

3.22 MITIGATION

INTRODUCTION

The preceding chapters of this EIS discussed the potential for significant adverse impacts to occur in each of the technical areas. Where significant impacts have been identified, in accordance with the CEQR Technical Manual, mitigation measures are examined to minimize or eliminate these impacts. These mitigation measures are discussed below.

HISTORIC RESOURCES

Historic resources can be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct effects also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

As noted in Chapter 3.6, “Historic Resources,” the proposed action could result in significant adverse impacts due to potential demolition of four Register-eligible resources on potential development sites, including: the former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News Building (#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. Mitigation could include calendaring these sites for consideration as New York City Landmarks by the New York City Landmarks Preservation Commission. If the resources were deemed to be landmarks, then protection for redevelopment of the sites would be afforded. If the resources were not found to meet the criteria to be designated as a New York City Landmark, then their demolition would not be a significant adverse impact.

Inadvertent construction-related damage could potentially occur to eight eligible and potentially eligible resources including: the Metro-North 125th Street Station (#7); the Park Avenue Viaduct (#8); 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); the Lenox Avenue/West 125th Street Subway Station (#24) and the H.C.F. Koch Department Store (#25). For these eight non-designated resources, construction under the proposed action could potentially result in construction-related impacts to the resource, as the additional construction protections of *TPPN 10/88* would not apply. If these eligible resources are designated in the future prior to the initiation of construction, *TPPN 10/88* would apply and indirect significant adverse impacts resulting from construction would be avoided.

The City has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to the historic resources. Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring

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. In addition, the New York City Department of Buildings' *Technical Policy and Procedure Notice (PPN) #10/88*, supplements these procedures by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. In the case of the seven resources listed above, any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks, have been calendared for designation or are NR-listed resources. Without the protective measures described above, significant adverse construction-related impacts would not be mitigated.

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. 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. The incremental shadow cast upon these resources would result in a significant adverse shadow impact on the resources.

SHADOWS

As discussed in Chapter 3.5, "Shadows," the proposed action would result in significant shadow impacts on the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church. Incremental shadows cast by the projected development would be cast on stained glass features of this resource. A potential mitigation measure for the identified impact on these two 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 mitigations measures described above are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two resources remain unmitigated.

As discussed in Chapter 3.5, "Shadows," the proposed action would result in significant shadow impacts on Dream Street Park and Adam Clayton Powell Jr. State Office Building Plaza. Incremental shadows cast by the projected development would be cast on the light sensitive features of these open space resources.

Potential mitigation measures for these shadow impacts could include relocating the sun-light sensitive features of Dream Street Park facilities within an open space 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. 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.

The proposed action would result in significant adverse shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza. Mitigation measures for these shadow impacts 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.

Analyses of alternatives which would eliminate or reduce the impacts of the proposed action are provided in the Alternatives chapter. The conclusion of the Alternatives chapter is that there are no alternatives which would eliminate or substantially reduce these shadow impacts while meeting the goals and objectives of the proposed action.

TRAFFIC AND PARKING

Traffic

As discussed in Chapter 3.15, "Traffic and Parking", the proposed action would result in significant adverse traffic impacts on 11 approaches at 10 9 intersections during the weekday AM peak hour, 13 10 approaches at 8 9 intersections during the weekday midday peak hour, 24 28 approaches at 17 26 intersections during the weekday PM peak hour, and 24 25 approaches at 14 25 intersections during the Saturday midday peak hour. A traffic mitigation plan was therefore developed to address these impacts.

According to the *CEQR Technical Manual*, a significant traffic impact can be considered mitigated if measures implemented return projected future conditions to what they would be if a proposed action were not in place, or to acceptable levels. For a Future No-Action level of service (LOS) D, E or F, mitigation back to the No-Action condition is required; for No-Action LOS A, B or C, mitigating to mid-LOS D is required (45 seconds of delay for signalized intersections, and 30 seconds of delay for unsignalized intersections).

