

**APPENDIX B**  
**TRAFFIC IMPACT ANALYSES**

**Table of Contents for Levels of Service Tables in Technical Appendix C.**

<b><u>Table #</u></b>	<b><u>Condition</u></b>	<b><u>Study Area</u></b>	<b><u>Time Period</u></b>
B-1	2004 Existing Conditions	Mahattan Study Area	Weekday
B-2	2007 Existing Conditions	Queens Plaza Study Area	Weekday
B-3	2006 Existing Conditions	Manhattan Study Area	Saturday
B-4	2007 Existing Conditions	Queens Plaza Study Area	Saturday
B-5	2014 No Build Conditions	Mahattan Study Area	Weekday
B-6	2014 No Build Conditions	Queens Plaza Study Area	Weekday
B-7	2014 No Build Conditions	Manhattan Study Area	Saturday
B-8	2014 No Build Conditions	Queens Plaza Study Area	Saturday
B-9	2014 Build Conditions	Mahattan Study Area	Weekday
B-10	2014 Build Conditions	Queens Plaza Study Area	Weekday
B-11	2014 Build Conditions	Manhattan Study Area	Saturday
B-12	2014 Build Conditions	Queens Plaza Study Area	Saturday
B-13	No Build vs. Build vs. Mitigation Conditions	Mahattan Study Area	Weekday AM Peak Hour
B-14	No Build vs. Build vs. Mitigation Conditions	Queens Plaza Study Area	Weekday AM Peak Hour
B-15	No Build vs. Build vs. Mitigation Conditions	Manhattan Study Area	Weekday Midday Peak Hour
B-16	No Build vs. Build vs. Mitigation Conditions	Queens Plaza Study Area	Weekday Midday Peak Hour
B-17	No Build vs. Build vs. Mitigation Conditions	Mahattan Study Area	Weekday PM Peak Hour
B-18	No Build vs. Build vs. Mitigation Conditions	Queens Plaza Study Area	Weekday PM Peak Hour
B-19	No Build vs. Build vs. Mitigation Conditions	Manhattan Study Area	Saturday Midday Peak Hour
B-20	No Build vs. Build vs. Mitigation Conditions	Queens Plaza Study Area	Saturday Midday Peak Hour
B-21	2014 As-of-Right Alternative Conditions	Mahattan Study Area	Weekday
B-22	2014 As-of-Right Alternative Conditions	Mahattan Study Area	Saturday
B-23	No Build vs. AOR vs. Mitigation Conditions	Mahattan Study Area	Weekday AM Peak Hour
B-24	No Build vs. AOR vs. Mitigation Conditions	Mahattan Study Area	Weekday Midday Peak Hour
B-25	No Build vs. AOR vs. Mitigation Conditions	Mahattan Study Area	Weekday PM Peak Hour
B-26	No Build vs. AOR vs. Mitigation Conditions	Mahattan Study Area	Saturday Midday Peak Hour
B-27	2014 All Residential Alternative Conditions	Mahattan Study Area	Weekday
B-28	2014 All Residential Alternative Conditions	Mahattan Study Area	Saturday
B-29	No Build vs. All Res vs. Mitigation Conditions	Mahattan Study Area	Weekday AM Peak Hour
B-30	No Build vs. All Res vs. Mitigation Conditions	Mahattan Study Area	Weekday Midday Peak Hour
B-31	No Build vs. All Res vs. Mitigation Conditions	Mahattan Study Area	Weekday PM Peak Hour
B-32	No Build vs. All Res vs. Mitigation Conditions	Mahattan Study Area	Saturday Midday Peak Hour
B-33	2014 197c Alternative Conditions	Mahattan Study Area	Weekday
B-34	2014 197c Alternative Conditions	Mahattan Study Area	Saturday
B-35	No Build vs. 197c vs. Mitigation Conditions	Mahattan Study Area	Weekday AM Peak Hour
B-36	No Build vs. 197c vs. Mitigation Conditions	Mahattan Study Area	Weekday Midday Peak Hour
B-37	No Build vs. 197c vs. Mitigation Conditions	Mahattan Study Area	Weekday PM Peak Hour
B-38	No Build vs. 197c vs. Mitigation Conditions	Mahattan Study Area	Saturday Midday Peak Hour
B-39	2004 Existing Conditions Construction Phase	Mahattan Study Area	Weekday AM and PM Peak Hours
B-40	2009 No Build Conditions Construction Phase	Mahattan Study Area	Weekday AM and PM Peak Hours
B-41	2009 Build Conditions Construction Phase	Mahattan Study Area	Weekday AM and PM Peak Hours
B-42	No Build vs. Construcion vs. Mitigation Conditions	Mahattan Study Area	AM Peak Hour
B-43	No Build vs. Construcion vs. Mitigation Conditions	Mahattan Study Area	PM Peak Hour

**TABLE B - 1  
FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b><u>F.D.R. DRIVE SERVICE ROAD CORRIDOR</u></b>													
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.04	71.2	E	L	0.88	30.0	C	L	1.04	115.5	F
		TR	0.82	26.8	C	TR	0.48	12.6	B	LTR	1.05	117.0	F
	SB	LTR	1.01	56.5	E	LTR	0.96	47.6	D	LTR	1.01	67.1	E
34th Street	EB	LT	0.89	57.0	E	LT	0.89	56.5	E	L	0.93	99.0	F
		-	-	-	-	-	-	-	-	LT	0.81	68.1	E
		R	0.90	37.6	D	R	0.96	48.8	D	R	0.93	45.6	D
Parking Lot Driveway	WB	LTR	0.24	27.4	C	LTR	0.07	25.1	C	LTR	0.22	27.1	C
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>49.6</b>	<b>D</b>	-	<b>0.96</b>	<b>42.6</b>	<b>D</b>	-	<b>1.02</b>	<b>80.9</b>	<b>F</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>													
F. D. R. Drive Service Road	NB	L	0.90	54.3	D	L	0.26	15.6	B	L	0.45	19.4	B
		T	0.73	15.1	B	T	0.33	5.0	A	T	0.43	5.8	A
	SB	TR	0.95	43.2	D	TR	0.85	33.2	C	TR	0.86	33.6	C
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.03	29.2	C	LTR	0.01	28.9	C
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>39.2</b>	<b>D</b>	-	<b>0.48</b>	<b>24.1</b>	<b>C</b>	-	<b>0.54</b>	<b>23.6</b>	<b>C</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 36th Street	EB	R	-	29.7	D	R	-	12.4	B	R	-	19.4	C
<b>Overall Intersection</b>	-		-	<b>29.7</b>	<b>D</b>	-	-	<b>12.4</b>	<b>B</b>	-	-	<b>19.4</b>	<b>C</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>													
F. D. R. Drive Service Road	SB	TR	0.89	20.4	C	TR	0.62	10.6	B	TR	0.61	10.4	B
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>20.4</b>	<b>C</b>	-	<b>0.63</b>	<b>10.6</b>	<b>B</b>	-	<b>0.61</b>	<b>10.4</b>	<b>B</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 38th Street	EB	R	-	24.9	C	R	-	15.6	C	R	-	14.7	B
<b>Overall Intersection</b>	-		-	<b>24.9</b>	<b>C</b>	-	-	<b>15.6</b>	<b>C</b>	-	-	<b>14.7</b>	<b>B</b>
<b><u>FIRST AVENUE CORRIDOR</u></b>													
<b>7 FIRST AVENUE &amp; 30TH STREET</b>													
First Avenue	NB	TR	0.99	34.5	C	TR	0.44	10.2	B	TR	0.62	11.9	B
30th Street	EB	LT	0.88	44.2	D	LT	0.65	28.8	C	LT	0.94	46.7	D
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>36.7</b>	<b>D</b>	-	<b>0.52</b>	<b>15.5</b>	<b>B</b>	-	<b>0.75</b>	<b>21.9</b>	<b>C</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>													
First Avenue	NB	LTR	1.00	32.1	C	LTR	0.79	12.5	B	LTR	0.93	17.4	B
33rd Street	WB	TR	0.03	18.3	B	TR	0.06	18.7	B	TR	0.02	18.3	B
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>32.0</b>	<b>C</b>	-	<b>0.50</b>	<b>12.6</b>	<b>B</b>	-	<b>0.58</b>	<b>17.4</b>	<b>B</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>													
First Avenue	NB	LTR	0.81	19.5	B	L	0.27	16.4	B	LTR	1.04	51.7	D
34th Street		-	-	-	-	TR	0.75	18.5	B	-	-	-	-
	EB	LT	0.87	34.1	C	DefL	0.53	28.7	C	DefL	1.04	99.3	F
		-	-	-	-	T	0.77	28.9	C	T	0.96	51.5	D
	WB	TR	0.61	31.5	C	TR	0.67	32.5	C	TR	0.92	52.8	D
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>25.3</b>	<b>C</b>	-	<b>0.76</b>	<b>24.3</b>	<b>C</b>	-	<b>1.04</b>	<b>56.3</b>	<b>E</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>													
First Avenue	NB	LT	0.99	30.1	C	LT	0.47	7.9	A	LT	1.00	41.6	D
35th Street	WB	TR	0.89	47.4	D	TR	0.46	23.3	C	TR	0.87	45.3	D
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>33.3</b>	<b>C</b>	-	<b>0.46</b>	<b>11.2</b>	<b>B</b>	-	<b>0.95</b>	<b>42.0</b>	<b>D</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>													
First Avenue	NB	TR	0.97	27.9	C	TR	0.39	7.4	A	TR	1.00	32.4	C
36th Street	EB	LT	0.71	48.9	D	LT	0.23	20.4	C	LT	0.06	18.6	B
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>29.1</b>	<b>C</b>	-	<b>0.33</b>	<b>9.1</b>	<b>A</b>	-	<b>0.63</b>	<b>32.1</b>	<b>C</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>													
First Avenue	NB	LT	0.91	19.0	B	LT	0.91	20.5	C	L	0.90	117.1	F
		-	-	-	-	-	-	-	-	T	0.96	23.6	C
37th Street	WB	TR	0.69	35.5	D	TR	0.73	33.5	C	TR	0.58	29.6	C
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>20.8</b>	<b>C</b>	-	<b>0.84</b>	<b>23.1</b>	<b>C</b>	-	<b>0.81</b>	<b>43.2</b>	<b>D</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>													
First Avenue	NB	TR	0.54	8.5	A	TR	0.43	7.7	A	TR	0.61	9.1	A
38th Street	EB	-	-	-	-	L	0.69	32.1	C	-	-	-	-
		LT	0.55	24.9	C	LT	0.31	22.1	C	LT	0.60	26.2	C
	WB	R	0.48	25.0	C	R	0.39	23.8	C	R	0.48	25.7	C
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>13.4</b>	<b>B</b>	-	<b>0.53</b>	<b>13.6</b>	<b>B</b>	-	<b>0.61</b>	<b>13.2</b>	<b>B</b>

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FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>14 FIRST AVENUE &amp; 39TH STREET</b>													
First Avenue	NB	LT	0.81	12.5	B	LT	0.56	8.7	A	LT	0.83	12.8	B
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>12.5</b>	<b>B</b>	-	<b>0.56</b>	<b>8.7</b>	<b>A</b>	-	<b>0.83</b>	<b>12.8</b>	<b>B</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>													
First Avenue	NB	T	0.67	10.0	A	T	0.60	9.3	A	T	0.68	10.0	A
40th Street	EB	L	0.32	21.3	C	L	0.34	21.7	C	L	0.64	27.1	C
<b>Overall Intersection</b>	-		<b>0.53</b>	<b>11.4</b>	<b>B</b>	-	<b>0.50</b>	<b>11.2</b>	<b>B</b>	-	<b>0.67</b>	<b>13.1</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET</b>													
			<b>(UNSIGNALIZED INTERSECTION)</b>										
41st Street	WB	R	-	13.7	B	R	-	21.0	C	R	-	14.2	B
<b>Overall Intersection</b>	-		-	<b>13.7</b>	<b>B</b>	-	-	<b>21.0</b>	<b>C</b>	-	-	<b>14.2</b>	<b>B</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>													
First Avenue (left)	NB	LT	0.37	14.0	B	LT	0.30	13.2	B	LT	0.48	15.3	B
First Avenue (right)		T	0.54	18.4	B	T	0.68	23.0	C	T	0.82	26.8	C
		R	0.10	11.9	B	R	0.09	11.6	B	R	0.08	11.5	B
42nd Street	EB	DefL	0.95	69.0	E	DefL	0.91	51.5	D	DefL	0.79	38.4	D
		T	1.03	75.5	E	T	0.86	41.8	D	T	1.03	73.3	E
	WB	TR	0.92	44.4	D	TR	0.61	26.2	C	TR	0.49	23.7	C
		R	0.97	65.5	E	R	0.76	37.2	D	R	0.80	39.6	D
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>47.6</b>	<b>D</b>	-	<b>0.78</b>	<b>31.4</b>	<b>C</b>	-	<b>0.91</b>	<b>35.0</b>	<b>C</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>													
First Avenue	NB	T	0.98	31.9	C	T	0.39	7.4	A	T	0.50	8.1	A
44th Street	EB	L	0.42	23.3	C	L	0.77	41.8	D	L	0.34	21.7	C
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>30.6</b>	<b>C</b>	-	<b>0.54</b>	<b>12.0</b>	<b>B</b>	-	<b>0.43</b>	<b>9.7</b>	<b>A</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>													
First Avenue	NB	L	0.86	33.5	C	L	0.71	20.1	C	L	0.52	11.3	B
		T	0.99	32.6	C	T	0.44	7.8	A	T	0.60	9.2	A
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>32.7</b>	<b>C</b>	-	<b>0.71</b>	<b>9.8</b>	<b>A</b>	-	<b>0.60</b>	<b>9.5</b>	<b>A</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>													
First Avenue	NB	T	0.51	8.4	A	T	0.36	7.2	A	T	0.48	8.0	A
46th Street	EB	L	0.80	38.3	D	L	0.35	21.6	C	L	0.35	21.3	C
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>14.5</b>	<b>B</b>	-	<b>0.36</b>	<b>10.2</b>	<b>B</b>	-	<b>0.43</b>	<b>11.0</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>													
First Avenue	NB	LT	0.92	19.9	B	LT	0.42	7.5	A	LT	0.52	8.2	A
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>19.9</b>	<b>B</b>	-	<b>0.42</b>	<b>7.5</b>	<b>A</b>	-	<b>0.52</b>	<b>8.2</b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET</b>													
			<b>(UNSIGNALIZED INTERSECTION)</b>										
48th Street	EB	L	-	7.6	A	L	-	16.2	C	L	-	11.7	B
<b>Overall Intersection</b>	-		-	<b>7.6</b>	<b>A</b>	-	-	<b>16.2</b>	<b>C</b>	-	-	<b>11.7</b>	<b>B</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>													
First Avenue (left)	NB	LT	0.90	37.3	D	LT	0.99	50.4	D	LT	1.01	78.7	E
First Avenue (tunnel)		T	0.92	20.5	C	T	0.73	12.1	B	T	1.01	64.8	E
First Avenue (right)		T	0.71	14.5	B	T	0.93	30.0	C	T	0.76	21.5	C
49th Street	WB	TR	0.98	52.5	D	TR	0.99	56.2	E	TR	0.92	43.7	D
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>30.0</b>	<b>C</b>	-	<b>0.99</b>	<b>34.6</b>	<b>C</b>	-	<b>0.98</b>	<b>56.4</b>	<b>E</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>													
First Avenue	NB	TR	0.85	13.4	B	TR	0.72	10.5	B	TR	1.01	44.5	D
52nd Street	EB	LT	0.65	31.7	C	LT	0.69	33.4	C	LT	0.75	34.7	C
	WB	R	0.17	20.2	C	R	0.23	21.1	C	R	0.26	21.4	C
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>15.0</b>	<b>B</b>	-	<b>0.71</b>	<b>13.1</b>	<b>B</b>	-	<b>0.90</b>	<b>42.8</b>	<b>D</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>													
First Avenue	NB	LT	1.02	40.7	D	LT	0.73	10.8	B	LT	0.90	15.6	B
53rd Street	WB	TR	0.94	51.2	D	TR	0.66	27.5	C	TR	0.78	30.8	C
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>42.4</b>	<b>D</b>	-	<b>0.70</b>	<b>14.1</b>	<b>B</b>	-	<b>0.85</b>	<b>18.8</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>													
First Avenue	NB	L	0.42	20.8	C	L	0.96	56.6	E	L	0.91	47.5	D
		TR	0.77	24.5	C	LTR	0.83	27.1	C	LTR	0.85	26.7	C
57th Street	EB	DefL	0.54	26.1	C	LT	0.37	21.8	C	DefL	0.62	42.0	D
		T	0.35	22.0	C	-	-	-	-	T	0.23	20.2	C
	WB	TR	0.28	20.2	C	TR	0.37	21.4	C	TR	0.72	28.5	C
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>23.8</b>	<b>C</b>	-	<b>0.69</b>	<b>30.9</b>	<b>C</b>	-	<b>0.82</b>	<b>29.8</b>	<b>C</b>

