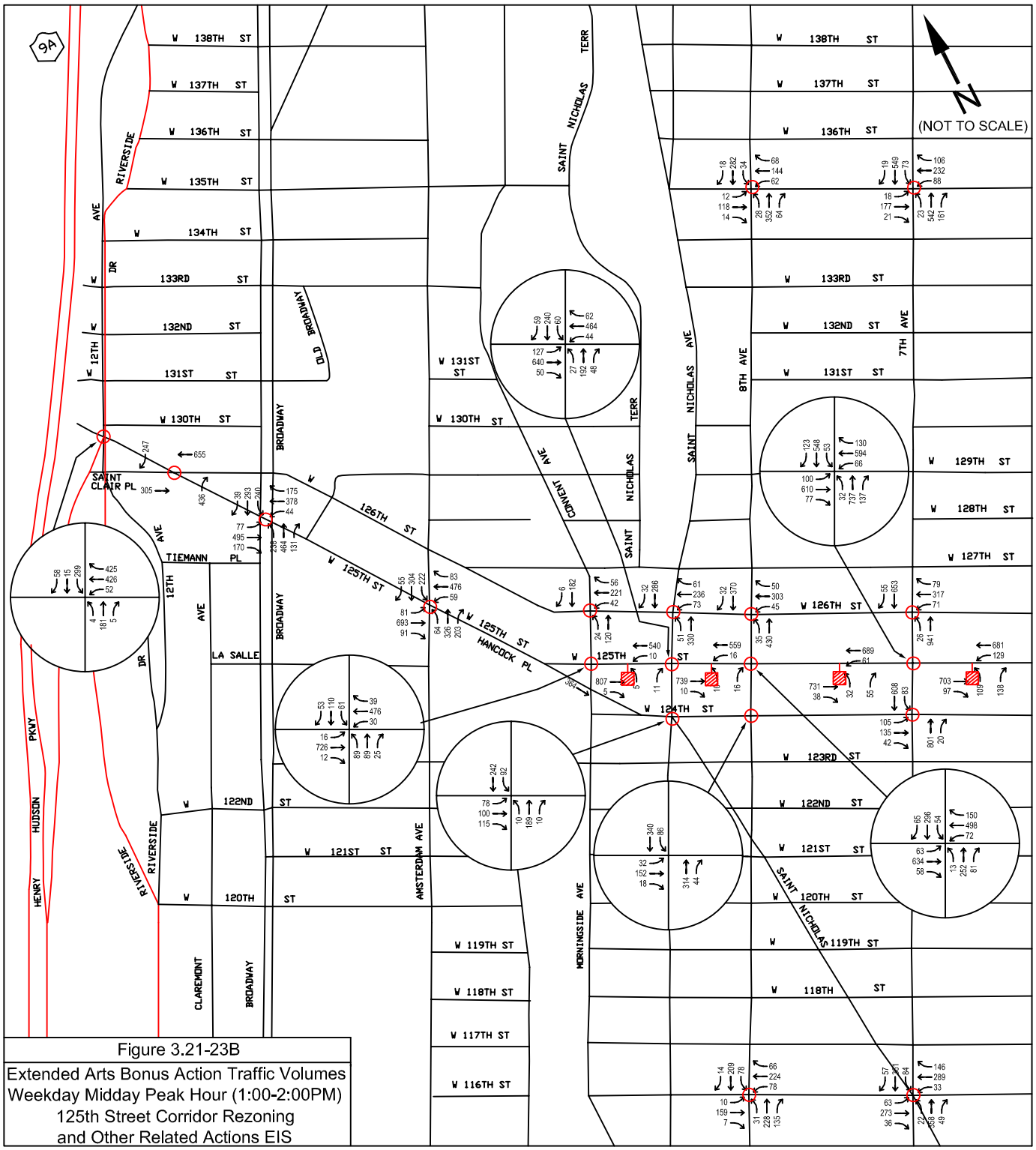

Figure 3.21-23B
Extended Arts Bonus Action Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

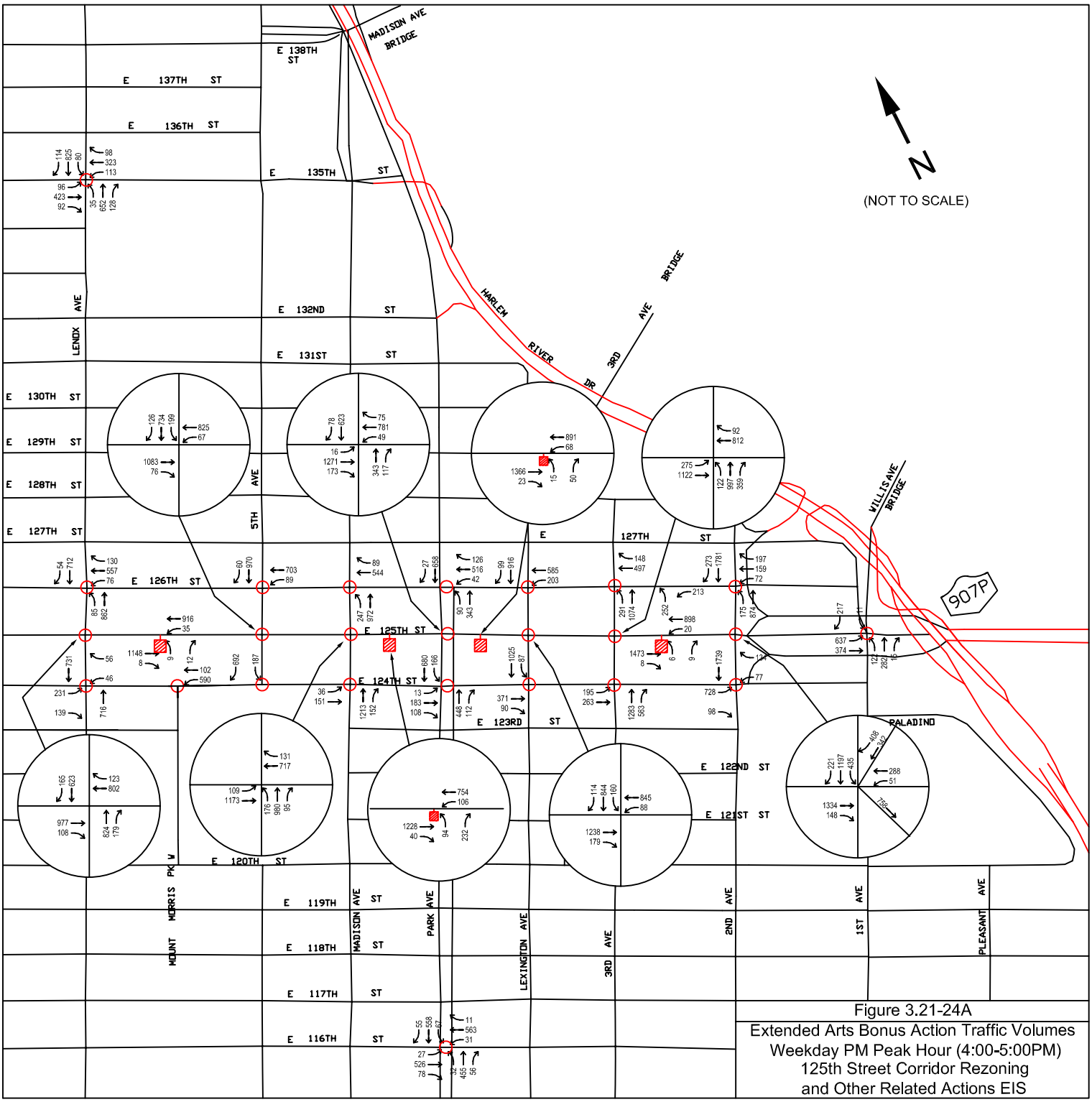

Figure 3.21-24A
Extended Arts Bonus Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