It should be noted that one of the recommended mitigation measures described below is the prohibition of eastbound and westbound left-turns on 125th Street from 7:00 AM to 7:00 PM, Monday through Saturday, between Third Avenue and Amsterdam Avenue (as shown in Figures 3.15-18 to 3.15-21 in Chapter 3.15). Because of the localized re-routing of traffic that would result from implementation of this particular mitigation measure, additional traffic impacts are generated on the study area roadway network.

For each corridor within the study area, the following mitigation measures have been suggested.

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.
 - Re-allocate four seconds of green time from the southbound phase to the westbound phase 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 and midday peak periods.
- 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
 - 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.
 - 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 hours.
- 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, midday, and PM peak periods.
 - Re-allocate four seconds of green time from the north-south phase to the westbound phase during the weekday 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 and weekday PM 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 St. Nicholas Avenue, during these two peak periods.
 - Re-allocate one second of green time from the westbound phase to the north-south phase, during the weekday midday peak period.
- West 126th Street/Morningside 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 three seconds of green time from the north-south phase to the westbound phase during the weekday midday, weekday PM, and Saturday midday peak periods.

125th Street Corridor

- Prohibit left-turns on 125th Street – Install signage to prohibit eastbound and westbound left-turns for all vehicles except buses at all intersections along 125th Street between Amsterdam Avenue and Third Avenue (inclusive) between the hours of 7:00 AM and 7:00 PM Monday through Saturday. (Figures 3.15-18 through 3.15-21 show the revised

Action traffic volumes during each of the four peak hours with these left-turn prohibitions in place.)

- 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 five seconds of green time from the southbound phase, with two 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.

 - 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 three seconds of green time from the northbound phase to the east-west phase during the weekday AM and midday peak period.

 - 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.

- Re-allocate four seconds of green time from the northbound phase to the east-west phase during the Saturday midday peak period.
- 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 peak period. With this improvement, an unmitigated impact will remain during the weekday midday peak hour on the westbound approach. However, re-allocating nine 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 11 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. With this improvement, an unmitigated impact will remain during the Saturday midday peak hour on the westbound approach. However, re-allocating five seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period would mitigate this impact.
 - Removal of on-street parking on 125th Street was considered during the weekday midday, weekday PM, and Saturday midday peak periods, 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 peak period.
 - Re-allocate three seconds of green time from the east-west phase to the southbound phase during the weekday PM peak period.
- 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.
- 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 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 one-half second of green time from the north-south through phase, and one-half second of green time from the north-south left-turn phase, to the east-west phase during the weekday PM peak period. (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 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 peak periods, to accommodate southbound left-turns 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 two seconds of green time from the north-south phase to the east-west phase during the weekday AM peak period.

Application and implementation of the traffic engineering improvements described above would require approval from NYCDOT. As shown in the February 2008 memorandum from Urbitran to NYCDOT (see Appendix “I”), the proposed mitigation measures have been either approved by NYCDOT or addressed herein as part of the FEIS. In the absence of the approval and implementation of the proposed mitigation measures, the identified significant adverse impacts would remain.

The proposed mitigation measures described in this chapter would mitigate all of the operational impacts associated with the proposed action, with the exception of the following six (6) intersections where unmitigated impacts would remain under the Action condition:

- 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)
- East 125th Street/Third Avenue (weekday PM 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)

TRANSIT AND PEDESTRIANS

Transit

Subway Service

The proposed action would not result in any significant adverse impacts to analyzed subway stations or to subway line haul conditions in either the weekday AM or PM peak hour. Therefore, no subway service mitigation is required for the proposed action.

Bus Service

Northbound M60, M100 and Bx15 buses would be significantly adversely impacted by new demand from the proposed action in the PM peak hour in 2017 under current NYCT guidelines. As shown in Table 3.16-27, in the PM peak hour, northbound M60, M100 and Bx15 services would be operating with capacity shortfalls of 41 spaces, five spaces and 47 spaces, respectively. This compares to surpluses of 21 spaces, 34 spaces and 26 spaces, respectively in the northbound direction in the future without the proposed action. According to current NYCT guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant impact as it would necessitate the addition of more bus service along that route. As standard practice, NYCT routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operating constraints. Therefore, no action-initiated mitigation is proposed for the potential PM peak hour impacts to northbound M60, M100 and Bx15 services.