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FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>													
First Avenue	NB	L	0.85	30.9	C	L	0.63	21.1	C	L	0.67	20.7	C
		LTR	0.97	26.3	C	LTR	0.91	20.9	C	LTR	0.74	14.1	B
59th Street	EB	DefL	0.37	25.9	C	DefL	0.31	24.1	C	DefL	0.38	26.2	C
		T	0.16	21.2	C	T	0.17	21.3	C	T	0.19	21.4	C
	WB	TR	0.45	24.4	C	TR	0.45	24.7	C	TR	0.56	26.3	C
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>26.4</b>	<b>C</b>	-	<b>0.73</b>	<b>21.5</b>	<b>C</b>	-	<b>0.67</b>	<b>17.5</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>													
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>													
34th Street	EB	LT	0.79	19.5	B	DefL	0.86	39.3	D	LT	0.80	21.3	C
		-	-	-	-	T	0.95	39.0	D	-	-	-	-
	WB	TR	0.95	76.5	E	TR	0.76	39.1	D	TR	0.60	35.4	D
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>37.4</b>	<b>D</b>	-	<b>0.88</b>	<b>39.1</b>	<b>D</b>	-	<b>0.85</b>	<b>25.9</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	LT	0.62	20.0	B	LT	0.18	10.5	B	LT	0.00	9.3	A
35th Street	WB	TR	0.64	26.0	C	TR	0.53	23.4	C	TR	0.70	27.6	C
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>23.9</b>	<b>C</b>	-	<b>0.33</b>	<b>17.5</b>	<b>B</b>	-	<b>0.29</b>	<b>27.6</b>	<b>C</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.69	20.0	B	TR	0.39	12.6	B	TR	0.73	42.4	D
36th Street	EB	L	0.46	23.1	C	L	0.93	49.8	D	L	0.91	46.7	D
		LT	0.55	22.9	C	LT	0.64	24.5	C	LT	0.87	32.4	C
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>22.0</b>	<b>C</b>	-	<b>0.62</b>	<b>27.6</b>	<b>C</b>	-	<b>0.87</b>	<b>37.7</b>	<b>D</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.58	30.4	C	-	-	-	-	-	-	-	-
		T	0.78	32.6	C	-	-	-	-	-	-	-	-
	SB	R	0.04	14.2	B	TR	0.01	14.0	B	TR	0.24	27.4	C
37th Street	WB	TR	0.16	13.0	B	L	0.53	24.6	C	L	0.55	19.1	B
		-	-	-	-	LTR	0.68	25.6	C	LTR	0.76	31.5	C
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>26.2</b>	<b>C</b>	-	<b>0.36</b>	<b>25.0</b>	<b>C</b>	-	<b>0.58</b>	<b>25.1</b>	<b>C</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.81	34.9	C	TR	0.03	13.0	B	TR	0.04	13.2	B
	SB	LT	0.53	30.7	C	LT	0.08	13.5	B	LT	0.22	15.0	B
38th Street	EB	LTR	0.75	29.1	C	LTR	0.40	16.8	B	LTR	0.57	20.3	C
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>31.8</b>	<b>C</b>	-	<b>0.24</b>	<b>16.4</b>	<b>B</b>	-	<b>0.39</b>	<b>18.8</b>	<b>B</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.42	17.9	B	L	0.02	13.0	B	L	0.07	18.8	B
	SB	TR	0.35	20.2	C	TR	0.06	13.4	B	TR	0.64	40.1	D
39th Street	WB	LT	0.80	35.0	C	LT	0.57	21.5	C	LT	0.85	34.9	C
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>26.5</b>	<b>C</b>	-	<b>0.32</b>	<b>20.2</b>	<b>C</b>	-	<b>0.77</b>	<b>34.8</b>	<b>C</b>
<b>SECOND AVENUE CORRIDOR</b>													
<b>35 SECOND AVENUE &amp; 30TH STREET</b>													
Second Avenue	SB	LT	1.00	29.3	C	LT	0.61	9.3	A	LT	0.84	13.1	B
30th Street	EB	T	0.77	43.0	D	T	0.39	23.6	C	T	0.93	54.3	D
		R	0.45	27.1	C	R	0.44	26.8	C	R	0.44	26.4	C
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>30.1</b>	<b>C</b>	-	<b>0.54</b>	<b>11.4</b>	<b>B</b>	-	<b>0.88</b>	<b>18.9</b>	<b>B</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>													
Second Avenue	SB	T	0.99	27.2	C	T	1.00	37.1	D	T	0.96	21.6	C
		R	0.74	27.2	C	R	0.50	13.1	B	R	0.24	7.5	A
33rd Street	WB	LT	0.84	44.7	D	L	0.63	33.9	C	LT	0.74	34.1	C
		-	-	-	-	T	0.27	22.1	C	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>29.0</b>	<b>C</b>	-	<b>0.86</b>	<b>35.2</b>	<b>D</b>	-	<b>0.88</b>	<b>22.6</b>	<b>C</b>
<b>37 SECOND AVENUE &amp; 34TH STREET</b>													
Second Avenue	SB	L	0.83	28.3	C	L	0.91	39.9	D	L	0.85	35.8	D
		TR	0.98	28.8	C	TR	0.95	27.8	C	TR	1.00	32.7	C
		-	-	-	-	-	-	-	-	R	0.65	40.5	D
34th Street	EB	TR	0.78	34.6	C	T	0.96	54.1	D	T	0.93	48.1	D
		-	-	-	-	R	0.65	40.8	D	R	0.68	44.2	D
	WB	DefL	0.58	34.5	C	L	0.71	48.5	D	DefL	0.68	45.5	D
		T	0.37	17.6	B	T	0.65	24.0	C	T	0.36	17.7	B
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>29.0</b>	<b>C</b>	-	<b>1.03</b>	<b>34.8</b>	<b>C</b>	-	<b>1.00</b>	<b>35.2</b>	<b>D</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>													
Second Avenue	SB	T	1.03	50.7	D	T	0.56	15.7	B	T	0.99	35.6	D
		R	0.82	34.7	C	R	0.89	43.5	D	R	0.24	13.8	B
35th Street	EB	R	0.85	34.7	C	R	0.94	41.9	D	R	0.97	51.0	D
	WB	LT	0.53	35.8	D	LT	0.35	19.1	B	LT	0.20	17.4	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>45.7</b>	<b>D</b>	-	<b>0.91</b>	<b>26.8</b>	<b>C</b>	-	<b>0.98</b>	<b>37.3</b>	<b>D</b>

**TABLE B - 1  
FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>													
Second Avenue	SB	LT	1.04	57.8	E	LT	0.64	10.8	B	L	0.99	42.7	D
		-	-	-	-	-	-	-	-	T	0.77	15.3	B
36th Street	EB	TR	1.05	80.6	F	TR	0.82	30.2	C	TR	1.04	91.9	F
	WB	L	1.00	65.6	E	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>63.2</b>	<b>E</b>	-	<b>0.72</b>	<b>16.7</b>	<b>B</b>	-	<b>1.01</b>	<b>48.3</b>	<b>D</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>													
Second Avenue	SB	TR	0.91	46.5	D	TR	0.73	10.6	B	TR	0.99	36.2	D
37th Street	WB	LT	0.36	21.7	C	LT	0.35	21.8	C	LT	0.45	27.9	C
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>43.1</b>	<b>D</b>	-	<b>0.58</b>	<b>11.8</b>	<b>B</b>	-	<b>0.78</b>	<b>35.3</b>	<b>D</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>													
Second Avenue	SB	L	0.28	18.2	B	L	0.22	7.3	A	L	0.06	12.3	B
		T	0.95	49.4	D	T	0.68	9.9	A	T	1.01	45.2	D
38th Street	EB	TR	0.46	23.5	C	TR	0.65	27.8	C	TR	0.94	46.9	D
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>44.6</b>	<b>D</b>	-	<b>0.67</b>	<b>13.0</b>	<b>B</b>	-	<b>0.98</b>	<b>45.4</b>	<b>D</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>													
Second Avenue	SB	T	1.04	60.5	E	T	0.99	29.8	C	T	1.04	48.5	D
		R	0.74	21.3	C	R	0.97	52.3	D	R	0.36	10.9	B
39th Street	WB	LT	0.88	42.2	D	LT	0.87	47.8	D	LT	0.65	38.3	D
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>53.6</b>	<b>D</b>	-	<b>0.94</b>	<b>34.4</b>	<b>C</b>	-	<b>0.93</b>	<b>45.6</b>	<b>D</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>													
Second Avenue	SB	L	0.35	12.1	B	L	0.37	12.4	B	L	0.24	11.0	B
		T	1.01	41.5	D	T	1.03	54.7	D	T	1.05	56.7	E
40th Street	EB	TR	0.88	45.1	D	TR	0.78	38.8	D	TR	0.97	53.8	D
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>41.1</b>	<b>D</b>	-	<b>0.93</b>	<b>51.8</b>	<b>D</b>	-	<b>1.02</b>	<b>54.7</b>	<b>D</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>													
Second Avenue	SB	LTR	0.97	53.7	D	LTR	0.75	11.1	B	LTR	1.01	39.2	D
41st Street	EB	TR	0.44	25.5	C	TR	0.67	37.8	D	TR	0.72	41.3	D
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>52.2</b>	<b>D</b>	-	<b>0.72</b>	<b>12.7</b>	<b>B</b>	-	<b>0.90</b>	<b>39.3</b>	<b>D</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>													
Second Avenue	SB	LTR	1.03	46.1	D	LTR	0.95	23.1	C	LTR	1.00	54.3	D
42nd Street	EB	TR	0.86	34.0	C	TR	0.66	24.2	C	TR	0.98	52.0	D
	WB	LT	0.97	55.1	E	LT	0.96	54.8	D	DefL	0.81	51.0	D
	-	-	-	-	-	-	-	-	-	T	0.94	54.1	D
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>45.1</b>	<b>D</b>	-	<b>0.95</b>	<b>27.7</b>	<b>C</b>	-	<b>0.99</b>	<b>53.8</b>	<b>D</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>													
Second Avenue	SB	T	0.95	19.9	B	T	0.81	12.2	B	T	1.02	40.8	D
		R	0.88	34.9	C	R	0.94	48.4	D	R	0.79	32.2	C
43rd Street	WB	LT	0.51	26.7	C	LT	0.42	24.8	C	LT	0.69	38.5	D
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>21.7</b>	<b>C</b>	-	<b>0.74</b>	<b>16.3</b>	<b>B</b>	-	<b>0.89</b>	<b>40.1</b>	<b>D</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>													
Second Avenue	SB	L	0.47	10.0	B	LT	0.98	20.5	C	L	0.80	37.4	D
		T	0.86	10.7	B	-	-	-	-	T	1.05	57.0	E
44th Street	EB	TR	0.80	46.8	D	TR	0.95	67.8	E	TR	0.95	63.2	E
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>13.2</b>	<b>B</b>	-	<b>0.97</b>	<b>24.9</b>	<b>C</b>	-	<b>1.02</b>	<b>56.9</b>	<b>E</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>													
Second Avenue	SB	TR	0.97	27.6	C	TR	0.75	11.0	B	TR	1.03	61.3	E
49th Street	WB	L	0.81	39.0	D	L	0.92	54.9	D	L	0.78	40.7	D
		LT	0.67	30.2	C	LT	0.48	23.6	C	LT	0.79	37.8	D
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>29.1</b>	<b>C</b>	-	<b>0.81</b>	<b>17.8</b>	<b>B</b>	-	<b>0.94</b>	<b>56.9</b>	<b>E</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>													
Second Avenue	SB	LT	1.00	29.5	C	LT	0.71	10.4	B	LT	0.98	25.1	C
52nd Street	EB	TR	0.87	47.5	D	TR	0.88	50.5	D	TR	0.93	51.4	D
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>31.4</b>	<b>C</b>	-	<b>0.78</b>	<b>15.3</b>	<b>B</b>	-	<b>0.96</b>	<b>29.7</b>	<b>C</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>													
Second Avenue	SB	T	0.95	20.2	C	TR	0.68	10.0	B	T	0.95	20.1	C
		R	0.50	15.1	B	-	-	-	-	R	0.40	13.3	B
53rd Street	WB	LT	0.97	54.5	D	LT	0.96	52.3	D	LT	0.99	58.4	E
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>26.6</b>	<b>C</b>	-	<b>0.79</b>	<b>20.2</b>	<b>C</b>	-	<b>0.96</b>	<b>27.6</b>	<b>C</b>

**TABLE B - 1  
FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>51 SECOND AVENUE &amp; 57TH STREET</b>													
Second Avenue	SB	LTR	1.02	48.6	D	LTR	0.90	23.3	C	LTR	0.85	25.1	C
57th Street	EB	T	0.90	58.7	E	T	0.98	56.9	E	TR	1.01	60.7	E
		R	0.37	35.3	D	R	0.31	28.0	C	-	-	-	-
	WB	L	0.97	45.8	D	L	0.54	25.2	C	L	0.69	25.6	C
		LT	0.96	43.6	D	LT	0.28	15.5	B	LT	0.50	21.3	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>47.9</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>30.5</b>	<b>C</b>	<b>-</b>	<b>0.93</b>	<b>34.8</b>	<b>C</b>	
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET [Unsignalized in AM]</b>													
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-	R	-	-	-
57th Street	EB	L	-	-	-	L	0.86	30.0	C	DefL	0.97	30.1	C
		T	-	12.5	B	T	0.24	3.6	A	T	0.68	15.5	B
	WB	T	-	43.2	E	TR	0.62	27.3	C	TR	0.79	30.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>26.0</b>	<b>D</b>	<b>-</b>	<b>0.70</b>	<b>24.7</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>29.1</b>	<b>C</b>	
<b>53 SECOND AVENUE &amp; 59TH STREET</b>													
Second Avenue	SB	LT	1.00	39.0	D	LT	1.00	38.5	D	LT	0.99	34.3	C
59th Street	EB	TR	1.05	70.3	E	TR	1.00	55.5	E	TR	1.00	58.3	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>51.0</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>44.1</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>42.4</b>	<b>D</b>	
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>													
Second Avenue	SB	L	1.05	65.1	E	L	1.02	76.1	E	L	1.00	63.1	E
		T	1.00	47.4	D	LT	1.03	55.1	E	LT	0.96	47.2	D
Queensboro Bridge Ramp	WB	L	1.05	68.5	E	L	1.00	55.1	E	L	1.05	69.4	E
		T	1.01	61.1	E	T	1.02	59.9	E	T	0.96	50.2	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>61.2</b>	<b>E</b>	<b>-</b>	<b>1.02</b>	<b>59.4</b>	<b>E</b>	<b>-</b>	<b>1.02</b>	<b>55.2</b>	<b>E</b>	
<b>54A SECOND AVENUE &amp; 60TH STREET</b>													
Second Avenue	SB	TR	0.94	68.0	E	TR	0.93	25.6	C	TR	1.05	61.5	E
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B	LT	0.01	12.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>67.8</b>	<b>E</b>	<b>-</b>	<b>0.48</b>	<b>25.5</b>	<b>C</b>	<b>-</b>	<b>0.53</b>	<b>61.3</b>	<b>E</b>	
<b>55 SECOND AVENUE &amp; 61ST STREET</b>													
Second Avenue	SB	TR	1.03	48.2	D	TR	1.03	53.8	D	TR	1.05	70.5	E
61st Street	WB	LT	1.00	55.4	E	LT	0.97	49.7	D	LT	0.87	54.2	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>50.2</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>52.9</b>	<b>D</b>	<b>-</b>	<b>0.97</b>	<b>66.3</b>	<b>E</b>	
<b>56 SECOND AVENUE &amp; 63RD STREET</b>													
Second Avenue	SB	TR	1.05	54.3	D	TR	1.04	60.8	E	TR	1.05	65.9	E
63rd Street	WB	L	0.94	56.1	E	L	0.97	55.3	E	L	0.97	60.5	E
		T	0.98	54.6	D	T	0.57	22.2	C	T	0.86	34.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>54.5</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>51.8</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>57.5</b>	<b>E</b>	
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.24	33.6	C	L	0.43	38.6	D	L	0.65	50.6	D
		R	0.39	12.3	B	R	0.16	9.5	A	R	1.05	120.0+	F*
34th Street	EB	T	0.83	16.5	B	T	0.38	4.0	A	T	0.83	15.0	B
	WB	T	0.92	48.7	D	T	0.57	25.0	C	T	1.05	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>27.7</b>	<b>C</b>	<b>-</b>	<b>0.39</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>1.05</b>	<b>61.9</b>	<b>E</b>	
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.93	46.7	D	L	0.95	44.2	D	L	0.91	35.9	D
		LTR	0.98	96.3	F	LTR	0.82	28.1	C	LTR	0.95	50.2	D
		R	0.96	55.6	E	R	0.66	20.6	C	R	0.85	35.5	D
35th Street	WB	LT	0.94	52.5	D	LT	0.79	33.3	C	LT	0.49	22.4	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>63.3</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>32.7</b>	<b>C</b>	<b>-</b>	<b>0.75</b>	<b>37.2</b>	<b>D</b>	
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	0.96	48.5	D	T	0.23	7.8	A	T	0.34	8.6	A
37th Street	WB	TR	0.67	33.3	C	TR	0.38	27.7	C	TR	0.27	24.6	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>44.8</b>	<b>D</b>	<b>-</b>	<b>0.28</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>11.5</b>	<b>B</b>	
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.29	15.2	B	TR	0.28	15.1	B	TR	0.37	16.1	B
38th Street	EB	LT	0.49	19.3	B	LT	0.85	35.1	D	LT	0.94	42.4	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>16.6</b>	<b>B</b>	<b>-</b>	<b>0.56</b>	<b>25.0</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>30.4</b>	<b>C</b>	
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.22	9.9	A	LT	0.21	9.9	A	LT	0.25	10.1	B
39th Street	WB	TR	0.76	30.4	C	TR	0.58	25.6	C	TR	0.48	23.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.36</b>	<b>18.8</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>16.3</b>	<b>B</b>	