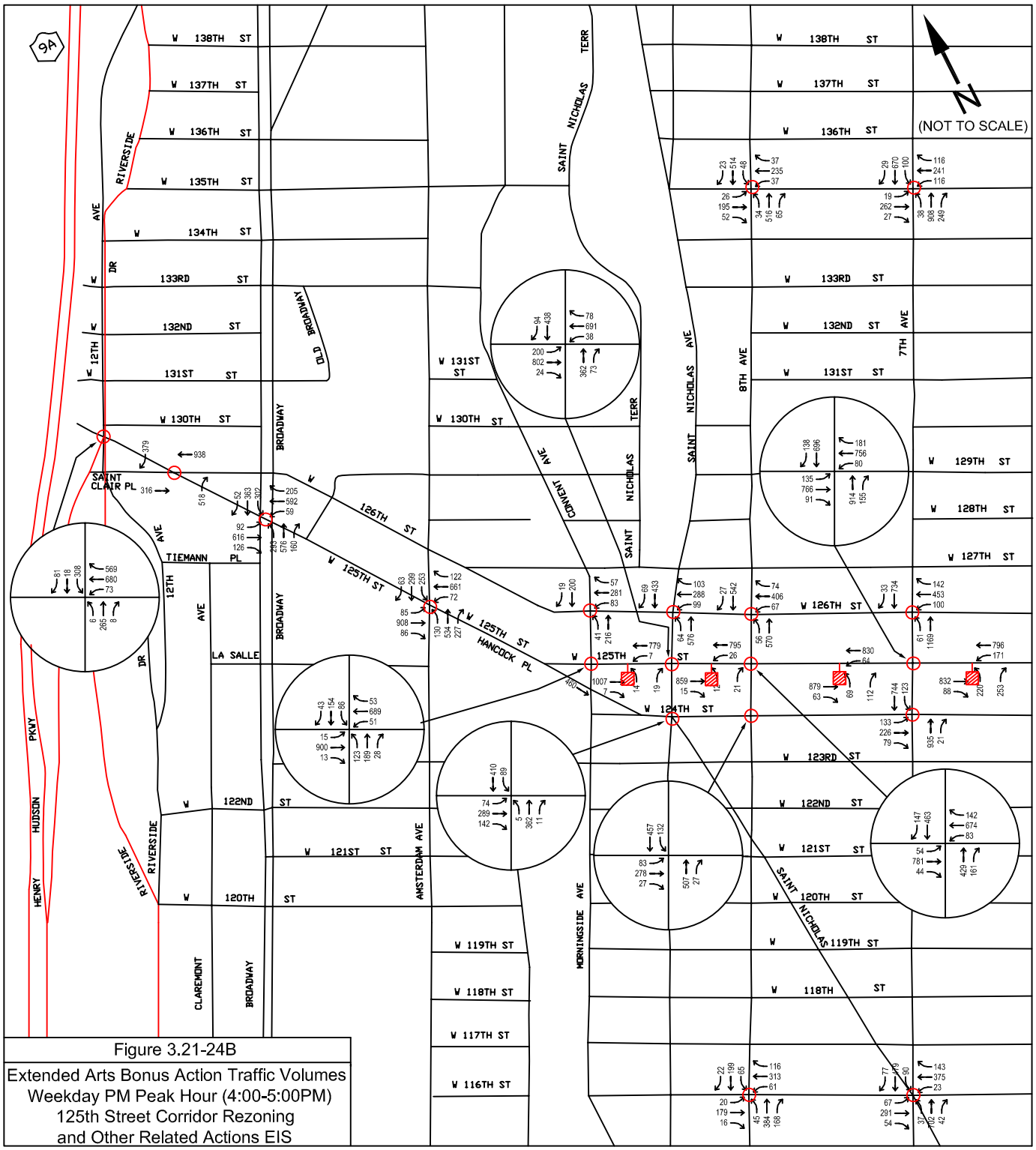

Figure 3.21-24B

Extended Arts Bonus Action Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

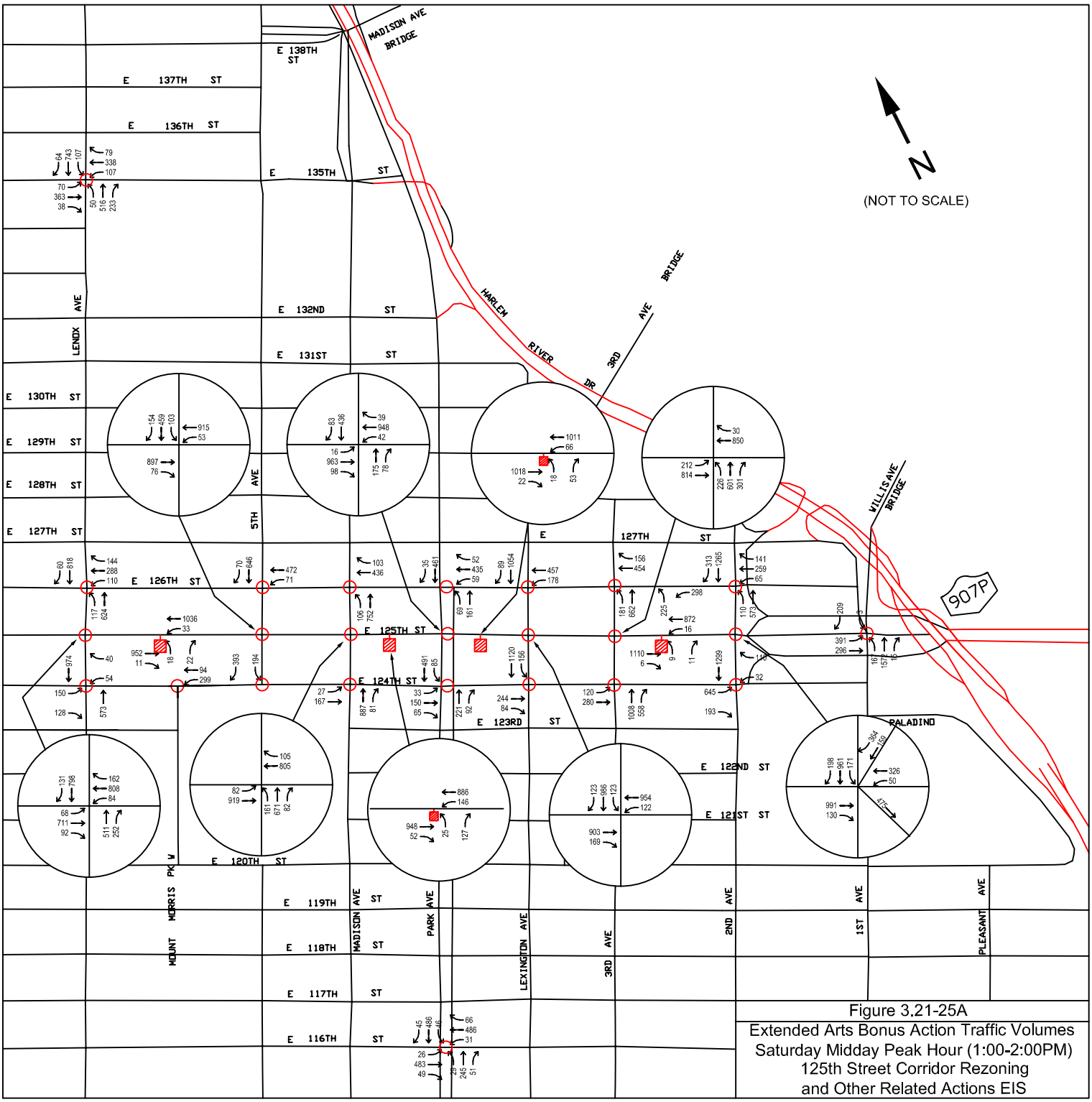

Figure 3.21-25A
Extended Arts Bonus Action Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

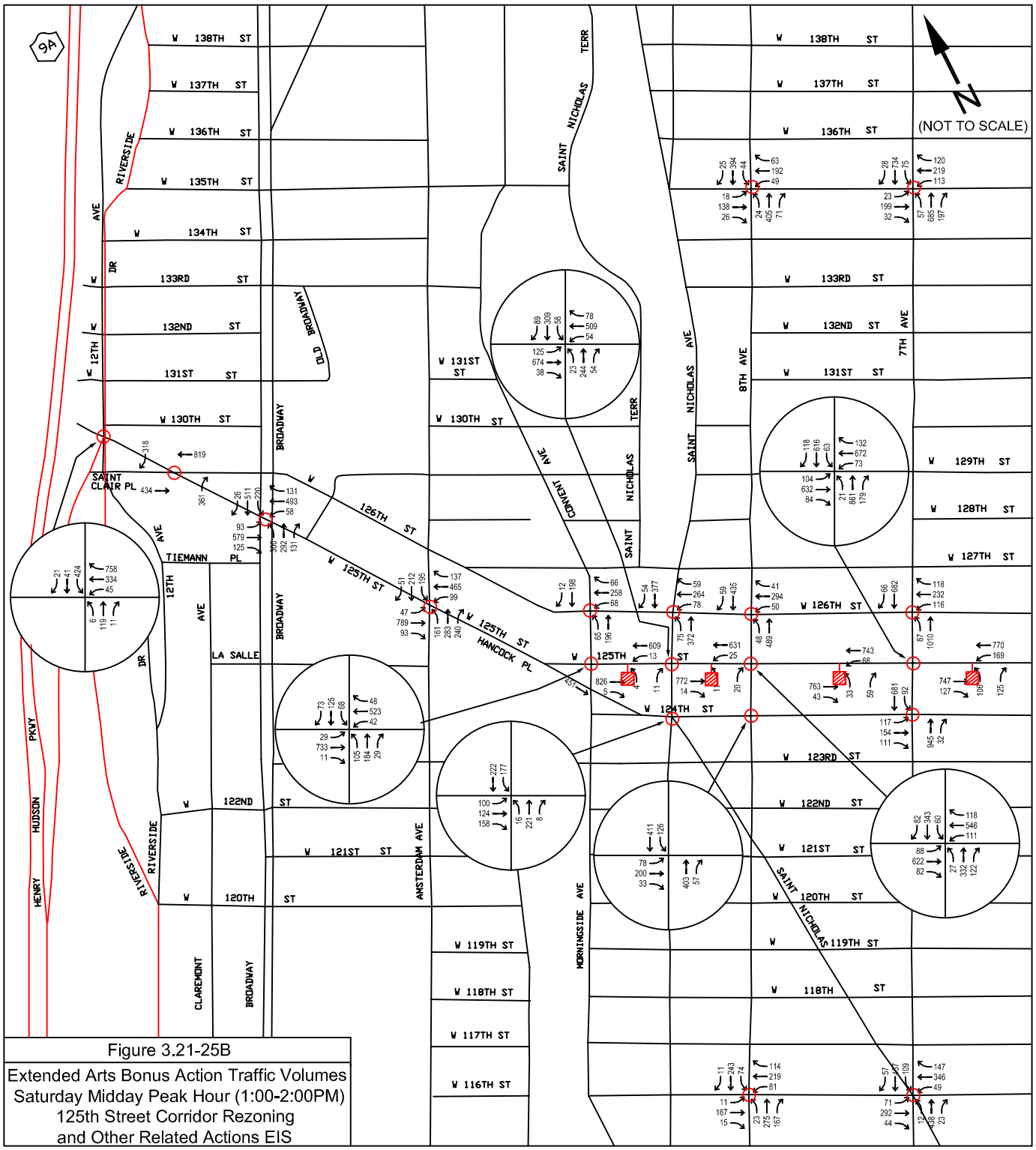

Figure 3.21-25B
Extended Arts Bonus Action Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