As previously discussed in Chapter 3.15, “Traffic and Parking,” the proposed action’s traffic mitigation plan would include the elimination of left-turn movements along the 125th Street corridor. This left-turn prohibition would not apply to NYCT buses, and therefore, local bus routes operating along the 125th Street corridor would remain unaffected.

Pedestrians

The results of the analysis of pedestrian conditions shows that demand from the proposed action would significantly adversely impact a total of three crosswalks along East 125th Street in 2017 based on *CEQR Technical Manual* criteria. As shown in Table 3.16-30, in the midday peak hour new demand would significantly impact the south crosswalk at southbound Park Avenue, and the north and south crosswalks at Third Avenue. There would be no significant crosswalk impacts from the proposed action in the AM or PM peak hours.

As previously discussed in Chapter 3.15, “Traffic and Parking,” the proposed action’s traffic mitigation plan would include the elimination of left-turn movements along the 125th Street corridor. This, in turn, would result in traffic diversions and changes in the numbers of turning vehicles that would potentially conflict with pedestrians in crosswalks. Changes to signal timing and phasing are also proposed as mitigation at many locations. The analysis of crosswalk conditions under the Build with Mitigation scenario reflects these traffic diversions and signal timing changes. As discussed below, measures associated with the proposed action’s traffic mitigation plan would eliminate the significant adverse crosswalk impact at the south crosswalk on Third Avenue in the MD peak hour.

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, or to acceptable levels. For a No Build LOS D, E or F, mitigation back to the No Build condition is required; for No Build LOS A, B or C, mitigation to the LOS D/E threshold is required (15 square feet per pedestrian for corners and crosswalks, and 15 pedestrians per foot per minute for sidewalks and midblock locations). The following paragraphs discuss potential mitigation measures for the three crosswalk impacts resulting from the proposed action and identified in Table 3.16-30, above, including the one crosswalk impact that would be mitigated by the proposed action’s traffic mitigation plan.

South Crosswalk on Park Avenue (Southbound) at East 125th Street

To address the proposed action’s midday peak hour impact to the south crosswalk on southbound Park Avenue at East 125th Street, it is proposed to widen this crosswalk to 13 feet in width from 12 feet in width in the future with the proposed action condition. With this widening, this crosswalk would operate at LOS D in the midday peak hour, with an average of 15.6 square feet per pedestrian, compared to 14 sq.-ft/ped (LOS E) in the With Action condition and 15.1 sq-ft/ped (LOS D) in the No Action. The potential significant adverse impact to this crosswalk resulting from the proposed action in 2017 would therefore be fully mitigated.

North Crosswalk on Third Avenue at East 125th Street

To address the proposed action’s midday peak hour impact to the north crosswalk on Third Avenue at East 125th Street, it is proposed to widen this crosswalk to 15 feet in width from 14 feet in width in the future with the proposed action condition. With this widening, this crosswalk would operate at LOS D in the midday peak hour, with an average of 15.8 square feet per pedestrian, compared to 13.9 sq.-ft/ped (LOS E) in the With Action condition and 15.5 sq-ft/ped (LOS D) in the No Action. The potential significant adverse impact to this crosswalk resulting from the proposed action in 2017 would therefore be fully mitigated.

South Crosswalk on Third Avenue at East 125th Street

The significant adverse impact at the south crosswalk on Third Avenue at East 125th Street would be fully mitigated by the traffic mitigation plan. Under the proposed traffic mitigation, an additional four seconds of green time would be available to pedestrians crossing this crosswalk. With this additional green time, this crosswalk would operate at LOS D in the midday peak hour, with an average of 15.1 square feet per pedestrian, compared to 13.4 sq.-ft/ped (LOS E) in the

With Action condition and 14.7 sq-ft/ped (LOS E) in the No Action. The potential significant adverse impact to this crosswalk resulting from the proposed action in 2017 would therefore be fully mitigated.