**TABLE B - 1  
FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.21	9.8	A	TR	0.13	9.2	A	T	0.14	9.3	A
		-	-	-	-	-	-	-	-	R	0.26	10.8	B
40th Street	EB	LT	0.28	20.9	C	LT	0.55	27.4	C	LT	0.94	51.0	D
<b>Overall Intersection</b>	-	<b>0.24</b>	<b>13.8</b>	<b>B</b>		-	<b>0.30</b>	<b>17.7</b>	<b>B</b>	-	<b>0.53</b>	<b>34.0</b>	<b>C</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.33	11.6	B	L	0.22	10.3	B	L	0.26	10.8	B
		R	0.04	8.8	A	R	0.04	8.8	A	R	0.06	8.9	A
41st Street	EB	T	0.24	20.9	C	T	0.30	22.0	C	T	0.33	22.5	C
	WB	T	0.18	20.2	C	T	0.12	19.5	B	T	0.03	18.4	B
<b>Overall Intersection</b>	-	<b>0.29</b>	<b>15.2</b>	<b>B</b>		-	<b>0.25</b>	<b>15.5</b>	<b>B</b>	-	<b>0.29</b>	<b>15.1</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.87	26.4	C	LTR	0.84	24.6	C	LTR	0.87	25.4	C
34th Street	EB	DefL	0.57	23.5	C	DefL	0.80	44.7	D	DefL	0.68	32.0	C
		T	0.72	25.9	C	T	0.91	40.3	D	T	0.82	30.3	C
	WB	TR	1.00	60.8	E	TR	0.84	38.1	D	TR	0.86	42.7	D
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>34.3</b>	<b>C</b>		-	<b>0.87</b>	<b>31.0</b>	<b>C</b>	-	<b>0.91</b>	<b>29.1</b>	<b>C</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	0.98	43.0	D	LT	0.93	20.1	C	LT	1.00	29.8	C
35th Street	WB	TR	0.78	29.6	C	TR	0.85	35.2	D	TR	0.95	50.8	D
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>38.6</b>	<b>D</b>		-	<b>0.90</b>	<b>24.3</b>	<b>C</b>	-	<b>0.98</b>	<b>33.7</b>	<b>C</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.99	32.8	C	TR	0.70	13.5	B	TR	0.53	11.0	B
		R	0.76	25.3	C	R	0.59	16.6	B	R	0.99	45.8	D
36th Street	EB	LT	0.52	25.5	C	LT	0.55	25.4	C	LT	0.97	50.7	D
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>30.6</b>	<b>C</b>		-	<b>0.64</b>	<b>17.0</b>	<b>B</b>	-	<b>0.98</b>	<b>29.7</b>	<b>C</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	LT	0.99	34.6	C	L	0.18	12.6	B	LT	1.02	49.2	D
		-	-	-	-	T	0.52	14.4	B	-	-	-	-
37th Street	WB	TR	0.90	38.3	D	TR	0.70	22.0	C	TR	0.91	35.5	D
		R	1.00	71.1	E	R	0.90	41.3	D	R	0.88	69.4	E
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>40.2</b>	<b>D</b>		-	<b>0.71</b>	<b>21.4</b>	<b>C</b>	-	<b>0.97</b>	<b>47.2</b>	<b>D</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.82	13.0	B	T	0.74	11.2	B	T	0.94	21.0	C
		R	0.25	7.9	A	R	0.23	7.5	A	R	0.72	25.7	C
38th Street	EB	LT	0.69	30.3	C	LT	0.61	26.4	C	LT	0.97	51.5	D
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>15.6</b>	<b>B</b>		-	<b>0.69</b>	<b>14.1</b>	<b>B</b>	-	<b>0.95</b>	<b>29.3</b>	<b>C</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>													
Third Avenue	NB	L	0.32	8.4	A	L	0.57	18.5	B	L	0.48	21.5	C
		T	0.94	20.7	C	T	0.98	28.5	C	T	1.00	42.1	D
39th Street	WB	TR	1.03	67.0	E	TR	0.88	41.2	D	TR	0.88	43.0	D
<b>Overall Intersection</b>	-	<b>0.97</b>	<b>33.3</b>	<b>C</b>		-	<b>0.94</b>	<b>31.0</b>	<b>C</b>	-	<b>0.95</b>	<b>41.1</b>	<b>D</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>													
Third Avenue	NB	T	0.71	10.5	B	T	0.94	20.9	C	T	0.97	40.0	D
		R	0.77	44.5	D	R	0.40	12.9	B	R	0.35	16.5	B
40th Street	EB	LT	0.90	49.5	D	LT	0.74	34.1	C	LT	0.88	48.6	D
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>17.1</b>	<b>B</b>		-	<b>0.86</b>	<b>22.6</b>	<b>C</b>	-	<b>0.94</b>	<b>40.7</b>	<b>D</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>													
Third Avenue	NB	T	0.95	52.3	D	T	0.98	26.9	C	T	0.98	47.7	D
		R	0.34	14.8	B	R	0.32	11.3	B	R	0.10	11.7	B
41st Street	EB	LT	0.88	60.8	E	LT	0.77	42.5	D	LT	0.79	45.4	D
	WB	R	0.93	60.2	E	R	0.77	41.8	D	R	0.77	50.3	D
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>53.3</b>	<b>D</b>		-	<b>0.90</b>	<b>29.2</b>	<b>C</b>	-	<b>0.91</b>	<b>47.1</b>	<b>D</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>													
Third Avenue	NB	LT	1.04	54.2	D	LT	1.05	65.4	E	LT	1.05	64.3	E
		R	0.66	30.9	C	R	0.73	29.7	C	R	0.83	51.9	D
42nd Street	EB	LT	0.99	52.7	D	DefL	0.91	55.5	E	LT	1.05	71.0	E
		-	-	-	-	T	0.96	53.4	D	-	-	-	-
	WB	T	0.94	55.3	E	T	0.57	28.3	C	T	0.93	60.8	E
		R	0.84	55.2	E	R	0.92	69.0	E	R	0.85	61.7	E
<b>Overall Intersection</b>	-	<b>1.02</b>	<b>53.1</b>	<b>D</b>		-	<b>1.00</b>	<b>57.3</b>	<b>E</b>	-	<b>1.05</b>	<b>64.8</b>	<b>E</b>



**TABLE B - 1  
FIRST AVENUE PROPERTIES REZONING REZONING EIS  
2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER 34TH STREET CORRIDOR</b>													
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>													
Lexington Avenue	SB	LT	0.79	16.7	B	LT	0.67	13.8	B	LT	0.85	18.7	B
		R	0.24	13.1	B	R	0.25	13.1	B	-	-	-	-
34th Street	EB	TR	0.71	26.4	C	TR	0.86	34.5	C	TR	0.80	30.2	C
	WB	LT	0.93	43.9	D	LT	0.90	38.7	D	LT	0.60	24.1	C
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>26.3</b>	<b>C</b>	-	<b>0.77</b>	<b>26.8</b>	<b>C</b>	-	<b>0.83</b>	<b>23.0</b>	<b>C</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>													
Park Avenue	NB	LTR	0.94	32.2	C	LTR	0.83	18.9	B	LTR	0.89	25.6	C
	SB	LTR	0.98	44.0	D	LTR	0.81	18.1	B	LTR	0.52	11.5	B
34th Street	EB	LTR	0.71	27.1	C	LTR	0.86	34.9	C	LTR	0.78	29.8	C
	WB	LTR	0.98	54.5	D	LTR	0.86	34.9	C	LTR	0.63	24.8	C
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>39.5</b>	<b>D</b>	-	<b>0.84</b>	<b>25.2</b>	<b>C</b>	-	<b>0.84</b>	<b>22.8</b>	<b>C</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>													
Madison Avenue	NB	LTR	0.99	41.5	D	LTR	0.67	17.5	B	LTR	0.72	14.4	B
34th Street	EB	LT	0.88	38.9	D	LT	0.69	22.7	C	LT	0.70	26.1	C
	WB	TR	0.94	48.7	D	TR	0.75	24.6	C	TR	0.70	26.2	C
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>42.8</b>	<b>D</b>	-	<b>0.71</b>	<b>21.1</b>	<b>C</b>	-	<b>0.71</b>	<b>20.4</b>	<b>C</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>													
Sixth Avenue	NB	T	0.56	6.3	A	T	0.97	25.8	C	T	0.45	5.5	A
Broadway	SB	T	0.89	47.6	D	T	0.76	38.0	D	T	0.96	60.4	E
34th Street	EB	TR	0.94	51.7	D	TR	1.02	67.7	E	TR	0.96	57.7	E
	WB	TR	1.04	76.5	E	TR	1.01	65.5	E	TR	1.00	63.5	E
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>33.1</b>	<b>C</b>	-	<b>0.99</b>	<b>45.4</b>	<b>D</b>	-	<b>0.64</b>	<b>36.5</b>	<b>D</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>													
Seventh Avenue	SB	LTR	1.03	49.6	D	LTR	0.93	25.0	C	LTR	1.02	49.6	D
34th Street	EB	TR	0.93	47.1	D	TR	0.84	33.7	C	TR	1.00	63.7	E
	WB	LT	0.98	57.6	E	LT	0.92	42.7	D	LT	1.00	63.1	E
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>50.6</b>	<b>D</b>	-	<b>0.93</b>	<b>31.1</b>	<b>C</b>	-	<b>1.01</b>	<b>55.5</b>	<b>E</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>													
Eighth Avenue	NB	LTR	1.01	54.8	D	LTR	1.00	48.6	D	LTR	1.00	49.8	D
34th Street	EB	LT	0.92	42.4	D	LT	0.99	69.9	E	LT	0.89	38.9	D
	WB	TR	0.89	40.6	D	TR	0.70	23.1	C	TR	0.59	19.9	B
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>49.2</b>	<b>D</b>	-	<b>0.99</b>	<b>48.3</b>	<b>D</b>	-	<b>0.94</b>	<b>39.9</b>	<b>D</b>
<b>OTHER 42ND STREET CORRIDOR</b>													
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>													
Lexington Avenue	SB	LTR	0.87	19.2	B	LTR	0.86	19.7	B	LTR	1.03	51.2	D
42nd Street	EB	TR	0.92	41.3	D	TR	0.84	32.7	C	TR	0.95	48.3	D
	WB	LT	0.81	31.7	C	LT	0.94	48.7	D	LT	0.94	50.4	D
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>27.3</b>	<b>C</b>	-	<b>0.90</b>	<b>30.6</b>	<b>C</b>	-	<b>0.99</b>	<b>50.3</b>	<b>D</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>													
Park Avenue	NB	LR	0.11	19.5	B	LR	0.14	19.8	B	LR	0.14	19.9	B
		R	0.41	24.8	C	R	0.70	38.4	D	R	0.86	57.8	E
42nd Street	EB	TR	0.67	16.3	B	TR	0.62	15.4	B	TR	0.53	13.7	B
	WB	LT	0.66	16.0	B	LT	0.73	17.9	B	LT	0.92	36.0	D
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>16.8</b>	<b>B</b>	-	<b>0.72</b>	<b>18.9</b>	<b>B</b>	-	<b>0.89</b>	<b>28.9</b>	<b>C</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>													
42nd Street	EB	LT	0.70	22.3	C	LT	0.57	14.2	B	LT	0.82	29.8	C
	WB	TR	0.77	24.7	C	TR	0.89	28.0	C	TR	0.89	35.7	D
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>23.5</b>	<b>C</b>	-	<b>0.88</b>	<b>21.7</b>	<b>C</b>	-	<b>0.90</b>	<b>32.9</b>	<b>C</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>													
Madison Avenue	NB	LTR	1.00	42.2	D	LTR	0.79	20.4	C	LTR	0.99	35.4	D
42nd Street	EB	LT	0.87	34.7	C	LT	0.77	26.0	C	LT	0.56	22.6	C
	WB	TR	0.90	36.3	D	TR	0.58	19.7	B	TR	0.96	51.3	D
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>38.5</b>	<b>D</b>	-	<b>0.78</b>	<b>21.7</b>	<b>C</b>	-	<b>0.98</b>	<b>36.7</b>	<b>D</b>
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>													
Sixth Avenue	NB	LT	0.95	53.1	D	LT	1.02	55.9	E	LT	1.00	42.2	D
		R	0.53	40.3	D	R	0.75	66.3	E	R	0.85	65.9	E
42nd Street	EB	LT	0.90	43.1	D	LT	0.94	46.0	D	LT	0.91	47.2	D
	WB	TR	1.00	70.5	E	TR	1.01	74.9	E	TR	0.97	61.0	E
		R	0.96	66.3	E	R	1.00	75.6	E	R	0.94	60.7	E
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>54.4</b>	<b>D</b>	-	<b>1.01</b>	<b>57.8</b>	<b>E</b>	-	<b>0.99</b>	<b>47.5</b>	<b>D</b>