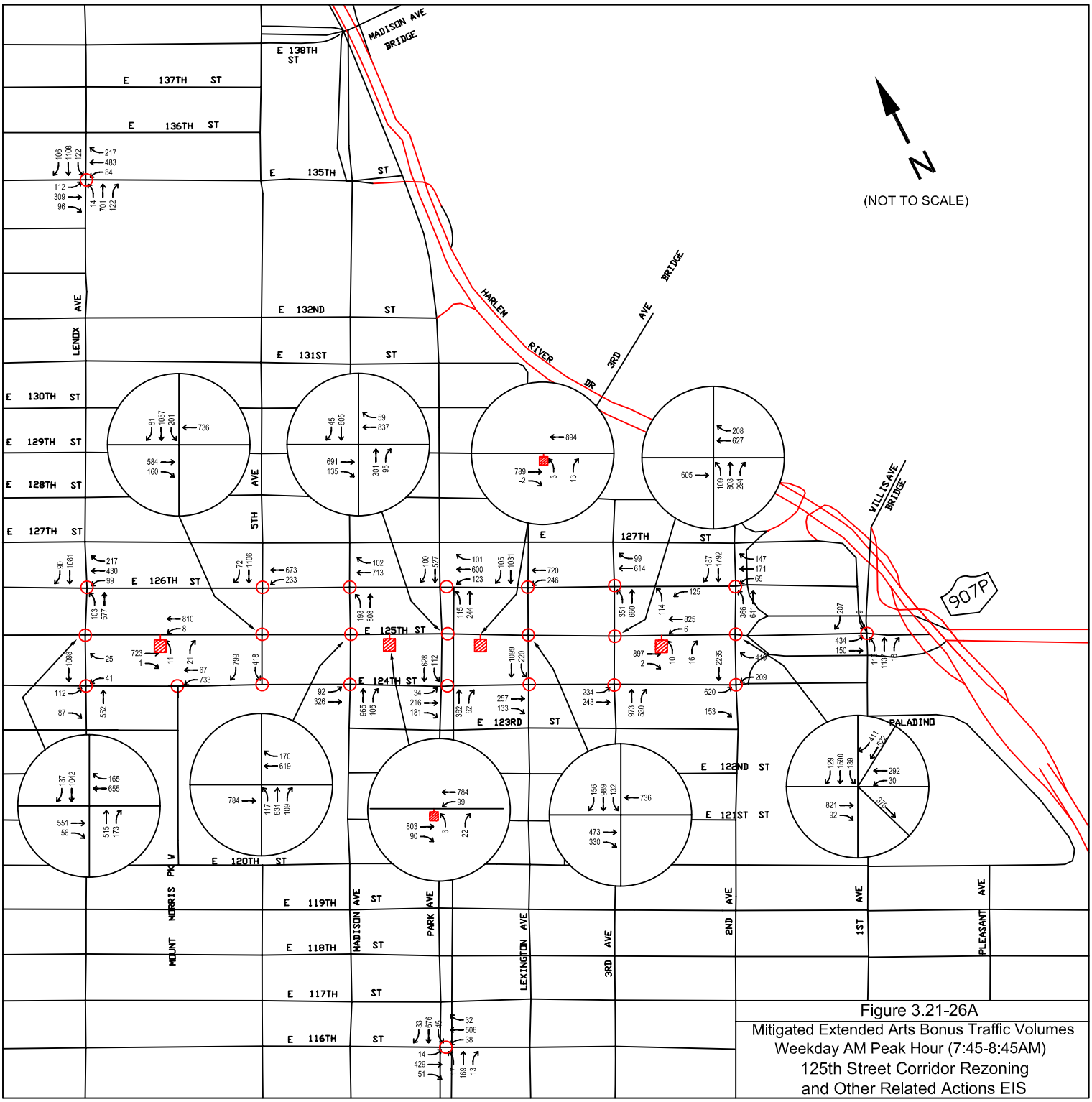

Figure 3.21-26A
Mitigated Extended Arts Bonus Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

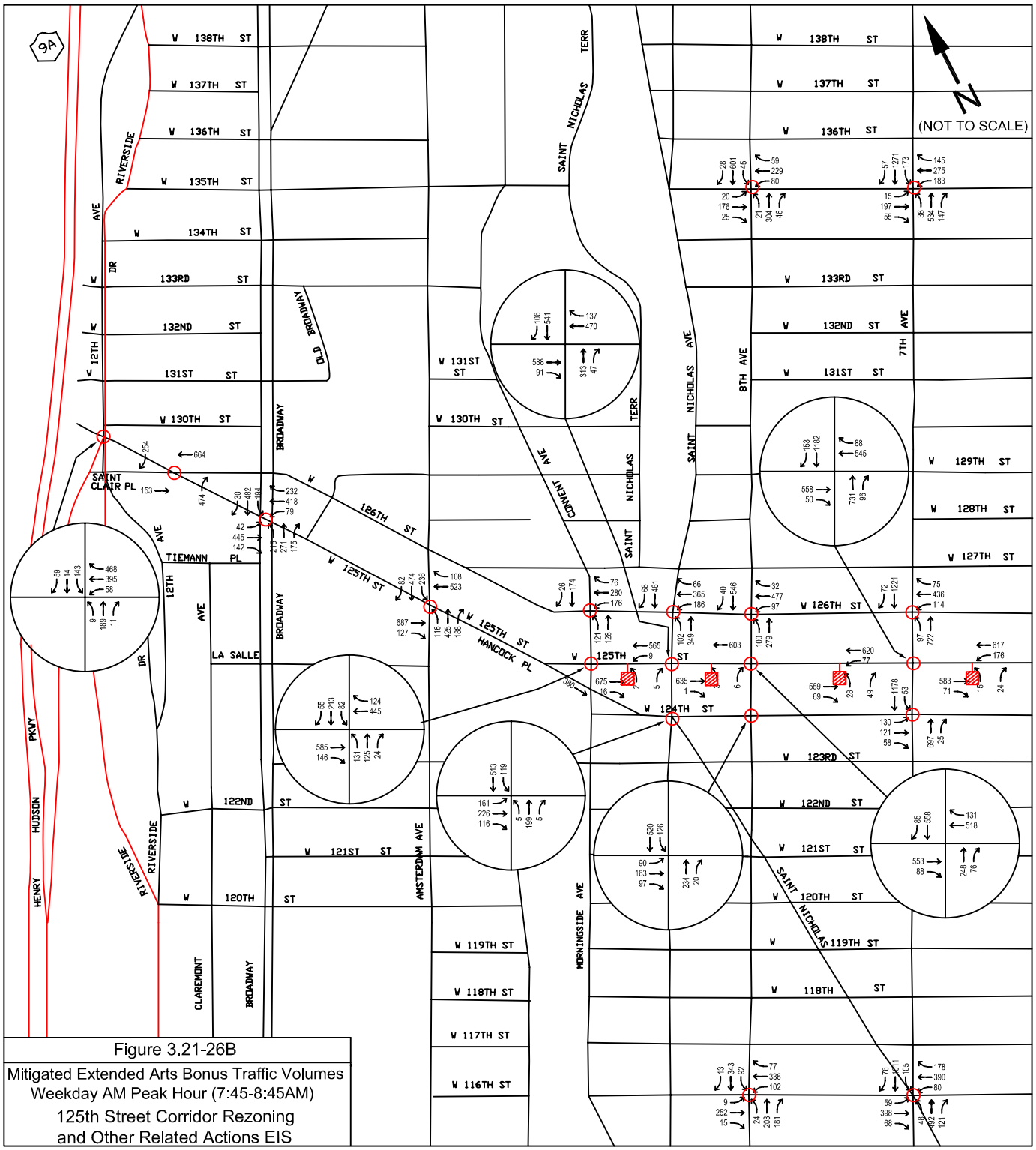

Figure 3.21-26B

Mitigated Extended Arts Bonus Traffic Volumes
Weekday AM Peak Hour (7:45-8:45AM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

W.125th Street and Adam C. Powell Jr. Boulevard - no northbound and southbound left-turns

W.125th Street and Fredrick Douglass Boulevard - no northbound and southbound left-turns

W.125th Street and St. Nicholas Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