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**2004 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>													
Broadway	SB	LTR	0.99	46.0	D	LTR	0.93	28.6	C	LTR	0.98	45.2	D
42nd Street	EB	TR	0.96	52.0	D	TR	0.60	20.5	C	TR	0.34	18.5	B
	WB	L	0.56	84.9	F	LT	0.96	49.1	D	LT	0.93	46.4	D
		T	0.88	54.1	D	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>51.6</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>31.6</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>41.0</b>	<b>D</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>													
Seventh Avenue	SB	LTR	0.95	31.3	C	LTR	0.91	28.8	C	LTR	1.05	63.6	E
42nd Street	EB	TR	0.95	47.9	D	TR	0.90	36.3	D	TR	0.90	41.8	D
	WB	LT	0.54	23.1	C	LT	0.62	22.0	C	LT	0.97	60.7	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>34.2</b>	<b>C</b>	<b>-</b>	<b>0.91</b>	<b>30.0</b>	<b>C</b>	<b>-</b>	<b>1.02</b>	<b>58.6</b>	<b>E</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>													
Eighth Avenue	NB	LT	0.98	54.8	D	LT	0.88	27.8	C	LT	1.05	65.1	E
		R	0.70	40.2	D	R	0.70	34.8	C	R	0.86	72.7	E
42nd Street	EB	-	-	-	-	DefL	0.74	27.1	C	-	-	-	-
		LT	1.02	65.0	E	T	0.90	39.5	D	LT	1.02	60.3	E
	WB	TR	1.00	72.3	E	TR	0.83	41.6	D	TR	1.04	81.0	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>59.6</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>32.4</b>	<b>C</b>	<b>-</b>	<b>1.04</b>	<b>67.2</b>	<b>E</b>	
<b>89 NINTH AVENUE &amp; 42nd STREET</b>													
Ninth Avenue	SB	LTR	1.00	46.8	D	LTR	1.05	63.3	E	LTR	1.05	70.7	E
42nd Street	EB	TR	0.95	53.9	D	TR	1.04	75.1	E	TR	1.02	78.7	E
	WB	DefL	0.80	39.9	D	DefL	0.80	38.1	D	DefL	1.02	119.0	F
		T	0.86	44.6	D	T	0.81	40.9	D	T	0.98	61.0	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>47.7</b>	<b>D</b>	<b>-</b>	<b>1.15</b>	<b>62.9</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>73.8</b>	<b>E</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 2**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2007 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (1:00 - 2:00 PM)				PM (5:00 - 6:00 PM)			
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>QUEENS PLAZA NORTH</b>													
<b>6 Queens Plaza North &amp; Crescent Street</b>													
Crescent Street	SB	TR	1.05	120.0+	F*	T	0.82	50.8	D	TR	1.05	120.0+	F*
			-	-	-	R	0.11	33.2	C	-	-	-	-
Queens Plaza North (Service Road)	WB	LT	0.21	1.2	A	LT	0.19	1.3	A	LT	0.21	1.4	A
Queens Plaza North (Mainline)	WB	T	1.03	44.9	D	T	0.89	8.4	A	T	1.00	21.8	C
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>64.3</b>	<b>E</b>	-	<b>0.87</b>	<b>15.8</b>	<b>B</b>	-	<b>1.01</b>	<b>51.0</b>	<b>D</b>
<b>1 Queens Plaza North &amp; 28th Street</b>													
28th Street	SB	R	0.70	67.1	E	R	0.28	32.7	C	R	0.29	38.9	D
Queens Plaza North	WB	T	0.22	11.9	B	T	0.15	14.9	B	T	0.12	10.9	B
<b>Overall Intersection</b>	-		<b>0.36</b>	<b>33.2</b>	<b>C</b>	-	<b>0.20</b>	<b>20.4</b>	<b>C</b>	-	<b>0.17</b>	<b>19.4</b>	<b>B</b>
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>													
JFK Commuter Plaza	NB	L	0.60	62.0	E	L	0.23	34.3	C	L	0.74	50.2	D
		LTR	0.65	62.2	E	LTR	0.25	34.6	C	LTR	0.67	46.4	D
Queens Plaza North	EB	T	0.43	19.2	B	T	0.38	10.4	B	T	0.61	7.8	A
	WB	TR	0.90	53.3	D	TR	0.67	14.8	B	TR	0.76	27.7	C
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>45.1</b>	<b>D</b>	-	<b>0.54</b>	<b>15.0</b>	<b>B</b>	-	<b>0.76</b>	<b>24.0</b>	<b>C</b>
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>													
Northern Boulevard	NB	DefL	1.01	79.4	E	-	-	-	-	-	-	-	-
		TR	0.38	26.0	C	LTR	0.93	62.5	E	LTR	0.90	52.2	D
	SB	LT	0.86	55.0	E	LT	0.51	43.6	D	LT	0.78	65.0	E
		R	0.99	52.6	D	R	0.73	15.6	B	R	0.84	20.8	C
Queens Plaza North	EB	LTR	0.89	53.1	D	LTR	0.57	28.2	C	L	0.90	50.4	D
		-	-	-	-	-	-	-	-	LTR	0.92	51.7	D
41st Avenue	WB	LTR	0.08	41.3	D	LTR	0.14	43.4	D	LTR	0.09	41.5	D
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>51.8</b>	<b>D</b>	-	<b>0.65</b>	<b>32.2</b>	<b>C</b>	-	<b>0.75</b>	<b>42.9</b>	<b>D</b>
<b>QUEENS PLAZA SOUTH</b>													
<b>7 Queens Plaza South &amp; 27th Street</b>													
Queens Plaza South	EB	TR	0.87	22.7	C	TR	0.63	14.8	B	TR	0.74	17.2	B
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>22.7</b>	<b>C</b>	-	<b>0.63</b>	<b>14.8</b>	<b>B</b>	-	<b>0.74</b>	<b>17.2</b>	<b>B</b>
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>													
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>													
Jackson Avenue	NB	TR	0.72	52.3	D	T	0.97	78.1	E	TR	0.91	66.6	E
		-	-	-	-	R	0.22	41.5	D	-	-	-	-
Northern Boulevard	SB	LTR	0.74	44.7	D	LTR	0.65	41.2	D	LTR	0.62	39.8	D
Queens Boulevard	EB	T	0.54	13.3	B	T	0.47	11.9	B	T	0.62	13.7	B
	WB	LTR	1.05	115.9	F	LTR	0.55	6.1	A	LTR	1.05	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>62.1</b>	<b>E</b>	-	<b>0.61</b>	<b>25.2</b>	<b>C</b>	-	<b>0.94</b>	<b>68.2</b>	<b>E</b>
<b>5 Queens Boulevard &amp; Skillman Avenue</b>													
Skillman Avenue	NB	L	0.66	88.5	F	L	0.33	33.0	C	L	0.51	74.8	E
		TR	0.30	44.3	D	TR	0.36	30.9	C	TR	0.68	56.7	E
	SB	LTR	0.97	92.5	F	LTR	0.36	30.2	C	LTR	0.88	78.8	E
Queens Boulevard	EB	LTR	0.98	110.1	F	LTR	0.62	10.4	B	LTR	0.96	73.6	E
	WB	LTR	0.87	53.0	D	LTR	0.51	14.7	B	LTR	0.82	45.6	D
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>82.6</b>	<b>F</b>	-	<b>0.52</b>	<b>16.1</b>	<b>B</b>	-	<b>0.87</b>	<b>62.7</b>	<b>E</b>
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>													
Van Dam Street	NB	L	1.05	120.0+	F*	L	1.04	83.7	F	L	0.98	103.0	F
		TR	1.02	104.3	F	TR	0.89	59.7	E	TR	1.00	92.6	F
Queens Boulevard (to Queens Boulevard)	EB	T	0.98	88.8	F	T	0.57	28.6	C	T	1.04	82.1	F
Queens Boulevard (to Van Dam Street)		T	0.94	83.6	F	T	0.75	50.4	D	T	0.90	75.9	E
Queens Boulevard (to Thomson Avenue WB)		R	0.05	47.4	D	R	0.09	36.0	D	R	0.12	48.0	D
Thomson Avenue	EB	T	0.23	14.3	B	T	0.59	20.9	C	T	1.05	63.8	E
		R	1.00	72.9	E	R	1.01	71.7	E	R	1.01	70.0	E
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.87	41.7	D	L	0.43	41.4	D	L	0.32	46.2	D
Queens Boulevard (to Viaduct)		TR	0.41	2.2	A	TR	0.35	1.7	A	TR	0.31	1.8	A
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>61.0</b>	<b>E</b>	-	<b>1.03</b>	<b>42.4</b>	<b>D</b>	-	<b>1.02</b>	<b>66.4</b>	<b>E</b>
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>													
Queensboro Bridge Upper Level Off Ramp	SB	L	(Not in Operation during AM)			L	0.65	17.0	B	L	1.03	73.1	E
Thomson Avenue	EB	T	-	-	-	T	0.56	36.4	D	T	0.72	53.4	D
	WB	T	-	-	-	T	0.39	33.2	C	T	0.30	42.7	D
<b>Overall Intersection</b>	-		-	-	-	-	<b>0.62</b>	<b>24.3</b>	<b>C</b>	-	<b>0.93</b>	<b>65.7</b>	<b>E</b>
<b>4 Thomson Avenue &amp; Skillman Avenue</b>													
Skillman Avenue	NB	DefL	1.04	120.0+	F*	DefL	0.63	47.8	D	DefL	0.95	109.6	F
		TR	0.44	53.6	D	TR	0.52	41.5	D	TR	0.57	57.8	E
	SB	LT	1.04	117.6	F	LTR	0.53	42.6	D	LTR	0.76	69.8	E
		R	0.73	67.3	E	-	-	-	-	-	-	-	-
Thomson Avenue	EB	LTR	0.53	6.6	A	LTR	0.88	18.2	B	LTR	1.03	56.2	E
	WB	LTR	0.98	32.9	C	LTR	0.47	10.4	B	LTR	0.56	11.3	B
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>42.0</b>	<b>D</b>	-	<b>0.77</b>	<b>19.8</b>	<b>B</b>	-	<b>0.97</b>	<b>46.8</b>	<b>D</b>

**TABLE B - 2**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2007 EXISTING TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (1:00 - 2:00 PM)				PM (5:00 - 6:00 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>OTHER INTERSECTIONS</b>													
<b>8 Jackson Avenue &amp; 44th Drive</b>													
Jackson Avenue	NB	LTR	0.35	7.0	A	LTR	0.33	6.9	A	LTR	0.39	7.2	A
	SB	DefL	0.96	30.7	C	-	-	-	-	-	-	-	-
		TR	0.99	26.9	C	LTR	0.61	9.7	A	LTR	0.63	10.0	B
44th Drive	EB	LTR	0.45	33.1	C	LTR	0.37	31.2	C	LTR	0.39	31.5	C
	WB	LTR	0.60	35.9	D	LTR	0.26	29.4	C	LTR	0.32	30.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>26.5</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>15.2</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>15.7</b>	<b>B</b>	
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>													
Northern Boulevard	NB	LT	0.79	66.7	E	LT	0.89	83.1	F	LT	0.83	73.6	E
	NB	T	0.30	6.0	A	T	0.35	6.4	A	T	0.52	8.0	A
	WB	TR	0.80	23.8	C	TR	0.40	6.8	A	TR	0.51	7.8	A
31st Street	SB	LTR	0.88	72.3	E	LTR	0.42	41.6	D	LT	0.85	64.0	E
	-	-	-	-	-	-	-	-	-	R	0.19	38.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>27.0</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>16.1</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>16.7</b>	<b>B</b>	

**Notes**

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>			
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>					
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>					
F. D. R. Drive Service Road	NB	L	0.68	15.1	B
		TR	0.08	5.5	A
34th Street	SB	LTR	0.51	18.3	B
	EB	LT	0.63	34.9	C
		R	0.38	16.5	B
Parking Lot Driveway	WB	LTR	0.06	25.0	C
<b>Overall Intersection</b>		<b>-</b>	<b>0.63</b>	<b>19.7</b>	<b>B</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>					
F. D. R. Drive Service Road	NB	L	0.09	7.6	A
		T	0.35	5.1	A
	SB	TR	0.46	21.5	C
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C
<b>Overall Intersection</b>		<b>-</b>	<b>0.20</b>	<b>15.0</b>	<b>B</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 36th Street	EB	R	-	11.1	B
<b>Overall Intersection</b>		<b>-</b>	<b>-</b>	<b>11.1</b>	<b>B</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>					
F. D. R. Drive Service Road	SB	TR	0.44	8.2	A
<b>Overall Intersection</b>		<b>-</b>	<b>0.44</b>	<b>8.2</b>	<b>A</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 38th Street	EB	R	-	11.7	B
<b>Overall Intersection</b>		<b>-</b>	<b>-</b>	<b>11.7</b>	<b>B</b>
<b>FIRST AVENUE CORRIDOR</b>					
<b>7 FIRST AVENUE &amp; 30TH STREET</b>					
First Avenue	NB	TR	0.58	11.7	B
30th Street	EB	L	0.42	24.7	C
		T	0.28	22.8	C
<b>Overall Intersection</b>		<b>-</b>	<b>0.52</b>	<b>14.3</b>	<b>B</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>					
First Avenue	NB	LTR	0.70	10.7	B
33rd Street	WB	TR	0.08	18.9	B
<b>Overall Intersection</b>		<b>-</b>	<b>0.46</b>	<b>10.9</b>	<b>B</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>					
First Avenue	NB	L	0.21	15.4	B
34th Street		TR	0.63	16.1	B
	EB	LT	0.87	36.5	D
	WB	TR	0.49	29.5	C
<b>Overall Intersection</b>		<b>-</b>	<b>0.73</b>	<b>23.8</b>	<b>C</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>					
First Avenue	NB	LT	0.43	7.7	A
35th Street	WB	TR	0.17	19.7	B
<b>Overall Intersection</b>		<b>-</b>	<b>0.33</b>	<b>8.8</b>	<b>A</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>					
First Avenue	NB	TR	0.40	7.4	A
36th Street	EB	LT	0.21	20.1	C
<b>Overall Intersection</b>		<b>-</b>	<b>0.32</b>	<b>8.7</b>	<b>A</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>					
First Avenue	NB	LT	0.41	7.5	A
37th Street	WB	TR	0.24	20.3	C
<b>Overall Intersection</b>		<b>-</b>	<b>0.35</b>	<b>9.3</b>	<b>A</b>

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>	<u>Midday (12:00 PM - 1:00 PM)</u>				
	<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>					
First Avenue	NB	TR	0.39	7.4	A
38th Street	EB	L	0.57	28.3	C
		LT	0.21	20.6	C
	WB	R	0.09	19.0	B
<b>Overall Intersection</b>		-	<b>0.46</b>	<b>11.1</b>	<b>B</b>
<b>14 FIRST AVENUE &amp; 39TH STREET</b>					
First Avenue	NB	LT	0.47	7.9	A
<b>Overall Intersection</b>		-	<b>0.47</b>	<b>7.9</b>	<b>A</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>					
First Avenue	NB	T	0.53	8.5	A
40th Street	EB	L	0.23	20.3	C
<b>Overall Intersection</b>		-	<b>0.41</b>	<b>9.9</b>	<b>A</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>					
41st Street	WB	R	-	14.9	B
<b>Overall Intersection</b>		-	-	<b>14.9</b>	<b>B</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>					
First Avenue (left)	NB	LT	0.26	12.9	B
First Avenue (right)		T	0.33	14.0	B
		R	0.10	11.7	B
42nd Street	EB	DefL	0.93	64.0	E
		T	0.9	47.9	D
		WB	TR	0.34	21.6
		R	0.44	25.7	C
<b>Overall Intersection</b>		-	<b>0.58</b>	<b>31.1</b>	<b>C</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>					
First Avenue	NB	T	0.29	6.8	A
44th Street	EB	L	0.68	35.8	D
<b>Overall Intersection</b>		-	<b>0.44</b>	<b>12.1</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>					
First Avenue	NB	LT	0.31	6.9	A
<b>Overall Intersection</b>		-	<b>0.31</b>	<b>6.9</b>	<b>A</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>					
First Avenue	NB	T	0.31	6.9	A
46th Street	EB	L	0.40	22.7	C
<b>Overall Intersection</b>		-	<b>0.34</b>	<b>10.6</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>					
First Avenue	NB	LT	0.26	6.6	A
<b>Overall Intersection</b>		-	<b>0.26</b>	<b>6.6</b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>					
48th Street	EB	L	0.38	17.1	C
<b>Overall Intersection</b>		-	-	<b>17.1</b>	<b>C</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>					
First Avenue (left)	NB	LT	0.62	12.2	B
First Avenue (tunnel)		T	0.53	8.8	A
First Avenue (right)		T	0.43	8.7	A
49th Street	WB	T	0.57	27.4	C
		R	0.26	21.9	C
<b>Overall Intersection</b>		-	<b>0.60</b>	<b>12.2</b>	<b>B</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>					
First Avenue	NB	TR	0.50	8.2	A
52nd Street	EB	LT	0.59	28.8	C
		WB	R	0.10	19.2
<b>Overall Intersection</b>		-	<b>0.54</b>	<b>10.7</b>	<b>B</b>

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>			
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>					
First Avenue	NB	LT	0.56	8.7	A
53rd Street	WB	TR	0.80	33.5	C
<b>Overall Intersection</b>		-	<b>0.65</b>	<b>14.5</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>					
First Avenue	NB	L	1.01	79.2	E
		LTR	0.58	18.3	B
57th Street	EB	DefL	0.57	33.9	C
		T	0.25	20.5	C
	WB	TR	0.93	51.9	D
<b>Overall Intersection</b>		-	<b>0.97</b>	<b>33.7</b>	<b>C</b>
<b>27 FIRST AVENUE &amp; 59TH STREET</b>					
First Avenue	NB	L	0.37	11.5	B
		LTR	0.53	11.2	B
59th Street	EB	LT	0.32	23.8	C
		-	-	-	-
	WB	TR	0.20	21.3	C
<b>Overall Intersection</b>		-	<b>0.45</b>	<b>13.0</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>					
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>					
34th Street	EB	LT	0.76	19.0	B
		-	-	-	-
	WB	TR	0.48	33.0	C
<b>Overall Intersection</b>		-	<b>0.65</b>	<b>23.4</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	LT	0.16	10.4	B
35th Street	WB	TR	0.27	19.4	B
<b>Overall Intersection</b>		-	<b>0.20</b>	<b>14.1</b>	<b>B</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.70	19.9	B
36th Street	EB	L	0.86	34.5	C
		T	0.13	17.9	B
<b>Overall Intersection</b>		-	<b>0.77</b>	<b>27.8</b>	<b>C</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	-	-	-
		T	-	-	-
	SB	TR	0.01	14.0	B
37th Street	WB	L	0.00	11.8	B
		LTR	0.19	13.3	B
<b>Overall Intersection</b>		-	<b>0.10</b>	<b>13.3</b>	<b>B</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B
	SB	LT	0.06	13.4	B
38th Street	EB	LTR	0.28	15.2	B
<b>Overall Intersection</b>		-	<b>0.17</b>	<b>14.9</b>	<b>B</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B
	SB	TR	0.06	13.4	B
39th Street	WB	LT	0.66	26.4	C
<b>Overall Intersection</b>		-	<b>0.36</b>	<b>24.2</b>	<b>C</b>
<b>SECOND AVENUE CORRIDOR</b>					
<b>35 SECOND AVENUE &amp; 30TH STREET</b>					
Second Avenue	SB	LT	0.67	9.9	A
30th Street	EB	TR	0.66	32.2	C
		-	-	-	-
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>12.1</b>	<b>B</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>					
Second Avenue	SB	TR	0.68	9.9	A
		-	-	-	-
33rd Street	WB	LT	0.16	20.1	C
<b>Overall Intersection</b>		-	<b>0.48</b>	<b>10.6</b>	<b>B</b>

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>				
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>	
37	<b>SECOND AVENUE &amp; 34TH STREET</b>					
	Second Avenue	SB	L	0.45	15.0	B
			TR	0.77	16.6	B
	34th Street	EB	T	0.78	34.8	C
			R	0.56	36.4	D
		WB	DefL	0.41	34.2	C
			T	0.22	15.9	B
	<b>Overall Intersection</b>	-		<b>0.84</b>	<b>21.1</b>	<b>C</b>
38	<b>SECOND AVENUE &amp; 35TH STREET</b>					
	Second Avenue	SB	TR	0.76	18.8	B
			-	-	-	-
	35th Street	EB	R	0.58	23.5	C
		WB	LT	0.31	19.3	B
	<b>Overall Intersection</b>	-		<b>0.68</b>	<b>19.6</b>	<b>B</b>
39	<b>SECOND AVENUE &amp; 36TH STREET</b>					
	Second Avenue	SB	L	0.08	6.9	A
			T	0.75	12.7	B
	36th Street	EB	TR	0.70	25.9	C
		-	-	-	-	-
	<b>Overall Intersection</b>	-		<b>0.73</b>	<b>16.7</b>	<b>B</b>
40	<b>SECOND AVENUE &amp; 37TH STREET</b>					
	Second Avenue	SB	TR	0.93	19.1	B
	37th Street	WB	LT	0.20	19.7	B
	<b>Overall Intersection</b>	-		<b>0.64</b>	<b>19.1</b>	<b>B</b>
41	<b>SECOND AVENUE &amp; 38TH STREET</b>					
	Second Avenue	SB	L	0.08	6.0	A
			T	0.61	9.1	A
	38th Street	EB	T	0.24	20.3	C
			R	0.64	33.1	C
	<b>Overall Intersection</b>	-		<b>0.62</b>	<b>11.8</b>	<b>B</b>
42	<b>SECOND AVENUE &amp; 39TH STREET</b>					
	Second Avenue	SB	T	0.77	11.8	B
			R	0.54	12.5	B
	39th Street	WB	LT	0.41	23.7	C
	<b>Overall Intersection</b>	-		<b>0.63</b>	<b>12.8</b>	<b>B</b>
43	<b>SECOND AVENUE &amp; 40TH STREET</b>					
	Second Avenue	SB	L	0.09	6.1	A
			T	0.71	10.6	B
	40th Street	EB	TR	0.76	34.3	C
	<b>Overall Intersection</b>	-		<b>0.73</b>	<b>14.3</b>	<b>B</b>
44	<b>SECOND AVENUE &amp; 41ST STREET</b>					
	Second Avenue	SB	LTR	0.64	9.5	A
	41st Street	EB	TR	0.48	27.3	C
	<b>Overall Intersection</b>	-		<b>0.58</b>	<b>10.6</b>	<b>B</b>
45	<b>SECOND AVENUE &amp; 42ND STREET</b>					
	Second Avenue	SB	LTR	0.85	16.5	B
	42nd Street	EB	TR	0.46	20.4	C
		WB	LT	0.35	19.0	B
	<b>Overall Intersection</b>	-		<b>0.68</b>	<b>17.4</b>	<b>B</b>
46	<b>SECOND AVENUE &amp; 43RD STREET</b>					
	Second Avenue	SB	TR	0.58	8.7	A
	43rd Street	WB	LT	0.46	25.3	C
	<b>Overall Intersection</b>	-		<b>0.53</b>	<b>9.9</b>	<b>A</b>
47	<b>SECOND AVENUE &amp; 44TH STREET</b>					
	Second Avenue	SB	LT	0.62	6.8	A
	44th Street	EB	TR	0.36	24.9	C
	<b>Overall Intersection</b>	-		<b>0.53</b>	<b>8.3</b>	<b>A</b>



**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>				
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>	
48	<b>SECOND AVENUE &amp; 49TH STREET</b>					
	Second Avenue	SB	TR	0.72	10.5	B
	49th Street	WB	L	0.82	44.6	D
			LT	0.77	40.4	D
	<b>Overall Intersection</b>	-		<b>0.76</b>	<b>16.1</b>	<b>B</b>
49	<b>SECOND AVENUE &amp; 52ND STREET</b>					
	Second Avenue	SB	LT	0.79	12.1	B
	52nd Street	EB	TR	0.69	34.1	C
	<b>Overall Intersection</b>	-		<b>0.75</b>	<b>14.2</b>	<b>B</b>
50	<b>SECOND AVENUE &amp; 53RD STREET</b>					
	Second Avenue	SB	TR	0.62	9.3	A
	53rd Street	WB	LT	0.60	25.2	C
	<b>Overall Intersection</b>	-		<b>0.61</b>	<b>13.2</b>	<b>B</b>
51	<b>SECOND AVENUE &amp; 57TH STREET</b>					
	Second Avenue	SB	LTR	0.78	19.4	B
	57th Street	EB	TR	1.01	70.0	E
		WB	LT	0.83	41.5	D
	<b>Overall Intersection</b>	-		<b>0.86</b>	<b>34.3</b>	<b>C</b>
52	<b>QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>					
	57th Street	EB	L	0.44	10.9	B
			LT	0.71	11.7	B
		WB	TR	0.93	54.8	D
			R	0.91	54.4	D
	<b>Overall Intersection</b>	-		<b>0.74</b>	<b>33.9</b>	<b>C</b>
53	<b>SECOND AVENUE &amp; 59TH STREET</b>					
	Second Avenue	SB	LT	0.76	11.4	B
	59th Street	EB	TR	0.80	31.8	C
	<b>Overall Intersection</b>	-		<b>0.78</b>	<b>16.9</b>	<b>B</b>
54B	<b>SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>					
	Second Avenue	SB	L	0.62	19.0	B
			LT	0.72	17.4	B
	Queensboro Bridge Ramp	WB	L	0.85	31.6	C
			T	0.51	18.3	B
	<b>Overall Intersection</b>	-		<b>0.78</b>	<b>21.3</b>	<b>C</b>
54A	<b>SECOND AVENUE &amp; 60TH STREET</b>					
	Second Avenue	SB	TR	0.73	19.5	B
	60th Street	WB	LT	0.01	12.9	B
	<b>Overall Intersection</b>	-		<b>0.35</b>	<b>19.5</b>	<b>B</b>
55	<b>SECOND AVENUE &amp; 61ST STREET</b>					
	Second Avenue	SB	TR	0.64	15.7	B
	61st Street	WB	LT	0.64	21.0	C
	<b>Overall Intersection</b>	-		<b>0.64</b>	<b>16.9</b>	<b>B</b>
56	<b>SECOND AVENUE &amp; 63RD STREET</b>					
	Second Avenue	SB	TR	0.76	18.5	B
	63rd Street	WB	L	0.87	37.9	D
			LT	0.8	25.4	C
	<b>Overall Intersection</b>	-		<b>0.82</b>	<b>23.6</b>	<b>C</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>						
57	<b>QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>					
	Queens Midtown Tunnel Exit Street	SB	-	-	-	-
			LR	0.33	36.0	D
			R	0.43	12.8	B
	34th Street	EB	T	0.35	3.8	A
		WB	T	0.72	32.3	C
	<b>Overall Intersection</b>	-		<b>0.54</b>	<b>14.7</b>	<b>B</b>

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>			
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.69	21.7	C
		LTR	0.83	28.8	C
		R	0.18	12.0	B
35th Street	WB	LT	0.38	20.2	C
<b>Overall Intersection</b>		-	<b>0.63</b>	<b>23.7</b>	<b>C</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	T	0.22	7.7	A
37th Street	WB	TR	0.47	29.4	C
<b>Overall Intersection</b>		-	<b>0.30</b>	<b>15.2</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.33	15.6	B
38th Street	EB	LT	0.54	20.0	B
<b>Overall Intersection</b>		-	<b>0.44</b>	<b>17.3</b>	<b>B</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A
39th Street	WB	TR	0.44	23.0	C
<b>Overall Intersection</b>		-	<b>0.30</b>	<b>16.2</b>	<b>B</b>
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.14	9.3	A
		-	-	-	-
40th Street	EB	LT	0.35	21.7	C
<b>Overall Intersection</b>		-	<b>0.23</b>	<b>15.8</b>	<b>B</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>					
Queens Midtown Tunnel Exit Street	NB	L	0.30	11.2	B
		R	0.04	8.8	A
41st Street	EB	T	0.16	19.9	B
	WB	T	0.13	19.5	B
<b>Overall Intersection</b>		-	<b>0.25</b>	<b>13.9</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>					
<b>64 THIRD AVENUE &amp; 34TH STREET</b>					
Third Avenue	NB	LTR	0.63	15.8	B
34th Street	EB	-	-	-	-
		LT	0.81	28.6	C
	WB	TR	0.86	39.9	D
<b>Overall Intersection</b>		-	<b>0.78</b>	<b>24.0</b>	<b>C</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>					
Third Avenue	NB	LT	0.46	7.8	A
35th Street	WB	TR	0.49	23.7	C
<b>Overall Intersection</b>		-	<b>0.47</b>	<b>11.1</b>	<b>B</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>					
Third Avenue	NB	TR	0.47	10.4	B
		R	0.51	13.9	B
36th Street	EB	LT	0.58	25.9	C
<b>Overall Intersection</b>		-	<b>0.53</b>	<b>15.4</b>	<b>B</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>					
Third Avenue	NB	LT	0.41	13.2	B
		-	-	-	-
37th Street	WB	TR	0.47	17.6	B
		R	0.68	25.0	C
<b>Overall Intersection</b>		-	<b>0.54</b>	<b>16.2</b>	<b>B</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>					
Third Avenue	NB	T	0.54	8.6	A
		R	0.27	7.9	A
38th Street	EB	LT	0.59	25.9	C
<b>Overall Intersection</b>		-	<b>0.56</b>	<b>12.5</b>	<b>B</b>

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>					
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>		
69	<b>THIRD AVENUE &amp; 39TH STREET</b>						
	Third Avenue	NB	LT	0.73	11.2	B	
	39th Street	WB	TR	0.67	28.4	C	
	<b>Overall Intersection</b>	-		<b>0.71</b>	<b>14.9</b>	<b>B</b>	
70	<b>THIRD AVENUE &amp; 40TH STREET</b>						
	Third Avenue	NB	TR	0.58	13.0	B	
	40th Street	EB	LT	0.47	20.3	C	
	<b>Overall Intersection</b>	-		<b>0.53</b>	<b>14.1</b>	<b>B</b>	
71	<b>THIRD AVENUE &amp; 41ST STREET</b>						
	Third Avenue	NB	TR	0.55	14.8	B	
	41st Street	EB	L	0.34	17.0	B	
			T	0.08	13.5	B	
			R	0.75	31.7	C	
	<b>Overall Intersection</b>	-		<b>0.65</b>	<b>17.2</b>	<b>B</b>	
72	<b>THIRD AVENUE &amp; 42ND STREET</b>						
	Third Avenue	NB	LTR	0.96	31.4	C	
	42nd Street	EB	L	0.77	33.2	C	
			T	0.64	22.4	C	
			WB	T	0.50	26.7	C
				R	0.78	53.0	D
	<b>Overall Intersection</b>	-		<b>0.90</b>	<b>30.7</b>	<b>C</b>	
<b>OTHER 34TH STREET CORRIDOR</b>							
73	<b>LEXINGTON AVENUE &amp; 34TH STREET</b>						
	Lexington Avenue	SB	LTR	0.80	15.9	B	
			R	0.55	14.3	B	
	34th Street	EB	TR	0.78	29.2	C	
			WB	LT	0.98	56.5	E
	<b>Overall Intersection</b>	-		<b>0.88</b>	<b>26.3</b>	<b>C</b>	
74	<b>PARK AVENUE &amp; 34TH STREET</b>						
	Park Avenue	NB	LTR	0.49	11.3	B	
			SB	LTR	0.40	10.4	B
	34th Street	EB	LTR	0.75	28.2	C	
			WB	LTR	1.00	54.3	D
	<b>Overall Intersection</b>	-		<b>0.71</b>	<b>29.8</b>	<b>C</b>	
75	<b>MADISON AVENUE &amp; 34TH STREET</b>						
	Madison Avenue	NB	LTR	0.49	11.0	B	
	34th Street	EB	LT	0.72	27.1	C	
			WB	TR	0.99	52.1	D
	<b>Overall Intersection</b>	-		<b>0.71</b>	<b>31.1</b>	<b>C</b>	
77	<b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>						
	Sixth Avenue	NB	T	0.39	5.2	A	
	Broadway	SB	T	0.98	61.4	E	
	34th Street	EB	TR	1.00	78.9	E	
			WB	TR	1.05	120.0+	F*
	<b>Overall Intersection</b>	-		<b>0.62</b>	<b>64.8</b>	<b>E</b>	
78	<b>SEVENTH AVENUE &amp; 34TH STREET</b>						
	Seventh Avenue	SB	LTR	0.64	13.4	B	
	34th Street	EB	TR	0.99	53.6	D	
			WB	LT	1.01	84.0	F
	<b>Overall Intersection</b>	-		<b>0.80</b>	<b>43.9</b>	<b>D</b>	
79	<b>EIGHTH AVENUE &amp; 34TH STREET</b>						
	Eighth Avenue	NB	LTR	0.88	29.5	C	
	34th Street	EB	LT	1.00	98.2	F	
			WB	TR	0.99	51.5	D
	<b>Overall Intersection</b>	-		<b>0.95</b>	<b>50.2</b>	<b>D</b>	

**TABLE B - 3**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2006 SATURDAY EXISTING TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>			
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>
<b>OTHER 42ND STREET CORRIDOR</b>					
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>					
Lexington Avenue	SB	LTR	0.95	27.9	C
42nd Street	EB	TR	0.98	60.6	E
	WB	LT	0.49	20.8	C
<b>Overall Intersection</b>		-	<b>0.96</b>	<b>36.0</b>	<b>D</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>					
Park Avenue	NB	LR	0.54	35.1	D
		R	0.70	36.8	D
42nd Street	EB	TR	0.46	12.4	B
	WB	T	0.97	43.1	D
<b>Overall Intersection</b>		-	<b>0.87</b>	<b>30.5</b>	<b>C</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>					
42nd Street	EB	LT	0.55	18.8	B
	WB	TR	1.03	61.1	E
<b>Overall Intersection</b>		-	<b>1.03</b>	<b>42.8</b>	<b>D</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>					
Madison Avenue	NB	LTR	0.40	10.0	A
42nd Street	EB	LT	0.81	31.2	C
	WB	TR	0.70	26.0	C
<b>Overall Intersection</b>		-	<b>0.58</b>	<b>20.5</b>	<b>C</b>
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>					
Sixth Avenue	NB	LT	0.67	17.2	B
		R	0.43	16.3	B
42nd Street	EB	LT	0.72	27.6	C
	WB	TR	0.41	19.7	B
		R	0.49	24.4	C
<b>Overall Intersection</b>		-	<b>0.70</b>	<b>19.8</b>	<b>B</b>
<b>86 BROADWAY &amp; 42nd STREET</b>					
Broadway	SB	LTR	0.28	9.8	A
42nd Street	EB	TR	0.47	20.2	C
	WB	DefL	0.60	26.3	C
		T	0.59	23.9	C
<b>Overall Intersection</b>		-	<b>0.43</b>	<b>18.7</b>	<b>B</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>					
Seventh Avenue	SB	LTR	0.53	10.5	B
42nd Street	EB	TR	0.63	24.7	C
	WB	LT	0.35	19.8	B
<b>Overall Intersection</b>		-	<b>0.57</b>	<b>15.7</b>	<b>B</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>					
Eighth Avenue	NB	LTR	0.79	22.6	C
42nd Street	EB	DefL	0.71	24.2	C
		T	0.39	13.8	B
	WB	TR	0.31	24.9	C
<b>Overall Intersection</b>		-	<b>0.74</b>	<b>21.8</b>	<b>C</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>					
Ninth Avenue	SB	LTR	0.51	18.0	B
42nd Street	EB	TR	0.95	53.8	D
	WB	DefL	0.79	39.6	D
		T	0.78	34.8	C
<b>Overall Intersection</b>		-	<b>0.82</b>	<b>30.3</b>	<b>C</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 4**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2007 EXISTING TRAFFIC LEVELS OF SERVICE SATURDAY MIDDAY**