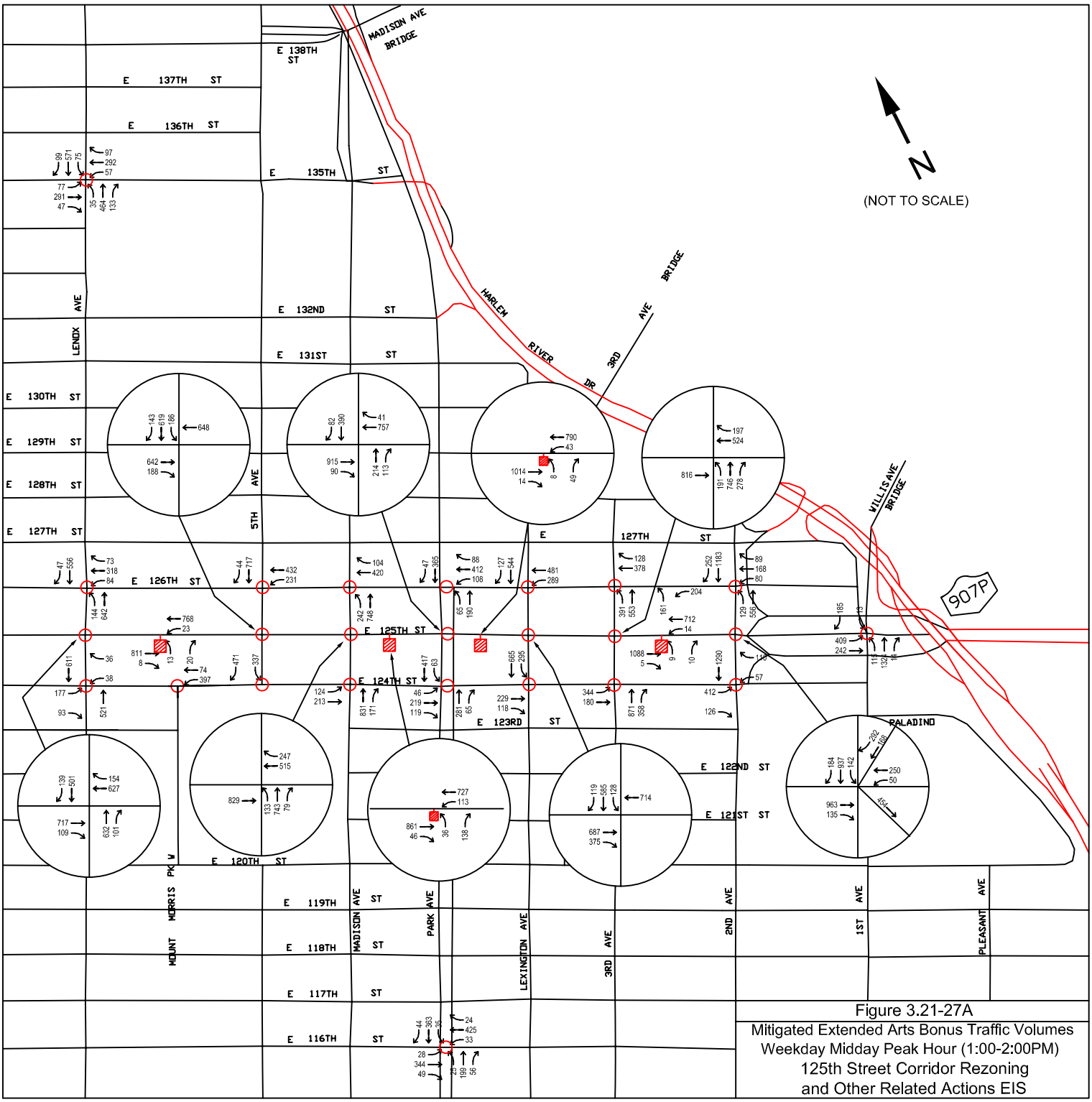

Figure 3.21-27A
Mitigated Extended Arts Bonus Traffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

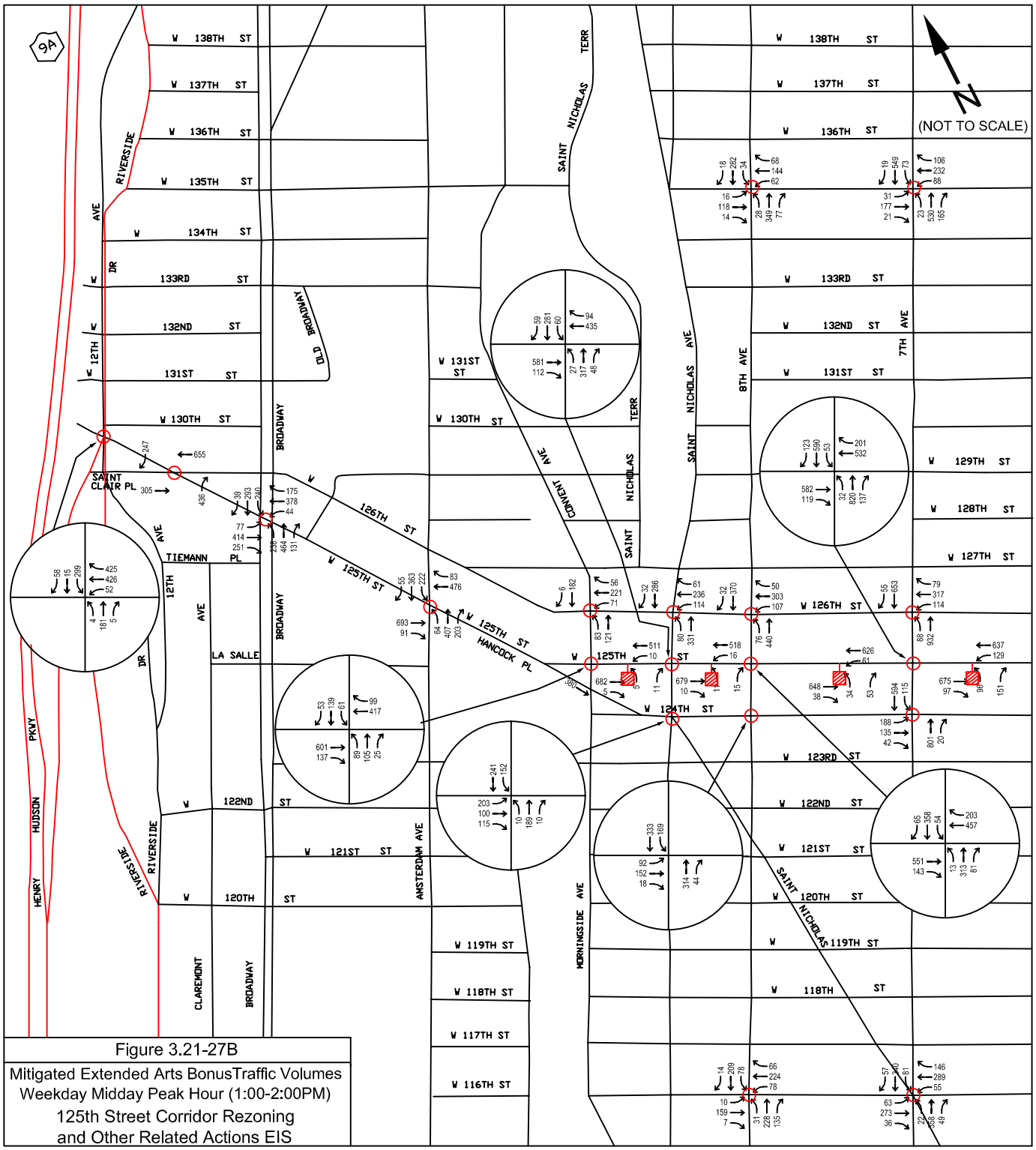

Figure 3.21-27B

Mitigated Extended Arts BonusTraffic Volumes
Weekday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

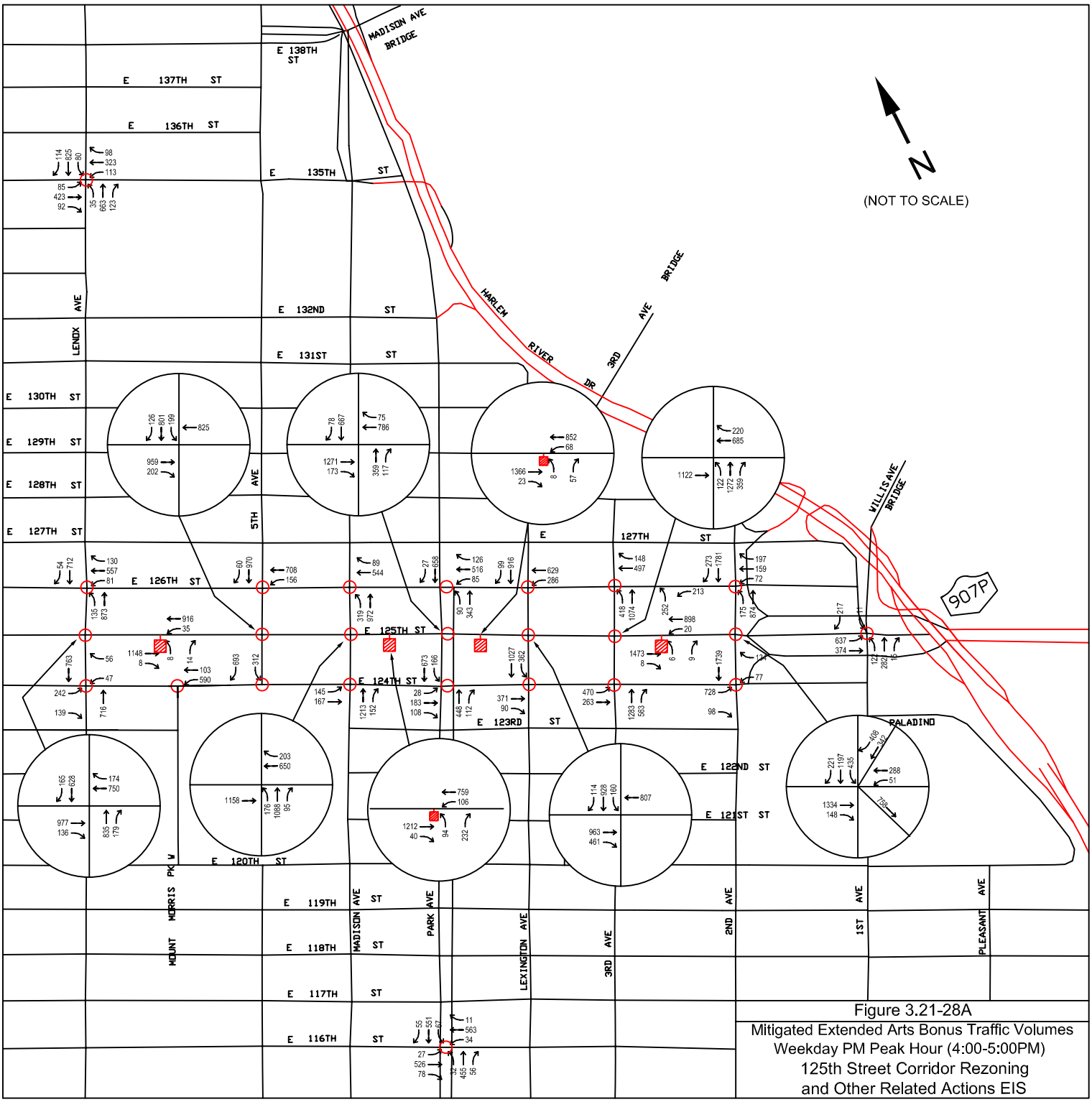

Figure 3.21-28A
Mitigated Extended Arts Bonus Traffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