INTERSECTION & APPROACH	Midday (1:00 - 2:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>QUEENS PLAZA NORTH</b>					
<b>6 Queens Plaza North &amp; Crescent Street</b>					
Crescent Street	SB	TR	0.99	76.5	E
Queens Plaza North (Service Road)	WB	LT	0.11	1.2	A
Queens Plaza North (Mainline)	WB	T	0.90	8.5	A
<b>Overall Intersection</b>	-	<b>0.92</b>	<b>24.1</b>	<b>C</b>	
<b>1 Queens Plaza North &amp; 28th Street</b>					
28th Street	SB	R	0.15	30.3	C
Queens Plaza North	WB	T	0.13	14.7	B
<b>Overall Intersection</b>	-	<b>0.15</b>	<b>18.7</b>	<b>B</b>	
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>					
JFK Commuter Plaza	NB	L	0.38	39.5	D
		LTR	0.30	37.8	D
Queens Plaza North	EB	T	0.36	3.8	A
	WB	TR	0.66	16.7	B
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>14.9</b>	<b>B</b>	
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>					
Northern Boulevard	NB	LTR	0.52	28.6	C
	SB	LT	0.33	31.9	C
		R	0.75	16.2	B
Queens Plaza North	EB	LTR	0.74	31.4	C
41st Avenue	WB	LTR	0.11	42.6	D
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>24.7</b>	<b>C</b>	
<b>QUEENS PLAZA SOUTH</b>					
<b>7 Queens Plaza South &amp; 27th Street</b>					
Queens Plaza South	EB	TR	0.48	12.3	B
<b>Overall Intersection</b>	-	<b>0.48</b>	<b>12.3</b>	<b>B</b>	
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>					
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>					
Jackson Avenue	NB	T	0.75	52.9	D
		R	0.15	39.9	D
Northern Boulevard	SB	TR	0.40	34.5	C
Queens Boulevard	EB	T	0.40	11.1	B
	WB	LTR	0.57	6.1	A
<b>Overall Intersection</b>	-	<b>0.57</b>	<b>17.7</b>	<b>B</b>	
<b>5 Queens Boulevard &amp; Skillman Avenue</b>					
Skillman Avenue	NB	L	0.18	30.3	C
		TR	0.22	28.4	C
	SB	LTR	0.23	28.3	C
Queens Boulevard	EB	LTR	0.73	12.7	B
	WB	LTR	0.53	15.0	B
<b>Overall Intersection</b>	-	<b>0.55</b>	<b>15.5</b>	<b>B</b>	
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>					
Van Dam Street	NB	L	1.05	120.0+	F*
		TR	0.91	62.3	E
Queens Boulevard (to Queens Boulevard)	EB	T	0.49	26.8	C
Queens Boulevard (to Van Dam Street)		T	0.89	63.4	E
Queens Boulevard (to Thomson Avenue WB)		R	0.03	35.0	C
Thomson Avenue	EB	T	0.49	18.8	B
		R	1.01	67.6	E
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.73	58.0	E
Queens Boulevard (to Viaduct)		TR	0.29	1.6	A
<b>Overall Intersection</b>	-	<b>1.03</b>	<b>50.2</b>	<b>D</b>	
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>					
Queensboro Bridge Upper Level Off Ramp	SB	L	0.73	19.0	B
Thomson Avenue	EB	T	0.30	32.6	C
	WB	T	0.15	27.7	C
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>21.6</b>	<b>C</b>	
<b>4 Thomson Avenue &amp; Skillman Avenue</b>					
Skillman Avenue	NB	DefL	0.60	45.9	D
		TR	0.17	33.3	C
	SB	LTR	0.33	38.1	D
Thomson Avenue	EB	LTR	0.90	18.6	B
	WB	LTR	0.46	4.3	A
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>15.7</b>	<b>B</b>	

**TABLE B - 4**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2007 EXISTING TRAFFIC LEVELS OF SERVICE SATURDAY MIDDAY**

INTERSECTION & APPROACH	Midday (1:00 - 2:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER INTERSECTIONS</b>					
<b>8 Jackson Avenue &amp; 44th Drive</b>					
Jackson Avenue	NB	LTR	0.27	6.4	A
	SB	LTR	0.57	9.0	A
44th Drive	EB	LTR	0.19	28.3	C
	WB	LTR	0.20	28.4	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>12.5</b>	<b>B</b>
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>					
Northern Boulevard	NB	LT	0.52	47.6	D
	NB	T	0.44	7.1	A
	WB	TR	0.42	7.0	A
31st Street	SB	LTR	0.31	39.8	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>11.4</b>	<b>B</b>

**Notes**

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 5  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>													
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.03	71.6	E	L	1.20+	120.0+	F*
		TR	1.02	63.8	E	TR	0.63	17.5	B	LTR	1.20+	120.0+	F*
34th Street	SB	LTR	1.15	105.9	F	LTR	1.09	82.6	F	LTR	1.18	120.0+	F*
	EB	-	-	-	-	-	-	-	-	L	1.07	120.0+	F*
		LT	1.01	81.3	F	LT	1.00	78.8	E	LT	0.99	120.0+	F*
Parking Lot Driveway	WB	R	1.05	71.5	E	R	1.15	107.6	F	R	1.19	120.0+	F*
		LTR	0.30	28.4	C	LTR	0.07	25.2	C	LTR	0.37	30.2	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>97.1</b>	<b>F</b>	-	<b>1.09</b>	<b>81.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.14	115.8	F	L	0.36	19.6	B	L	0.63	25.2	C
		T	0.82	20.5	C	T	0.37	5.3	A	T	0.49	6.4	A
35th Street/Parking Lot Driveway	SB	TR	1.08	84.6	F	TR	0.97	47.4	D	TR	0.99	50.9	D
	WB	LTR	0.01	28.9	C	LTR	0.03	29.2	C	LTR	0.01	28.9	C
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>77.3</b>	<b>E</b>	-	<b>0.53</b>	<b>33.4</b>	<b>C</b>	-	<b>0.63</b>	<b>34.0</b>	<b>C</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 36th Street	EB	R	-	29.7	D	R	-	13.5	B	R	-	24.2	C
<b>Overall Intersection</b>	-	-	-	<b>29.7</b>	<b>D</b>	-	-	<b>13.5</b>	<b>B</b>	-	-	<b>24.2</b>	<b>C</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>													
F. D. R. Drive Service Road	SB	TR	1.02	43.8	D	TR	0.70	12.1	B	TR	0.71	12.1	B
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>43.8</b>	<b>D</b>	-	<b>0.70</b>	<b>12.1</b>	<b>B</b>	-	<b>0.71</b>	<b>12.1</b>	<b>B</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 38th Street	EB	R	-	35.4	E	R	-	17.6	C	R	-	16.4	C
<b>Overall Intersection</b>	-	-	-	<b>35.4</b>	<b>E</b>	-	-	<b>17.6</b>	<b>C</b>	-	-	<b>16.4</b>	<b>C</b>
<b>FIRST AVENUE CORRIDOR</b>													
<b>7 FIRST AVENUE &amp; 30TH STREET</b>													
First Avenue	NB	TR	0.89	21.1	C	TR	0.49	10.6	B	TR	0.69	12.8	B
30th Street	EB	L	0.86	40.2	D	L	0.91	48.4	D	L	1.20+	120.0+	F*
		T	0.03	18.3	B	T	0.09	20.3	C	T	0.01	19.4	B
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>25.1</b>	<b>C</b>	-	<b>0.66</b>	<b>20.5</b>	<b>C</b>	-	<b>0.95</b>	<b>64.8</b>	<b>E</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>													
First Avenue	NB	LTR	1.08	62.5	E	LTR	0.86	14.8	B	LTR	1.01	38.3	D
33rd Street	WB	TR	0.03	18.3	B	TR	0.06	18.6	B	TR	0.02	18.3	B
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>62.3</b>	<b>E</b>	-	<b>0.55</b>	<b>14.9</b>	<b>B</b>	-	<b>0.63</b>	<b>38.2</b>	<b>D</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>													
First Avenue	NB	-	-	-	-	L	0.41	19.7	B	-	-	-	-
34th Street		LTR	0.91	24.8	C	TR	0.85	22.4	C	LTR	1.17	105.1	F
	EB	-	-	-	-	DefL	0.49	23.8	C	DefL	1.06	105.8	F
		LT	0.99	51.7	D	T	0.90	36.4	D	T	1.20+	120.0+	F*
	WB	TR	0.72	33.1	C	TR	0.74	33.6	C	TR	1.02	75.0	E
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>33.5</b>	<b>C</b>	-	<b>0.87</b>	<b>28.2</b>	<b>C</b>	-	<b>1.19</b>	<b>106.3</b>	<b>F</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>													
First Avenue	NB	LT	0.87	15.4	B	LT	0.42	7.5	A	LT	0.89	15.1	B
35th Street	WB	TR	1.11	101.2	F	TR	0.57	25.3	C	TR	1.16	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>33.6</b>	<b>C</b>	-	<b>0.48</b>	<b>11.8</b>	<b>B</b>	-	<b>1.00</b>	<b>29.8</b>	<b>C</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>													
First Avenue	NB	TR	1.04	52.2	D	TR	0.42	7.6	A	TR	1.07	57.9	E
36th Street	EB	LT	0.89	74.9	E	LT	0.27	20.8	C	LT	0.10	19.0	B
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>53.7</b>	<b>D</b>	-	<b>0.36</b>	<b>9.4</b>	<b>A</b>	-	<b>0.69</b>	<b>56.8</b>	<b>E</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>													
First Avenue	NB	LT	0.98	28.8	C	LT	0.99	31.9	C	L	0.99	120.0+	F*
		-	-	-	-	-	-	-	-	T	1.03	47.5	D
37th Street	WB	TR	0.83	47.3	D	TR	0.81	38.2	D	TR	0.68	34.1	C
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>30.9</b>	<b>C</b>	-	<b>0.92</b>	<b>33.2</b>	<b>C</b>	-	<b>0.90</b>	<b>73.7</b>	<b>E</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>													
First Avenue	NB	TR	0.58	8.9	A	TR	0.47	7.9	A	TR	0.66	9.7	A
38th Street	EB	-	-	-	-	L	0.78	37.6	D	-	-	-	-
		LT	0.63	26.5	C	LT	0.33	22.4	C	LT	0.68	28.3	C
	WB	R	0.50	25.5	C	R	0.41	24.2	C	R	0.51	26.6	C
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>14.1</b>	<b>B</b>	-	<b>0.59</b>	<b>14.8</b>	<b>B</b>	-	<b>0.67</b>	<b>14.1</b>	<b>B</b>

**TABLE B - 5  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>14 FIRST AVENUE &amp; 39TH STREET</b>													
First Avenue	NB	LT	0.88	14.9	B	LT	0.61	9.3	A	LT	0.90	15.3	B
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>14.9</b>	<b>B</b>	-	<b>0.61</b>	<b>9.3</b>	<b>A</b>	-	<b>0.90</b>	<b>15.3</b>	<b>B</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>													
First Avenue	NB	T	0.74	10.9	B	T	0.65	9.9	A	T	0.74	10.8	B
40th Street	EB	L	0.35	21.7	C	L	0.37	22.1	C	L	0.68	28.4	C
<b>Overall Intersection</b>	-	-	<b>0.59</b>	<b>12.3</b>	<b>B</b>	-	<b>0.54</b>	<b>11.8</b>	<b>B</b>	-	<b>0.72</b>	<b>14.0</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET</b>													
(UNSIGNALIZED INTERSECTION)													
41st Street	WB	R	-	14.1	B	R	-	23.6	C	R	-	17.0	C
<b>Overall Intersection</b>	-	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>23.6</b>	<b>C</b>	-	-	<b>17.0</b>	<b>C</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>													
First Avenue (left)	NB	LT	0.40	14.3	B	LT	0.33	13.5	B	LT	0.52	15.8	B
First Avenue (right)		T	0.63	21.2	C	T	0.75	26.4	C	T	0.89	30.1	C
		R	0.11	11.9	B	R	0.10	11.7	B	R	0.09	11.6	B
42nd Street	EB	DefL	1.02	87.6	F	DefL	0.99	68.7	E	DefL	0.93	54.4	D
		T	1.16	119.4	F	T	0.97	58.0	E	T	1.15	113.7	F
	WB	TR	1.11	94.3	F	TR	0.70	28.6	C	TR	0.59	25.4	C
		R	1.07	93.0	F	R	0.83	43.0	D	R	0.87	47.8	D
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>76.3</b>	<b>E</b>	-	<b>0.85</b>	<b>39.0</b>	<b>D</b>	-	<b>1.00</b>	<b>47.1</b>	<b>D</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>													
First Avenue	NB	T	1.06	60.9	E	T	0.42	7.5	A	T	0.53	8.3	A
44th Street	EB	L	0.45	23.7	C	L	0.82	46.8	D	L	0.37	22.3	C
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>55.4</b>	<b>E</b>	-	<b>0.58</b>	<b>12.8</b>	<b>B</b>	-	<b>0.47</b>	<b>10.0</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>													
First Avenue	NB	L	0.97	54.0	D	L	0.76	23.2	C	L	0.57	12.3	B
		T	1.08	67.9	E	T	0.48	8.1	A	T	0.66	9.9	A
<b>Overall Intersection</b>	-	-	<b>1.08</b>	<b>65.6</b>	<b>E</b>	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>	-	<b>0.66</b>	<b>10.2</b>	<b>B</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>													
First Avenue	NB	T	0.56	8.8	A	T	0.40	7.4	A	T	0.53	8.3	A
46th Street	EB	L	0.90	48.2	D	L	0.38	22.0	C	L	0.40	21.9	C
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>17.0</b>	<b>B</b>	-	<b>0.39</b>	<b>10.5</b>	<b>B</b>	-	<b>0.48</b>	<b>11.5</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>													
First Avenue	NB	LT	1.02	43.4	D	LT	0.45	7.7	A	LT	<u>0.68</u>	<u>10.0</u>	A
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>43.4</b>	<b>D</b>	-	<b>0.45</b>	<b>7.7</b>	<b>A</b>	-	<b><u>0.68</u></b>	<b><u>10.0</u></b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET</b>													
(UNSIGNALIZED INTERSECTION)													
48th Street	EB	L	-	7.7	A	L	-	17.8	C	L	-	12.8	B
<b>Overall Intersection</b>	-	-	-	<b>7.7</b>	<b>A</b>	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>12.8</b>	<b>B</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>													
First Avenue (left)	NB	LT	0.99	54.6	D	LT	1.07	71.8	E	LT	1.10	107.3	F
First Avenue (tunnel)		T	0.99	33.3	C	T	0.80	14.2	B	T	1.10	96.4	F
First Avenue (right)		T	0.75	16.0	B	T	0.98	40.1	D	T	0.82	24.6	C
49th Street	WB	TR	1.06	76.6	E	TR	1.06	76.8	E	TR	0.99	57.2	E
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>44.7</b>	<b>D</b>	-	<b>1.02</b>	<b>46.6</b>	<b>D</b>	-	<b>1.06</b>	<b>79.4</b>	<b>E</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>													
First Avenue	NB	TR	0.92	16.7	B	TR	0.78	11.5	B	TR	1.10	74.8	E
52nd Street	EB	LT	0.69	33.5	C	LT	0.73	35.7	D	LT	0.79	37.4	D
	WB	R	0.19	20.5	C	R	0.25	21.4	C	R	0.27	21.7	C
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>18.1</b>	<b>B</b>	-	<b>0.76</b>	<b>14.1</b>	<b>B</b>	-	<b>0.96</b>	<b>69.3</b>	<b>E</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>													
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.17	6.6	A
		LT	1.10	70.9	E	LT	0.79	11.9	B	T	0.85	13.0	B
53rd Street	WB	TR	0.94	51.2	D	TR	0.66	27.4	C	TR	0.82	32.7	C
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>67.7</b>	<b>E</b>	-	<b>0.74</b>	<b>14.8</b>	<b>B</b>	-	<b>0.84</b>	<b>16.8</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>													
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.85	37.7	D
		LTR	1.03	54.3	D	LT	0.97	39.6	D	LTR	0.85	24.3	C
		-	-	-	-	R	0.23	19.2	B	-	-	-	-
57th Street	EB	DefL	0.59	28.4	C	DefL	0.46	29.1	C	DefL	0.73	56.6	E
		T	0.39	23.4	C	T	0.34	23.2	C	T	0.27	22.9	C
	WB	TR	0.31	21.2	C	TR	0.42	23.5	C	TR	0.86	37.8	D
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>47.4</b>	<b>D</b>	-	<b>0.73</b>	<b>35.9</b>	<b>D</b>	-	<b>0.85</b>	<b>29.3</b>	<b>C</b>



**TABLE B - 5  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>27 FIRST AVENUE &amp; 59TH STREET</b>													
First Avenue	NB	L	1.02	68.1	E	L	0.66	22.6	C	L	0.71	22.8	C
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.79	15.3	B
59th Street	EB	DefL	0.42	27.3	C	DefL	0.38	25.5	C	DefL	0.50	29.8	C
		T	0.17	21.3	C	T	0.18	21.4	C	T	0.20	21.5	C
	WB	TR	0.48	24.9	C	TR	0.48	25.1	C	TR	0.59	27.0	C
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>110.4</b>	<b>F</b>	-	<b>0.71</b>	<b>18.8</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>													
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>													
34th Street	EB	L	0.44	15.4	B	DefL	0.99	78.3	E	-	-	-	-
		T	0.70	16.6	B	T	1.12	89.1	F	LT	0.63	14.8	B
	WB	T	0.98	99.3	F	TR	1.20+	120.0+	F*	TR	0.99	70.3	E
		R	0.37	34.3	C					-	-	-	-
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>41.2</b>	<b>D</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>32.5</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.22	10.8	B	-	-	-	-
35th Street	WB	TR	0.78	30.6	C	TR	0.65	26.1	C	TR	0.97	49.7	D
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>29.8</b>	<b>C</b>	-	<b>0.40</b>	<b>19.1</b>	<b>B</b>	-	<b>0.98</b>	<b>49.7</b>	<b>D</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.86	29.6	C	TR	0.50	14.1	B	TR	1.06	92.7	F
36th Street	EB	T	0.10	17.7	B	T	0.18	18.4	B	T	0.05	17.2	B
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>27.8</b>	<b>C</b>	-	<b>0.37</b>	<b>14.9</b>	<b>B</b>	-	<b>0.38</b>	<b>86.6</b>	<b>F</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.81	50.5	D	-	-	-	-	-	-	-	-
		T	0.82	35.8	D	-	-	-	-	-	-	-	-
	SB	R	0.04	14.3	B	TR	0.02	14.1	B	TR	0.48	32.7	C
37th Street	WB	TR	0.20	13.3	B	L	0.55	25.8	C	L	0.58	19.8	B
		-	-	-	-	LTR	0.76	30.2	C	LTR	0.88	43.8	D
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>31.3</b>	<b>C</b>	-	<b>0.41</b>	<b>28.7</b>	<b>C</b>	-	<b>0.74</b>	<b>31.1</b>	<b>C</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.85	39.1	D	TR	0.01	12.9	B	TR	0.02	13.0	B
	SB	LT	0.56	32.5	C	LT	0.08	13.6	B	LT	0.22	15.0	B
38th Street	EB	LTR	0.87	39.3	D	LTR	0.45	17.4	B	LTR	0.64	21.9	C
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>38.6</b>	<b>D</b>	-	<b>0.26</b>	<b>16.9</b>	<b>B</b>	-	<b>0.43</b>	<b>20.0</b>	<b>B</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.02	13.0	B	L	0.09	19.0	B
	SB	TR	0.34	19.5	B	TR	0.06	13.4	B	TR	0.62	37.4	D
39th Street	WB	LT	0.82	36.6	D	LT	0.58	21.6	C	LT	0.86	35.7	D
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>27.4</b>	<b>C</b>	-	<b>0.32</b>	<b>20.3</b>	<b>C</b>	-	<b>0.76</b>	<b>35.0</b>	<b>C</b>
<b>SECOND AVENUE CORRIDOR</b>													
<b>35 SECOND AVENUE &amp; 30TH STREET</b>													
Second Avenue	SB	LT	1.15	91.7	F	LT	0.68	10.8	B	LT	0.93	18.1	B
30th Street	EB	T	0.76	40.1	D	T	0.40	23.0	C	T	0.95	56.9	E
		R	0.44	25.4	C	R	0.45	26.3	C	R	0.45	25.7	C
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>86.5</b>	<b>F</b>	-	<b>0.59</b>	<b>12.6</b>	<b>B</b>	-	<b>0.94</b>	<b>23.2</b>	<b>C</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>													
Second Avenue	SB	T	0.87	13.8	B	T	1.09	65.8	E	T	0.83	12.5	B
		R	0.72	24.9	C	R	0.52	13.7	B	R	0.24	7.5	A
33rd Street	WB	LT	0.88	49.9	D	L	0.66	35.4	D	LT	0.77	36.3	D
		-	-	-	-	T	0.29	22.4	C	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>17.8</b>	<b>B</b>	-	<b>0.92</b>	<b>60.3</b>	<b>E</b>	-	<b>0.81</b>	<b>14.9</b>	<b>B</b>
<b>37 SECOND AVENUE &amp; 34TH STREET</b>													
Second Avenue	SB	L	1.06	79.1	E	L	0.89	44.2	D	L	1.20+	120.0+	F*
		LT	0.92	21.9	C	LT	0.81	17.7	B	LT	1.15	94.5	F
		R	0.87	43.9	D	R	0.58	22.5	C	R	1.20+	120.0+	F*
34th Street	EB	TR	0.89	40.4	D	T	1.16	115.5	F	T	1.01	62.0	E
		-	-	-	-	R	0.86	61.8	E	R	0.82	55.1	E
	WB	DefL	0.65	38.9	D	L	0.75	52.3	D	DefL	0.73	49.0	D
		T	0.48	19.3	B	T	0.75	27.8	C	T	0.41	16.6	B
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>32.4</b>	<b>C</b>	-	<b>0.97</b>	<b>43.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>90.2</b>	<b>F</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>													
Second Avenue	SB	T	1.17	105.4	F	T	0.62	16.4	B	T	1.10	75.2	E
		R	0.97	57.2	E	R	0.93	51.5	D	R	0.25	14.0	B
35th Street	EB	R	0.93	42.8	D	R	0.99	52.1	D	R	1.04	67.0	E
	WB	LT	0.72	41.9	D	LT	0.43	20.3	C	LT	0.26	18.1	B
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>86.3</b>	<b>F</b>	-	<b>0.97</b>	<b>30.7</b>	<b>C</b>	-	<b>1.07</b>	<b>68.8</b>	<b>E</b>

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FIRST AVENUE PROPERTIES REZONING EIS  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>													
Second Avenue	SB	L	1.10	93.9	F	L	0.80	18.2	B	L	1.06	70.5	E
		T	1.20+	120.0+	F*	T	0.66	11.3	B	T	0.80	16.3	B
36th Street	EB	TR	0.86	41.3	D	TR	0.95	42.2	D	TR	1.20+	120.0+	F*
	WB	L	0.99	55.6	E	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>105.7</b>	<b>F</b>	-	<b>0.86</b>	<b>22.6</b>	<b>C</b>	-	<b>1.16</b>	<b>99.4</b>	<b>F</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>													
Second Avenue	SB	T	1.00	98.9	F	T	0.93	18.3	B	T	1.11	79.9	E
		R	0.04	5.8	A	R	0.21	7.3	A	R	0.15	7.3	A
37th Street	WB	LT	0.63	26.9	C	LT	0.58	26.6	C	LT	0.51	28.9	C
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>87.4</b>	<b>F</b>	-	<b>0.80</b>	<b>18.9</b>	<b>B</b>	-	<b>0.87</b>	<b>73.7</b>	<b>E</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>													
Second Avenue	SB	L	0.28	18.1	B	-	-	-	-	L	0.04	12.1	B
		T	1.06	100.3	F	LT	0.79	11.8	B	T	1.15	96.0	F
38th Street	EB	TR	0.53	24.6	C	TR	0.73	30.2	C	TR	1.16	113.6	F
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>86.4</b>	<b>F</b>	-	<b>0.76</b>	<b>15.1</b>	<b>B</b>	-	<b>1.15</b>	<b>99.5</b>	<b>F</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>													
Second Avenue	SB	T	0.91	19.8	B	T	1.10	69.9	E	T	1.17	103.9	F
		R	0.86	32.9	C	R	1.17	120.0+	F*	R	0.44	12.6	B
39th Street	WB	L	0.40	25.0	C	-	-	-	-	-	-	-	-
		T	0.46	23.1	C	LT	0.91	54.2	D	LT	0.69	39.6	D
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>21.7</b>	<b>C</b>	-	<b>1.07</b>	<b>74.3</b>	<b>E</b>	-	<b>1.04</b>	<b>93.3</b>	<b>F</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>													
Second Avenue	SB	-	-	-	-	L	0.39	12.9	B	-	-	-	-
		LT	0.97	24.0	C	T	1.13	93.0	F	LT	1.01	41.9	D
40th Street	EB	TR	0.96	58.2	E	TR	0.86	47.2	D	TR	1.14	108.4	F
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>28.7</b>	<b>C</b>	-	<b>1.03</b>	<b>85.9</b>	<b>F</b>	-	<b>1.07</b>	<b>57.4</b>	<b>E</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>													
Second Avenue	SB	LT	1.02	82.1	F	LTR	0.82	12.5	B	LT	1.11	74.9	E
		R	0.25	7.8	A	-	-	-	-	R	0.05	5.9	A
41st Street	EB	TR	0.46	26.0	C	TR	0.71	40.7	D	TR	0.76	44.2	D
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>77.0</b>	<b>E</b>	-	<b>0.78</b>	<b>14.1</b>	<b>B</b>	-	<b>0.98</b>	<b>72.5</b>	<b>E</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>													
Second Avenue	SB	LTR	0.99	32.2	C	LTR	1.04	50.1	D	LTR	0.90	20.4	C
42nd Street	EB	TR	0.88	33.1	C	TR	0.74	26.5	C	TR	1.14	104.6	F
	WB	-	-	-	-	-	-	-	-	DefL	0.86	57.1	E
		LT	1.09	86.2	F	LT	1.09	91.6	F	T	1.13	109.1	F
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>40.8</b>	<b>D</b>	-	<b>1.06</b>	<b>51.2</b>	<b>D</b>	-	<b>1.00</b>	<b>45.2</b>	<b>D</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>													
Second Avenue	SB	T	0.89	14.8	B	TR	1.04	48.1	D	T	1.13	82.2	F
		R	0.79	23.2	C	-	-	-	-	R	0.85	38.5	D
43rd Street	WB	LT	0.54	27.5	C	LT	0.45	25.4	C	LT	0.73	41.5	D
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>16.2</b>	<b>B</b>	-	<b>0.81</b>	<b>47.0</b>	<b>D</b>	-	<b>0.97</b>	<b>77.7</b>	<b>E</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>													
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-
		LT	0.89	11.7	B	LT	1.07	55.3	E	LT	1.20+	120.0+	F*
44th Street	EB	TR	0.66	34.3	C	TR	0.88	53.2	D	TR	0.88	49.7	D
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>13.2</b>	<b>B</b>	-	<b>1.00</b>	<b>55.1</b>	<b>E</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>													
Second Avenue	SB	T	0.96	25.1	C	TR	0.83	12.8	B	T	0.82	13.9	B
		R	0.58	13.3	B	-	-	-	-	R	0.59	12.7	B
49th Street	WB	L	0.86	43.9	D	L	0.97	65.9	E	L	0.83	47.0	D
		LT	0.74	33.9	C	LT	1.03	75.8	E	LT	0.87	44.9	D
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>27.1</b>	<b>C</b>	-	<b>0.90</b>	<b>27.4</b>	<b>C</b>	-	<b>0.84</b>	<b>20.1</b>	<b>C</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>													
Second Avenue	SB	LT	0.93	16.9	B	LT	0.78	11.7	B	LT	0.90	15.6	B
52nd Street	EB	TR	0.91	53.7	D	TR	0.93	57.9	E	TR	0.98	61.3	E
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>20.5</b>	<b>C</b>	-	<b>0.84</b>	<b>17.1</b>	<b>B</b>	-	<b>0.93</b>	<b>23.3</b>	<b>C</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>													
Second Avenue	SB	T	0.96	20.2	C	TR	0.76	11.2	B	T	1.06	56.4	E
		R	0.54	16.3	B	-	-	-	-	R	0.44	13.9	B
53rd Street	WB	LT	1.03	67.5	E	LT	1.01	64.5	E	LT	1.04	72.4	E
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>28.7</b>	<b>C</b>	-	<b>0.86</b>	<b>23.5</b>	<b>C</b>	-	<b>1.05</b>	<b>57.2</b>	<b>E</b>

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2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>51 SECOND AVENUE &amp; 57TH STREET</b>													
Second Avenue	SB	LT	0.85	28.3	C	LTR	1.03	49.9	D	LTR	0.98	38.0	D
		R	0.53	25.5	C	-	-	-	-	-	-	-	-
57th Street	EB	T	1.02	87.4	F	T	1.09	91.5	F	TR	1.20+	120.0+	F*
		R	0.51	44.5	D	R	0.44	33.8	C	-	-	-	-
	WB	L	1.13	99.1	F	L	0.55	40.7	D	L	0.80	41.1	D
		LT	1.08	78.3	E	LT	0.34	18.9	B	LT	0.48	22.7	C
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>53.2</b>	<b>D</b>	-	<b>1.01</b>	<b>56.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>68.2</b>	<b>E</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET [Unsignalized in AM]</b>													
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-	R	-	-	-
57th Street	EB	L	-	-	-	L	1.02	58.5	E	DefL	1.08	77.9	E
		T	-	13.0	B	T	0.29	3.9	A	T	0.81	25.9	C
	WB	T	-	71.4	F	TR	1.17	119.2	F	TR	0.88	34.3	C
<b>Overall Intersection</b>	-		-	<b>38.9</b>	<b>E</b>	-	<b>1.08</b>	<b>80.4</b>	<b>F</b>	-	<b>0.94</b>	<b>48.8</b>	<b>D</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>													
Second Avenue	SB	LT	1.03	41.2	D	LT	1.13	85.3	F	LT	1.12	83.8	F
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.09	81.8	F	TR	1.12	100.2	F
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>106.9</b>	<b>F</b>	-	<b>1.12</b>	<b>84.2</b>	<b>F</b>	-	<b>1.12</b>	<b>89.3</b>	<b>F</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.16	120.0+	F*
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.16	110.8	F	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	T	1.19	120.0+	F*	T	1.09	86.1	F
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>													
Second Avenue	SB	T	0.90	46.7	D	TR	1.12	84.0	F	T	0.89	24.9	C
		R	0.15	13.8	B	-	-	-	-	R	0.48	20.0	C
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B	LT	0.01	12.9	B
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>45.5</b>	<b>D</b>	-	<b>0.55</b>	<b>83.6</b>	<b>F</b>	-	<b>0.44</b>	<b>24.5</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>													
Second Avenue	SB	T	0.79	19.4	B	TR	1.20+	120.0+	F*	TR	1.16	115.5	F
		R	0.38	15.2	B	-	-	-	-	-	-	-	-
61st Street	WB	LT	1.14	100.3	F	LT	1.12	93.9	F	LT	0.99	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>42.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.09</b>	<b>117.3</b>	<b>F</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>													
Second Avenue	SB	T	0.70	17.5	B	TR	1.17	112.3	F	TR	0.95	31.5	C
		R	0.37	15.2	B	-	-	-	-	-	-	-	-
63rd Street	WB	L	1.11	101.6	F	L	1.10	92.4	F	L	1.14	112.0	F
		T	1.14	106.2	F	T	0.64	23.7	C	T	0.95	46.1	D
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>48.7</b>	<b>D</b>	-	<b>1.14</b>	<b>89.8</b>	<b>F</b>	-	<b>1.03</b>	<b>48.4</b>	<b>D</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.66	47.1	D	L	1.12	120.0+	F*
		R	0.51	14.1	B	R	0.19	9.8	A	R	1.20+	120.0+	F*
34th Street	EB	T	0.60	6.9	A	T	0.47	4.6	A	T	0.64	7.4	A
	WB	T	1.20	120.0+	F*	T	0.72	29.0	C	T	0.86	45.9	D
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>54.7</b>	<b>D</b>	-	<b>0.51</b>	<b>17.0</b>	<b>B</b>	-	<b>1.09</b>	<b>58.6</b>	<b>E</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	56.7	E	L	0.96	45.5	D
		LTR	1.20+	120.0+	F*	LTR	0.98	49.1	D	LTR	1.16	113.8	F
		R	1.05	79.8	E	R	0.70	22.1	C	R	0.90	42.2	D
35th Street	WB	LT	1.16	118.0	F	LT	0.88	41.4	D	LT	0.60	25.2	C
<b>Overall Intersection</b>	-		<b>1.18</b>	<b>116.5</b>	<b>F</b>	-	<b>0.95</b>	<b>44.5</b>	<b>D</b>	-	<b>0.91</b>	<b>59.5</b>	<b>E</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	0.27	8.0	A	T	0.38	9.0	A
37th Street	WB	TR	0.97	73.7	E	TR	0.45	29.0	C	TR	0.35	25.8	C
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>110.1</b>	<b>F</b>	-	<b>0.33</b>	<b>14.1</b>	<b>B</b>	-	<b>0.37</b>	<b>12.4</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.33	15.6	B	TR	0.42	16.7	B
38th Street	EB	LT	0.51	19.8	B	LT	0.91	42.5	D	LT	1.11	90.3	F
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>17.1</b>	<b>B</b>	-	<b>0.62</b>	<b>28.4</b>	<b>C</b>	-	<b>0.77</b>	<b>57.4</b>	<b>E</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.21	9.8	A	LT	0.27	10.3	B
39th Street	WB	TR	0.81	32.7	C	TR	0.61	26.3	C	TR	0.50	23.9	C
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>23.6</b>	<b>C</b>	-	<b>0.37</b>	<b>18.9</b>	<b>B</b>	-	<b>0.36</b>	<b>16.4</b>	<b>B</b>