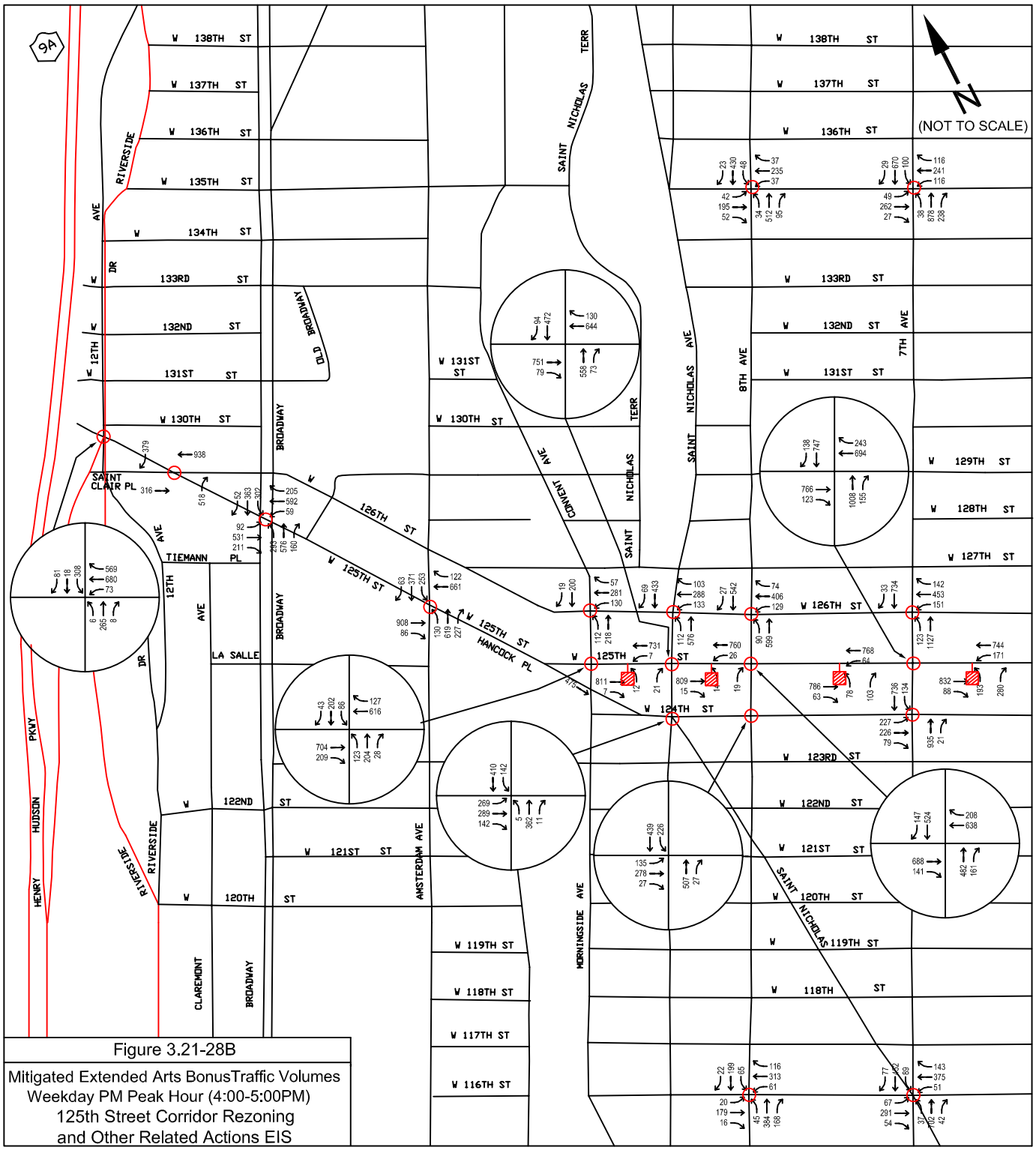

Figure 3.21-28B

Mitigated Extended Arts BonusTraffic Volumes
Weekday PM Peak Hour (4:00-5:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

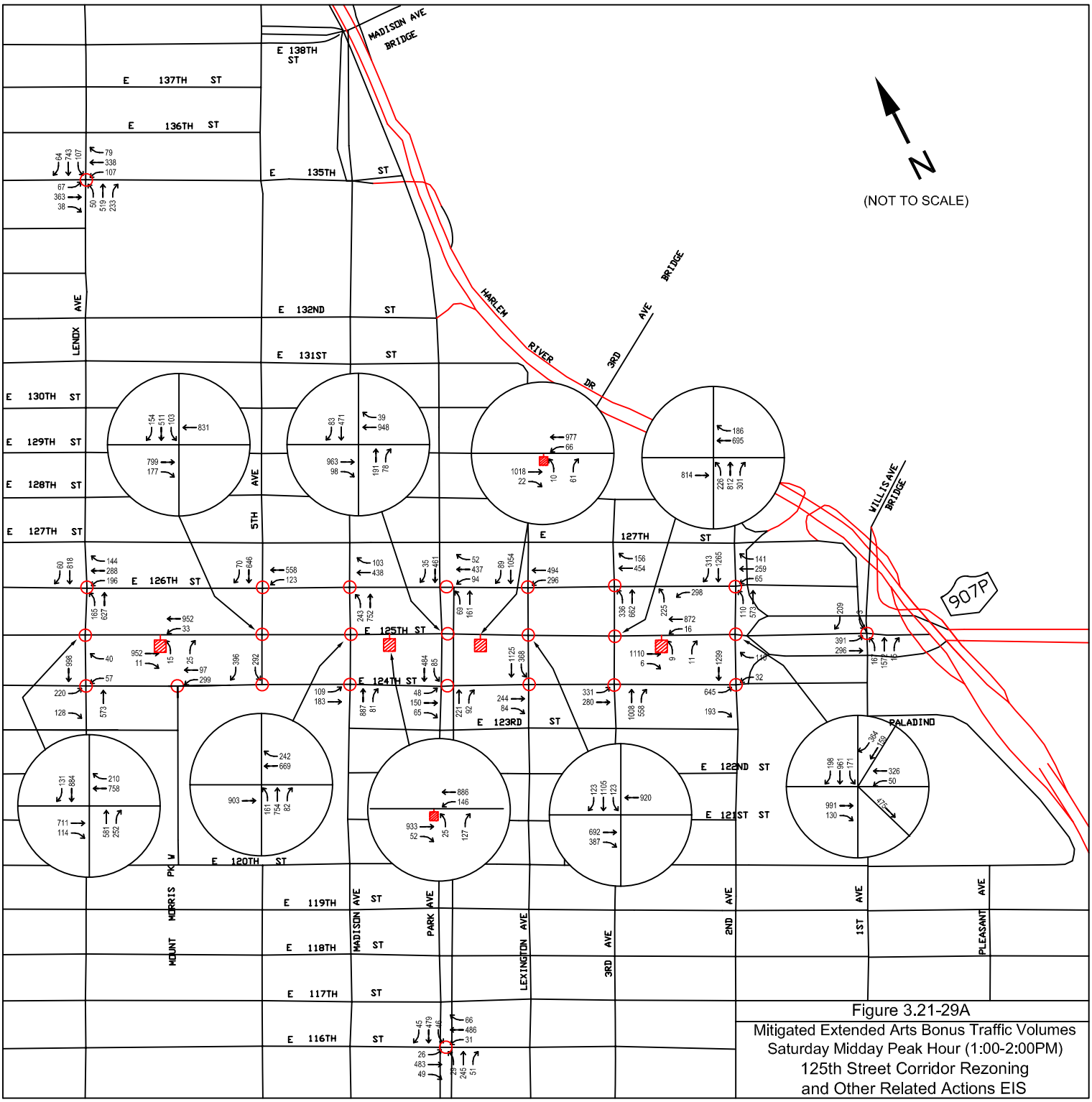

Figure 3.21-29A
Mitigated Extended Arts Bonus Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

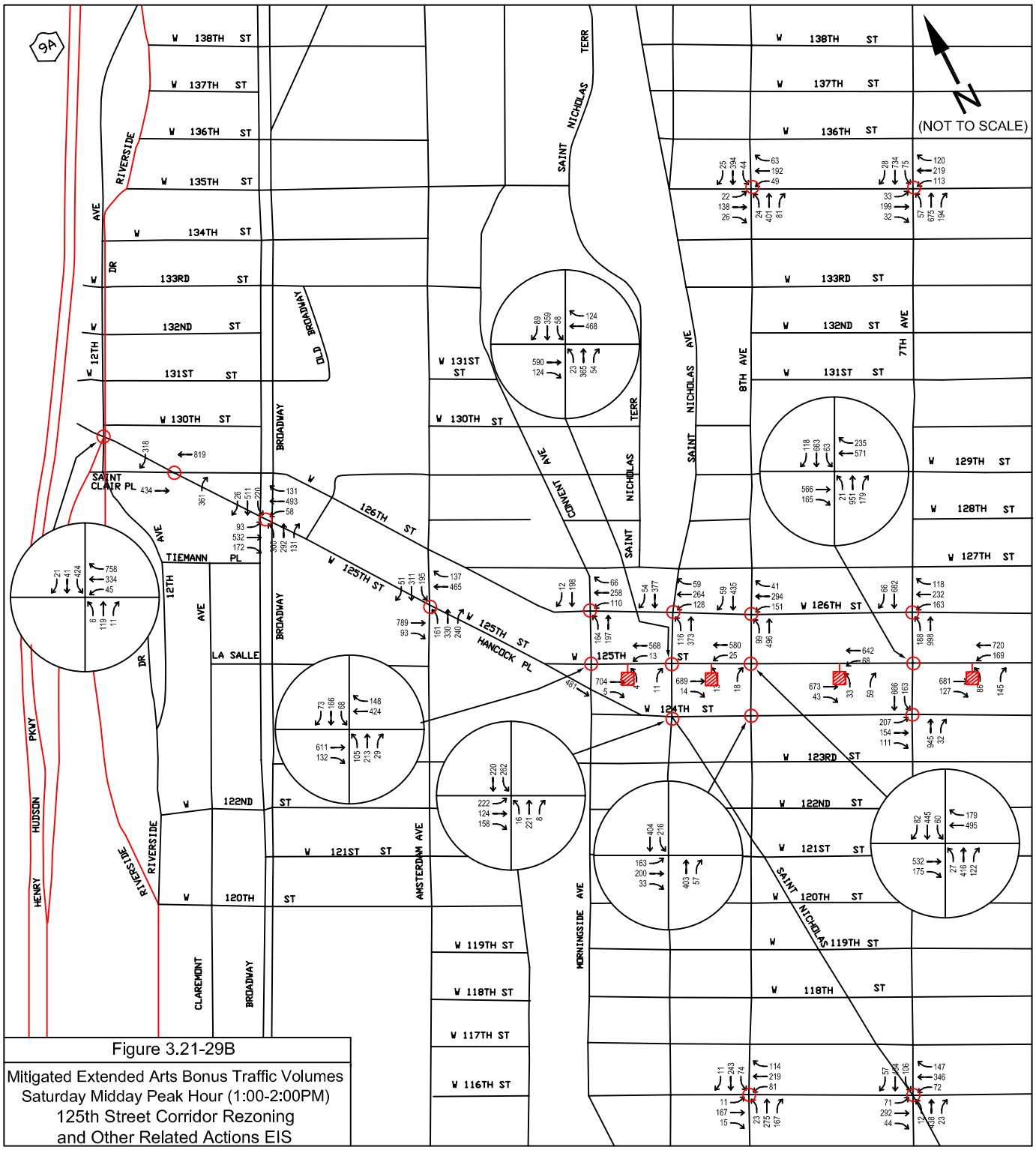

Figure 3.21-29B

Mitigated Extended Arts Bonus Traffic Volumes
Saturday Midday Peak Hour (1:00-2:00PM)
125th Street Corridor Rezoning
and Other Related Actions EIS

Notes:

All vehicle trips rounded to the nearest one (1) vehicle.

Existing Left-turn prohibitions:

W.125th Street and Lenox Avenue - no northbound and southbound left-turns

-Sub-Area Centroid

Transit and Pedestrians

The net increase in office, hotel and art/performance space (and decrease in dwelling units) under the Expanded Arts Bonus Alternative would increase transit and pedestrian demand compared to the proposed action. Table 1 below shows the net transit (subway, bus, Metro-North) and walk-only trips that would be generated by the Expanded Arts Bonus Alternative in each peak hour compared to the numbers of trips that would be generated by the proposed action. As shown in Table 1, the Expanded Arts Bonus Alternative would generate a net total of 1,327 new subway trips in the AM peak hour, 1,187 in the midday and 2,124 in the PM peak hour (compared to 1,193, 1,028 and 1,775 trips, respectively, with the proposed action). The Expanded Arts Bonus Alternative would also generate a net total of 366, 726 and 1,058 bus trips in the AM, midday and PM peak hours, respectively (compared to 305, 598 and 793, respectively, with the proposed action). As discussed below, with this increase in demand compared to the proposed action, it is expected that subway station, subway line haul, and pedestrian conditions would marginally worsen under this alternative, but that there would be no additional significant adverse impacts. However, compared to the proposed action, the Expanded Arts Bonus Alternative would result in one additional local bus impact in the AM peak hour (to the Bx15 route).

Subway Stations

As shown in Table 1, compared to the proposed action, the Expanded Arts Bonus Alternative would increase peak hour demand at analyzed subway stations by an estimated 134 trips in the AM peak hour and 349 trips in the PM peak hour. With this additional demand, all analyzed stairways and fare arrays at the 125th Street IND (A, B, C D) and 125th Street IRT (2, 3) stations would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, and there would be no new significant adverse impacts at these stations under the Expanded Arts Bonus Alternative.

Table 3.21-27
Net Trips Generated by the Expanded Arts Bonus Alternative Compared to the Proposed Action

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Proposed Action	Expanded Arts Bonus Alternative	Proposed Action	Expanded Arts Bonus Alternative	Proposed Action	Expanded Arts Bonus Alternative
Subway	1,193	1,327	1,028	1,187	1,775	2,124
Bus	305	366	598	726	793	1,058
Commuter Rail	57	74	68	76	103	129
Walk	79	162	1,861	2,439	1,418	2,210
Total	**1,634**	**1,929**	**3,555**	**4,428**	**4,089**	**5,548**

At the 125th Street IRT (4, 5, 6) station, stairway S2 at the southeast corner of Lexington Avenue and East 125th Street would operate at LOS D with a v/c ratio of 1.02 in the PM peak hour (versus LOS D, v/c ratio of 0.95 in the No Action), and stairway S3 at the northwest corner would operate at LOS D with a v/c ratio of 1.11 in the AM peak hour (versus LOS D, v/c ratio of 1.06 in the No Action). However, as the width increment threshold needed to restore these stairs to their No Action conditions would total 1.12 inches and 1.95 inches, respectively, below the *CEQR Technical Manual* impact threshold of six inches at LOS D, neither of these stairways would be significantly impacted in these periods under the Expanded Arts Bonus Alternative. In other periods, both of these stairways would operate at an acceptable LOS C under the Expanded Arts Bonus Alternative, as would the station's fare array and stairway S1 at the southwest corner of the intersection. As no project-generated demand is expected to occur at stairway S4 at the northeast corner of the intersection, conditions at this stair would remain unchanged from the No Action condition (LOS D in the AM peak hour and LOS E in the PM). Therefore, no significant adverse impacts are anticipated at the 125th Street IRT (4, 5, 6) station under the Expanded Arts Bonus Alternative.

In summary, as with the proposed action, the Expanded Arts Bonus Alternative would not result in any significant adverse impacts at any of the three analyzed subway stations in either the AM or PM peak hours.

Subway Line Haul

As shown in Table 1, the Expanded Arts Bonus Alternative would generate a net total of approximately 1,327 new subway trips in the AM peak hour (134 more than the proposed action), and 2,124 new trips in the PM peak hour (349 more than the proposed action). As with the proposed action, these trips would be distributed among the various subway routes serving the proposed rezoning area. Although the increased demand would marginally worsen line haul conditions at the maximum load points, conditions would remain generally similar to those with the proposed action, with practical capacity exceeded on several routes including the southbound 2, 3, 4, 5 and 6 in the AM peak hour, and the northbound 4 in the PM peak hour. Like the proposed action, the Expanded Arts Bonus Alternative would generate an average of fewer than five additional peak hour passengers per car on any route exceeding practical capacity (the *CEQR Technical Manual* threshold for a significant adverse impact), and would therefore not result in any significant adverse impacts to subway line haul conditions.

Bus Service

As shown in Table 1, the Expanded Arts Bonus Alternative would generate a net total of approximately 366 new bus trips in the AM peak hour (61 more than the proposed action), and 1,058 new trips in the PM peak hour (265 more than the proposed action), with these trips distributed among the various bus routes serving the proposed rezoning area. Compared to the proposed action, the increased demand from the Expanded Arts Bonus Alternative would marginally worsen conditions at the maximum load points on each route, and would result in one additional significant adverse AM peak hour impact. Eastbound M60, and northbound M100 and Bx15 buses would be adversely impacted in the PM peak hour under both the Expanded Arts Bonus Alternative and the proposed action. The addition of one peak direction bus to the M60 and M100 routes in the PM peak hour would fully address the impacts to these routes under both the proposed action and the Expanded Arts Bonus Alternative. The PM peak hour impact to the Bx15 route would be fully addressed by the addition of two northbound buses under the Expanded Arts Bonus Alternative, while only one northbound bus would need to be added to fully address this impact under the proposed action. In addition, under the Expanded Arts Bonus Alternative (but not the proposed action), southbound Bx15 buses would have a capacity shortfall of 13 spaces in the AM peak hour and would therefore also be significantly adversely impacted under *CEQR Technical Manual* criteria. The addition of one southbound Bx15 bus in the AM peak hour would fully address this impact.

As standard practice, MTA New York City Transit monitors bus ridership and increases service where operationally and fiscally feasible. As such, the capacity shortfalls on the M60 M100 and Bx15 under the Expanded Arts Bonus Alternative would be addressed by NYCT (as they would with the proposed action), and no action-initiated mitigation for impacts to local bus service would be required for this alternative.

Pedestrians

As shown in Table 1, compared to the proposed action, the Expanded Arts Bonus Alternative would generate 83 more walk-only trips in the AM peak hour, 578 in the midday and 792 in the PM peak hour. These additional walk-only trips, along with increased pedestrian demand associated with trips to and from area subway stations and bus stops, would be distributed along sidewalks, corner areas and crosswalks throughout the study area under the Expanded Arts Bonus Alternative. All analyzed sidewalks would continue to operate at a platoon-adjusted LOS D or better with average flow rates of less than 13 persons per foot-width per minute (mid-LOS D) in all peak hours, and all analyzed corner areas would continue to operate at LOS C or better with more than 20 square-feet per pedestrian. Therefore, like the proposed action, no significant adverse impacts to sidewalks or corner areas would occur under the Expanded Arts Bonus Alternative based on *CEQR Technical Manual* criteria.

As discussed in Chapter 3.16, pedestrian demand from the proposed action would result in significant adverse impacts to three analyzed crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue and the north and south crosswalks

at Third Avenue. With the increased demand under the Expanded Arts Bonus Alternative, all three of these crosswalks would continue to operate at LOS E in the midday, the same as under the proposed action. Additionally, the south crosswalk at East 125th Street and Lexington Avenue would become significantly adversely impacted during the midday peak hour under this alternative, as would the north crosswalk on northbound Park Avenue during the midday and PM peak hours. These impacts would be due primarily to this alternative's traffic mitigation plan, which would result in an increase in the number of right-turning vehicles conflicting with pedestrians on these crosswalks. Although increased pedestrian demand under the Expanded Arts Bonus Alternative would marginally worsen conditions at other analyzed crosswalks in all periods, there would be no further significant adverse crosswalk impacts under this alternative.

Overall, the Expanded Arts Bonus Alternative would result in five significant adverse crosswalk impacts. These include two that would occur due to changes in traffic patterns associated with the traffic mitigation plan implemented under this alternative. There would be no significant impacts to sidewalks or corner areas under the Expanded Arts Bonus Alternative.

Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No Action LOS A, B or C). Under the proposed action a one-foot widening of the south crosswalk at southbound Park Avenue (to 13 feet in width from 12 feet) would fully mitigate the project's midday peak hour impact to this facility. Under the Expanded Arts Bonus Alternative, a two-foot widening would fully mitigate the impact at this crosswalk. With this two-foot widening, the south crosswalk at southbound Park Avenue would operate at LOS D (16.5 sq-ft/ped) under the Expanded Arts Bonus Alternative, compared to LOS D (15.1 sq-ft/ped) in the No Action.

Under the proposed action, the significant adverse midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street would be fully mitigated by widening the north crosswalk to 15 feet in width from 14 feet. The significant adverse midday peak hour impact to the south crosswalk at this location would be fully mitigated by signal timing improvements included in the traffic mitigation plan. These mitigation measures would also fully mitigate the midday peak hour impact at these locations under the under the Expanded Arts Bonus Alternative. With these measures, the north crosswalk would operate at LOS D (15.8 sq-ft/ped) in the midday compared to LOS D (15.5 sq-ft/ped) in the No Action, and the south crosswalk would operate at LOS D (15.1 sq-ft/ped) in the midday compared to LOS E (14.7 sq-ft/ped) in the No Action.

The significant adverse midday peak hour impact at the south crosswalk on East 125th Street at Lexington Avenue resulting from changes in traffic flow due to the project's traffic mitigation plan would be fully mitigated by widening the crosswalk to 18 feet in width, from 16 feet. With this mitigation measure, this crosswalk would operate at LOS E (14.5 sq-ft/ped) under the Expanded Arts Bonus Alternative compared to LOS E (13.8 sq-ft/ped) under the No Action.

Additionally, the significant adverse midday and PM peak hour impacts at the north crosswalk on East 125th Street at northbound Park Avenue resulting from changes in traffic flow due to the project's traffic mitigation plan would be fully mitigated by widening the crosswalk to 15 feet in width, from 12 feet. With this mitigation measure, this crosswalk would operate at LOS D in both he midday and PM peak hours (20.1 sq-ft/ped and 19.1 sq-ft/ped, respectively) under the Expanded Arts Bonus Alternative compared to LOS E (13.8 sq-ft/ped and 16.3 sq-ft/ped, respectively) under the No Action.

Air Quality

Although the Expanded Arts Bonus Alternative would result in an increase in the number of dwelling units and in commercial area, over that of the proposed action, it is not expected that the resulting small increment in traffic at project intersections would result in air quality impacts or violations of air quality standards given that conditions under the proposed actions are well below the standard. Mobile source air modeling for the proposed action has shown that the predicted CO concentrations are low enough such that the increases in traffic expected from the Expanded Arts Bonus alternative, which is two and one-half percent or less at the at each of the same receptors analyzed for the proposed action, would not be expected to result in any exceedances of standards or the City's *de minimis* criteria or violations of air quality standards. In addition, while there would be a slight increase in the accessory parking spaces that would be required under this alternative as a result of the increased density, this increase would be limited and would not induce significant additional emissions over those predicted for the proposed action.

As with the proposed action, pollutant emissions from existing large residential and industrial sources would not result in any impacts to the Expanded Arts Bonus Alternative.

Project-on-Project Impacts

The Expanded Arts Bonus Alternative would, as with the C4-4D Alternative, increase the height and density of sites 18b (called site18 for the proposed action with the addition of Lots 27 and 31) and 20 (with the addition of Lot 50) and would include a new site 18a. In addition, as with the Arts Bonus Alternative, the Expanded Arts Bonus Alternative would significantly increase the density but not the height of site 10. An additional HVAC screening analysis was undertaken to determine if any of these sites could impact or be impacted by HVAC emissions from other nearby development sites. Based on this analysis, it was determined that under the Expanded Arts Bonus Alternative, additional (E) designations would need to be incorporated into the rezoning proposal for Sites 10, 18a, 18b and 20 to preclude the potential for significant adverse air quality impacts on other projected developments. The (E)-designation would provide restrictions regarding the location of the HVAC exhaust stacks relative to adjacent development sites.

Therefore, to preclude the potential for significant adverse air quality impacts, the following (E) designations would be placed on the following Block and Lots that make up projected development sites 10, 18a, 18b and 20 with the specified requirements:

Block 1910; Lots 1, 7501 (Site 10)
Block 1750; Lots 21, 23, 24 (Site 18a)
Block 1750; Lots 27, 28, 29, 30, 31, 44 (Site 18b)
Block 1749; Lots 48, 49, 50 (Site 20)

The text for the (E) designations is as follows:

Block 1910, Lots 1, 7501 (Projected Development Site 10)

- **Any new commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 174, 140 and 59 feet for Oil No. 4, Oil No.2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 1750, Lots 21, 23, 24 (Projected Development Site 18a)

- **Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 65 and 56 feet for Oil No. 4 and Oil No.2 from the lot lines or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 1750, Lots 27, 28, 29, 30, 31, 44 (Projected Development Site 18b)

- **Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 75, 63 and 48 feet for Oil No. 4, Oil No.2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

Block 1749, Lots 48, 49, 50 (Projected Development Site 20)

- **Any new commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 63, 49 and 38 feet for Oil No. 4, Oil No.2 and Natural Gas from the lot lines as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.**

With the placement of the (E) designations on the above blocks and lots, no impacts related to stationary source air quality would be expected.

Cumulative Impacts from HVAC Sources

With respect to cumulative impacts from the development sites of the Expanded Arts Bonus Alternative, the general analysis provided for the proposed action would also apply here. However, because of the addition of the site 18a, an additional cluster site containing sites 18a & 18b was analyzed. This development cluster was evaluated to determine the potential impact from the combined effects of the HVAC emissions from buildings on nearby proposed and potential development sites. This Expanded Arts Bonus Cluster Development Site includes development sites 18a, 18b, comprising a total floor area of 191,456 square feet with a stack height of approximately 120 feet;

Using the CEQR nomograph screening procedure (assuming that the stack for the cluster was located in its approximate center) the results of the analysis indicated that using No. 4 fuel oil, there would be no potential air quality impacts of combined emissions from this HVAC clusters.

Noise

When compared to the proposed Action, the changes in traffic under the Expanded Arts Bonus Alternative would be minor relative to their impact on noise and are not expected to result in any significant increases in local ambient noise or a doubling of traffic at any roadway or intersection such that a significant adverse impact would occur.

With respect to the need for noise attenuation, the Expanded Arts Bonus alternative would result in slight increases in the predicted maximum build L_{10} noise levels. In addition, sites 6, 18a, 18b and 20 were identified as the only sites that would change their geometry size relative to the Proposed Action. As a result, to ensure an interior noise environment of 45 dBA or less, an (E) designation for noise would be placed on the zoning map. For development site locations including block and lot numbers and attenuation requirements, see Tables 1 and 2.

Table 3.21-28 Required Attenuation Values for Projected Developmental Sites[1, 2, 3]

Site Number	*Address*		*Block Number*	*Lot(s) Number*	*Build Max* L10 *(dBA)*	*Attenuation Required*
6	2100 AC POWELL BLVD	S10, S11	1931	27	81.4	30, 35 OSF
18a	51 EAST 125 STREET	S4, S7	1750	21	81.2	35, 40 OSF
	57 EAST 125 STREET	S4, S7	1750	23	81.2	35, 40 OSF
	59 EAST 126 STREET	S9, S7	1750	24	81.2	35, 40 OSF
18b	65 EAST 125 STREET	S4, S7	1750	27	81.2	30, 40 OSF
	69 EAST 125 STREET	S4, S7	1750	28	81.2	30, 40 OSF
	71 EAST 125 STREET	S4, S7	1750	29	81.2	30, 40 OSF
	75 EAST 125 STREET	S4, S7	1750	30	81.2	30, 40 OSF
	77 EAST 125 STREET	S4, S7	1750	31	81.2	30, 40 OSF
	58 EAST 126 STREET	S4, S7	1750	44	81.2	30, 40 OSF
20	60 EAST 125 STREET	S6, S7	1749	48	79.7	30, 35 ONF
	58 EAST 125 STREET	S6, S7	1749	49	79.7	30, 35, ONF
	58 EAST 125 STREET	S6, S7	1749	49	79.7	30, 35 ONF

[1] The representative monitoring sites are shown next to the address
[2] With respect to the "Sensitive Receptor Assessment", the worse case L_{10} noise level for the Metro north noise measurement program (86.0 dBA) was propagated outward based on the relationship between noise dissipation of a line source and distance. Affected sites included sites, 19, 21, 23, 42 and 43. For these sites, the impact of the propagated Metro North noise levels were included in the final maximum build noise level results.
[3] ONF – On North Façade of the development block, OSF – On South Façade of the development block, OSE – On East Façade of the development site, MN – Metro North Train

Projected development site 6 requires a combination of 30 dBA and 40 dBA of noise attenuation on specific façades in order to avoid the potential for significant adverse impacts related to noise.

The text of the (E) designation for noise for the projected development site 6 is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 30 dBA and 40 dBA window/wall attenuation on some façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning."

Projected development sites 18a, 18b and 20 require a combination of 35 dBA and 40 dBA of noise attenuation on specific façades in order to avoid the potential for significant adverse impacts related to noise.

The text of the (E) designation for noise for projected development sites 18a, 18b and 20 is as follows:

In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dBA and 40 dBA window/wall attenuation on some façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

With the attenuation measures specified above, the Expanded Arts Bonus Alternative would not result in any significant adverse noise impacts, and would meet CEQR guidelines.

Construction Impacts

Development of additional floor area is expected under the Expanded Arts Bonus Alternative, when compared to the proposed action. As a result of this development scenario, there would be an incremental increase in the temporary construction disruptions when compared to the proposed action. Additionally, this alternative would also result in slightly increased duration of construction-related noise and traffic than the proposed action. However, neither this alternative nor the proposed actions would result in significant adverse impacts on air quality, noise, traffic, or transit during construction.

Public Health

The proposed action would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. Similar to the proposed action, the Expanded Arts Bonus Alternative would also incorporate the noise attenuation, air quality, and hazardous materials testing and remediation requirements due to the proposed (E) designations.

Mitigation

The Expanded Arts Bonus alternative is projected to generate approximately 132 more vehicle trips during the weekday AM peak hour, 97 more vehicle trips during the weekday midday peak hour, 254 more vehicle trips during the weekday PM peak hour, and 163 more vehicle trips during the Saturday midday peak hour. Mitigation measures required to alleviate the projected impacts are discussed in detail above in the Traffic and Parking section of this alternative. Despite these mitigation measures, several intersections are still projected to experience

significant adverse traffic impacts. These intersections are discussed below in the "Unavoidable Adverse Impacts" section.

Under the Expanded Arts Bonus Alternative, pedestrian demand would result in significant adverse impacts to the analyzed crosswalks along East 125th Street in the midday peak hour – the south crosswalk at southbound Park Avenue and the north and south crosswalks at Third Avenue. Additionally, the south crosswalk at East 125th Street and Lexington Avenue would become significantly adversely impacted during the midday peak hour under this alternative, as would the north crosswalk on northbound Park Avenue during the midday and PM peak hours. Under *CEQR Technical Manual* criteria, a significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place (for No-Action LOS D, E or F), or to acceptable levels (the LOS D/E threshold for No-Action LOS A, B or C).

Under the Expanded Arts Bonus Alternative, a two-foot widening would fully mitigate the impact at the south crosswalk at southbound Park Avenue during the midday. Under the Expanded Arts Bonus Alternative, the significant adverse midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street would be fully mitigated by widening the north crosswalk to 15 feet in width from 14 feet. The significant adverse midday peak hour impact to the south crosswalk at this location would be fully mitigated by signal timing improvements included in the traffic mitigation plan. The significant adverse midday peak hour impact at the south crosswalk on East 125th Street at Lexington Avenue resulting from changes in traffic flow due to the project's traffic mitigation plan would be fully mitigated, under the Expanded Arts Bonus Alternative, by widening the crosswalk to 18 feet in width, from 16 feet.

Additionally, under the Expanded Arts Bonus Alternative, the significant adverse midday and PM peak hour impacts at the north crosswalk on East 125th Street at northbound Park Avenue resulting from changes in traffic flow due to the project's traffic mitigation plan would be fully mitigated by widening the crosswalk to 15 feet in width, from 12 feet.

Potential mitigation measures for the shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts to Dream Street Park would remain unmitigated in the Expanded Arts Bonus Alternative.

Mitigation measures for the shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated. For the remaining adversely impacted sunlight sensitive resources (the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church), the Department of City Planning, in consultation with the appropriate City and State agencies, has concluded that there are no feasible or practicable mitigation measures that can be implemented to mitigate these impacts, and the significant adverse shadow impacts on these resources therefore remain unmitigated in the Expanded Arts Bonus Alternative..~~After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, determined that the potential mitigation measures described in Chapter 3.5, "Shadows," are not feasible and that there are no other feasible or practicable mitigation measures that can be identified, therefore, the significant adverse shadow impact on two historic resources (Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church) and on two open space resources (Dream Street Park and Adam Clayton Powell Jr. State Office Building Plaza) remain unmitigated in the Expanded Arts Bonus Alternative.~~

Unavoidable Adverse Impacts

As discussed above, the Expanded Arts Bonus Alternative would result in the significant adverse shadows impacts on historic and open space resources as would also occur under the proposed action. Incremental shadows generated by the proposed action would result in significant adverse impacts to the Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist Church, Dream Street Park, and the Adam Clayton Powell Jr. State Office Building Plaza.

As discussed in Chapter 3.5, "Shadows", a potential mitigation measure for the identified impact on the Church of St. Joseph of the Holy Family, the Metropolitan Community United Methodist Church include the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of each resource. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the mitigation measures described above are not feasible and that there are no other feasible or practicable measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two historic resources remain unmitigated under the Expanded Arts Bonus Alternative.

Potential mitigation measures for these shadow impacts at Dream Street Park include relocating the sun-light sensitive features of the park to avoid sunlight loss – specifically relocating benches and/or seating areas, relocating vegetation to avoid shadows, or replacing vegetation with shade-tolerant species to withstand shady conditions. Additional potential mitigation measures include the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project's build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated under the Expanded Arts Bonus Alternative.

Mitigation measures for the shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows. After the issuance of the DEIS, the Department of City Planning became aware of a proposal for redesigning and reconstructing the Adam Clayton Powell, Jr. State Office Building Plaza. Given this opportunity, the Department of City Planning has extended an offer to work closely with the State to ensure that the redesign of the plaza takes into consideration these potential impacts and minimizes their significant adverse nature. However, because the redesign plans for the plaza had not been finalized by the time of the FEIS, the significant adverse impact remains unmitigated under the Expanded Arts Bonus Alternative.

Under the Expanded Arts Bonus Alternative, as in the proposed action, there could be significant adverse impacts to historic resources related to direct and construction effects, similar to the proposed action. Specifically, direct effects could occur on four historic resources: the former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News (#5). Any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks or have been calendared for designation. Inadvertent construction-related damage could potentially occur to seven eligible and potentially eligible resources including: the Park Avenue Viaduct (#8); the Metro-North 125th Street Station (#7), the former Twelfth Ward Bank (#11), Blumstein's Department Store (#12), 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20), and the Lenox Avenue/West 125th Street Subway Station (#24). The resources would be provided a measure of protection from construction as Building Code section 27-166 (C26-112.4), which requires that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. Additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the eligible resources are designated in the future prior to the initiation of construction. If they are not designated, however, they would not be subject to the construction protection

procedures and, as with the proposed action, may therefore be adversely affected by adjacent development resulting from the Expanded Arts Bonus Alternative.

Several mitigation measures are proposed to alleviate significantly impacted traffic conditions as part of the Arts Bonus Alternative. However, despite these mitigation measures, significant adverse traffic impacts would remain at the following intersections:

- West 135th Street/Adam Clayton Powell Jr. Boulevard (weekday PM peak hour)
- West 126th Street/Lenox Avenue (weekday AM, weekday PM and Saturday midday peak hours)
- East 125th Street/Second Avenue (weekday AM, weekday PM, and Saturday midday peak hours)
- East 125th Street/.Third Avenue (weekday PM peak hour and Saturday midday peak hours)
- East 125th Street/Lexington Avenue (weekday midday, weekday PM, and Saturday midday peak hours)
- West 125th Street/Lenox Avenue (weekday PM peak hour)
- West 125th Street/St. Nicholas Avenue (weekday PM peak hour)
- West 125th Street/Broadway (weekday PM peak hour)

Conclusion

The Expanded Arts Bonus Alternative seeks to achieve the same goals and objectives as the proposed action while providing additional incentives for the creation of visual and performing arts spaces within the Special 125th Street District. The creation of spaces for visual and performing arts would help sustain and enhance the district's identity as a premier arts destination. The additional C4-4D zoning district included in this alternative would create further incentives, not available for this area in the proposed action, for mixed-use development near mass transit and would expand opportunities for affordable housing and the creation of visual and performing arts spaces through the arts bonus mechanism.

The impacts related to specific technical areas of assessment for the Expanded Arts Bonus Alternative would be similar to those in the proposed action. Direct effects and construction impacts to historic resources under the Expanded Arts Bonus Alternative would be the same as the impacts expected to historic resources under the proposed action. Shadow impacts under the Expanded Arts Bonus Alternative would also occur as under the proposed action. The Expanded Arts Bonus Alternative would generate more vehicle trips in all four analysis time periods and would require additional mitigation measure when compared to the proposed action. In addition, significant adverse impacts would remain unmitigated at seven traffic intersection. Impacts are expected at five pedestrian crosswalk locations and the crosswalks would require widening in order to mitigate the potential impacts