**TABLE B - 5  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.0	A	TR	0.14	9.3	A	T	0.15	9.4	A
		-	-	-	-	-	-	-	-	R	0.29	11.2	B
40th Street	EB	LT	0.63	30.0	C	LT	0.60	29.0	C	LT	1.10	94.8	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>60.8</b>	<b>E</b>	<b>-</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.19	9.9	A	L	0.23	10.4	B
		LR	0.08	9.0	A	LR	0.05	8.8	A	LR	0.07	8.9	A
		R	0.04	8.8	A	R	0.04	8.8	A	R	0.06	8.9	A
41st Street	EB	T	0.25	21.1	C	T	0.32	22.3	C	T	0.35	22.8	C
	WB	T	0.20	20.4	C	T	0.13	19.6	B	T	0.03	18.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.28</b>	<b>14.7</b>	<b>B</b>	<b>-</b>
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.93	31.0	C	LTR	0.89	27.0	C	LTR	0.92	28.9	C
34th Street	EB	DefL	0.62	26.2	C	DefL	0.93	72.3	E	DefL	1.00	76.4	E
		T	0.86	35.1	D	T	1.07	80.0	E	T	0.98	51.8	D
	WB	TR	1.20+	120.0+	F*	TR	0.98	54.6	D	TR	1.01	68.1	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>69.2</b>	<b>E</b>	<b>-</b>	<b>1.09</b>	<b>45.1</b>	<b>D</b>	<b>-</b>	<b>0.96</b>	<b>42.6</b>	<b>D</b>	<b>-</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.01	41.5	D	LT	1.12	79.0	E
35th Street	WB	TR	1.11	88.2	F	TR	1.20+	120.0+	F*	TR	0.99	57.4	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>116.3</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>89.2</b>	<b>F</b>	<b>-</b>	<b>1.07</b>	<b>75.0</b>	<b>E</b>	<b>-</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.84	16.9	B	TR	0.60	11.8	B	TR	0.57	11.3	B
		R	0.93	44.2	D	R	0.69	20.2	C	R	1.20+	120.0+	F*
36th Street	EB	LT	0.62	27.6	C	LT	0.63	26.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>22.3</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>1.20+</b>	<b>83.8</b>	<b>F</b>	<b>-</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	L	0.24	13.6	B	L	0.21	12.9	B	-	-	-	-
		T	0.87	22.1	C	T	0.68	16.8	B	LT	1.09	72.7	E
37th Street	WB	T	1.09	83.3	F	T	0.77	24.3	C	T	1.00	52.4	D
		R	1.08	94.0	F	R	0.48	17.9	B	R	0.48	19.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>47.8</b>	<b>D</b>	<b>-</b>	<b>0.73</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>1.04</b>	<b>59.0</b>	<b>E</b>	<b>-</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.87	15.0	B	T	0.79	12.3	B	T	1.01	40.8	D
		R	0.26	8.0	A	R	0.24	7.6	A	R	0.76	28.7	C
38th Street	EB	LT	0.73	31.8	C	LT	0.65	27.5	C	LT	1.12	99.1	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>1.05</b>	<b>56.6</b>	<b>E</b>	<b>-</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>													
Third Avenue	NB	L	0.38	12.0	B	L	0.65	26.7	C	L	0.59	28.9	C
		T	1.08	68.6	E	T	1.14	92.6	F	T	1.20	120.0+	F*
39th Street	WB	TR	1.00	56.5	E	TR	0.84	33.4	C	TR	0.80	34.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>76.1</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>99.8</b>	<b>F</b>	<b>-</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>													
Third Avenue	NB	T	0.86	18.5	B	T	1.13	85.8	F	T	1.20+	120.0+	F*
		R	0.92	81.0	F	R	0.52	22.8	C	R	0.48	25.3	C
40th Street	EB	LT	0.39	18.4	B	LT	0.69	26.8	C	LT	0.80	36.7	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>75.4</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>115.6</b>	<b>F</b>	<b>-</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>													
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
		R	0.45	29.4	C	R	0.42	22.5	C	R	0.15	19.9	B
41st Street	EB	LT	0.71	31.6	C	LT	0.62	25.2	C	LT	0.59	27.1	C
	WB	R	1.02	78.1	E	R	0.84	42.6	D	R	0.71	37.0	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.04</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>													
Third Avenue	NB	LT	1.12	82.2	F	LT	0.98	39.4	D	LT	1.13	99.0	F
		R	0.69	33.1	C	R	0.83	42.8	D	R	1.20+	120.0+	F*
42nd Street	EB	L	0.40	26.3	C	L	0.90	53.0	D	L	0.48	24.8	C
		T	1.20+	120.0+	F*	T	0.80	27.8	C	T	1.20+	120.0+	F*
	WB	T	1.20+	120.0+	F*	T	0.66	30.3	C	T	1.20+	120.0+	F*
		R	1.09	120.0+	F*	R	0.95	74.6	E	R	1.10	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.96</b>	<b>39.8</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>

**TABLE B - 5  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER 34TH STREET CORRIDOR</b>													
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>													
Lexington Avenue	SB	LT	0.76	23.2	C	LT	0.86	27.2	C	LT	0.75	15.2	B
		R	0.40	20.1	C	R	0.37	17.7	B	R	0.51	14.8	B
34th Street	EB	TR	0.65	18.4	B	TR	0.85	27.3	C	TR	1.05	68.7	E
	WB	LT	0.92	34.2	C	LT	0.84	27.6	C	LT	0.82	33.9	C
<b>Overall Intersection</b>	<b>-</b>		<b>0.85</b>	<b>25.2</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>26.9</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>36.0</b>	<b>D</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>													
Park Avenue	NB	LTR	1.06	70.0	E	LTR	0.89	22.8	C	LTR	0.98	38.2	D
	SB	LTR	1.10	88.1	F	LTR	0.89	23.2	C	LTR	0.58	12.3	B
34th Street	EB	LT	0.55	22.3	C	LT	0.78	28.5	C	LT	0.82	30.5	C
		R	0.36	20.3	C	R	0.26	18.8	B	R	0.18	17.5	B
	WB	LT	0.97	48.6	D	LTR	1.05	70.4	E	LT	0.57	22.5	C
		R	0.30	20.1	C	-	-	-	-	R	0.18	17.6	B
<b>Overall Intersection</b>	<b>-</b>		<b>1.04</b>	<b>56.9</b>	<b>E</b>	<b>-</b>	<b>0.96</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.91</b>	<b>26.0</b>	<b>C</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>													
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	0.71	18.2	B	LTR	0.75	15.3	B
34th Street	EB	DefL	0.58	28.3	C	-	-	-	-	-	-	-	-
		T	0.61	23.7	C	LT	0.55	18.6	B	LT	0.61	22.7	C
	WB	T	0.72	26.6	C	T	0.66	21.3	C	T	0.61	23.5	C
		R	0.54	27.0	C	R	0.31	17.2	B	R	0.24	18.3	B
<b>Overall Intersection</b>	<b>-</b>		<b>0.90</b>	<b>39.1</b>	<b>D</b>	<b>-</b>	<b>0.68</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.69</b>	<b>19.3</b>	<b>B</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>													
Sixth Avenue	NB	T	0.61	6.7	A	T	1.05	55.1	E	T	0.49	5.5	A
Broadway	SB	T	0.88	45.9	D	T	0.79	38.7	D	T	0.97	56.2	E
34th Street	EB	TR	1.09	91.3	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.14	110.5	F
<b>Overall Intersection</b>	<b>-</b>		<b>0.86</b>	<b>67.2</b>	<b>E</b>	<b>-</b>	<b>1.13</b>	<b>97.8</b>	<b>F</b>	<b>-</b>	<b>0.80</b>	<b>79.1</b>	<b>E</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>													
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.86	20.3	C	LTR	1.00	39.0	D
34th Street	EB	TR	1.16	116.7	F	TR	1.05	71.7	E	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*	LT	1.09	85.4	F	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>1.10</b>	<b>82.4</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>51.4</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>													
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.10	83.6	F	LTR	1.12	92.8	F
34th Street	EB	LT	1.09	86.8	F	LT	1.18	120.0+	F*	LT	1.20+	120.0+	F*
		-	-	-	-	-	-	-	-	-	-	-	-
	WB	TR	1.20+	120.0+	F*	TR	1.10	28.5	C	TR	0.72	23.3	C
<b>Overall Intersection</b>	<b>-</b>		<b>1.20</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>87.2</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER 42ND STREET CORRIDOR</b>													
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>													
Lexington Avenue	SB	LTR	0.92	23.3	C	LTR	0.92	23.9	C	LTR	1.10	76.3	E
42nd Street	EB	TR	1.08	81.2	F	TR	0.97	49.8	D	TR	1.20+	120.0+	F*
	WB	LT	1.04	67.3	E	LT	1.08	106.5	F	LT	1.13	105.9	F
<b>Overall Intersection</b>	<b>-</b>		<b>0.99</b>	<b>48.5</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>53.4</b>	<b>D</b>	<b>-</b>	<b>1.15</b>	<b>98.7</b>	<b>F</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>													
Park Avenue	NB	LR	0.15	20.1	C	LR	0.17	20.2	C	LR	0.21	20.8	C
		R	0.43	25.3	C	R	0.74	41.2	D	R	0.90	65.1	E
42nd Street	EB	TR	0.79	19.9	B	TR	0.74	18.6	B	TR	0.71	17.6	B
	WB	LT	0.82	21.5	C	LT	0.84	22.6	C	LT	1.10	84.8	F
<b>Overall Intersection</b>	<b>-</b>		<b>0.67</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>1.02</b>	<b>50.1</b>	<b>D</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>													
42nd Street	EB	LT	0.82	26.9	C	LT	0.73	18.1	B	LT	1.11	90.2	F
	WB	TR	0.96	41.9	D	TR	1.00	47.2	D	TR	1.09	82.5	F
<b>Overall Intersection</b>	<b>-</b>		<b>0.96</b>	<b>34.9</b>	<b>C</b>	<b>-</b>	<b>1.00</b>	<b>33.6</b>	<b>C</b>	<b>-</b>	<b>1.11</b>	<b>86.4</b>	<b>F</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>													
Madison Avenue	NB	LTR	1.10	80.2	F	LTR	0.84	22.5	C	LTR	1.05	58.4	E
42nd Street	EB	LT	0.98	49.9	D	LT	0.92	38.3	D	LT	0.78	29.1	C
	WB	T	1.08	78.2	E	T	0.65	21.1	C	T	0.84	32.5	C
		R	0.01	14.9	E	R	0.13	14.6	B	R	0.18	19.7	B
<b>Overall Intersection</b>	<b>-</b>		<b>1.09</b>	<b>71.3</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>26.6</b>	<b>C</b>	<b>-</b>	<b>0.96</b>	<b>45.3</b>	<b>D</b>
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>													
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.15	106.1	F	LT	1.12	82.6	F
		R	0.60	53.1	D	R	0.95	111.5	F	R	1.17	120.0+	F*
42nd Street	EB	LT	1.06	79.7	E	LT	1.09	86.0	F	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
		R	1.10	108.5	F	R	1.04	85.6	F	R	1.05	89.6	F
<b>Overall Intersection</b>	<b>-</b>		<b>1.16</b>	<b>114.2</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>106.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>111.7</b>	<b>F</b>

**TABLE B - 5**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>86 BROADWAY &amp; 42nd STREET</b>													
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	0.97	35.2	D	LTR	1.20+	120.0+	F*
42nd Street	EB	T	0.94	50.5	D	T	0.67	26.5	C	T	0.55	26.6	C
		R	0.14	22.6	C	R	0.18	19.9	B	R	0.08	20.8	C
	WB	L	0.86	120.0+	F*	-	-	-	-	-	-	-	-
		T	1.10	120.0+	F*	LT	1.03	65.9	E	LT	1.10	92.3	F
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.00</b>	<b>40.9</b>	<b>D</b>	-	<b>1.20+</b>	<b>113.5</b>	<b>F</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>													
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.93	30.2	C	LTR	0.91	28.1	C
42nd Street	EB	T	0.68	26.1	C	TR	1.07	74.5	E	T	0.52	22.3	C
		R	0.71	33.2	C	-	-	-	-	R	1.20+	120.0+	F*
	WB	LT	0.66	25.9	C	LT	0.75	26.6	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.1</b>	<b>C</b>	-	<b>1.00</b>	<b>44.7</b>	<b>D</b>	-	<b>1.15</b>	<b>73.1</b>	<b>E</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>													
Eighth Avenue	NB	L	0.04	16.3	B	L	0.08	16.6	B	-	-	-	-
		LT	1.09	93.9	F	LT	1.02	51.3	D	LT	1.12	89.9	F
42nd Street		R	1.00	87.4	F	R	0.80	43.1	D	R	1.18	120.0+	F*
	EB	DefL	0.88	45.0	D	DefL	0.85	39.3	D	-	-	-	-
		T	1.20+	120.0+	F*	T	1.14	106.5	F	LT	1.20+	120.0+	F*
		WB	TR	1.20+	120.0+	F*	TR	1.00	69.3	E	TR	1.20+	120.0+
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.11</b>	<b>62.1</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>													
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.02	50.7	D	LTR	1.20+	120.0+	F*
42nd Street	EB	TR	1.05	72.9	E	TR	0.70	28.9	C	TR	1.17	120.0+	F*
		WB	DefL	0.79	34.4	C	DefL	0.79	37.4	D	DefL	0.92	66.8
		T	1.19	120.0+	F*	T	0.72	26.0	C	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>41.9</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 6  
FIRST AVENUE PROPERTIES REZONING EIS  
QUEENS PLAZA SECONDARY STUDY AREA  
2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (1:00 - 2:00 PM)				PM (5:00 - 6:00 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>QUEENS PLAZA NORTH</b>													
<b>6 Queens Plaza North &amp; Crescent Street</b>													
Crescent Street	SB	T	1.20+	120.0+	F*	T	0.82	50.4	D	T	1.15	120.0+	F*
		R	0.21	43.9	D	R	0.10	33.1	C	R	0.17	34.2	C
Queens Plaza North (Service Road)	WB	L	0.05	1.0	A	L	0.08	1.3	A	L	0.08	1.3	A
		T	0.44	2.6	A	T	0.36	2.3	A	T	0.41	2.6	A
Queens Plaza North (Mainline)	WB	T	1.16	94.9	F	T	0.99	20.0	B	T	1.09	68.1	E
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.94</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>1.11</b>	<b>88.8</b>	<b>F</b>
<b>1 Queens Plaza North &amp; 28th Street</b>													
28th Street	SB	R	0.73	71.4	E	R	0.29	33.0	C	R	0.30	39.1	D
Queens Plaza North	WB	T	0.24	12.0	B	T	0.16	15.0	B	T	0.13	11.0	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.38</b>	<b>34.6</b>	<b>C</b>	<b>-</b>	<b>0.21</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.18</b>	<b>19.3</b>	<b>B</b>
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>													
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.17	120.0+	F*
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Queens Plaza North	EB	T	0.50	22.3	C	T	0.44	11.1	B	T	0.70	9.4	A
		WB	1.16	120.0+	F*	T	0.65	14.5	B	T	0.86	41.7	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.84</b>	<b>81.0</b>	<b>F</b>	<b>-</b>	<b>1.01</b>	<b>77.9</b>	<b>E</b>
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>													
Northern Boulevard	NB	LTR	0.38	25.6	C	LTR	0.38	19.3	B	LTR	0.93	55.9	E
	SB	LT	0.97	73.7	E	LT	0.48	28.4	C	LT	1.04	120.0+	F*
		R	1.11	96.8	F	R	0.96	32.5	C	R	0.97	34.9	C
Queens Plaza North	EB	L	0.83	45.6	D	L	0.94	50.3	D	L	1.08	84.4	F
41st Avenue	WB	LTR	0.04	40.4	D	LTR	0.06	30.2	C	LTR	0.04	40.5	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.79</b>	<b>69.4</b>	<b>E</b>	<b>-</b>	<b>0.68</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>74.8</b>	<b>E</b>
<b>QUEENS PLAZA SOUTH</b>													
<b>7 Queens Plaza South &amp; 27th Street</b>													
Queens Plaza South	EB	T	0.83	22.0	C	T	0.63	15.3	B	T	0.84	22.3	C
		R	0.98	47.8	D	R	0.69	19.2	B	R	0.75	22.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.98</b>	<b>31.8</b>	<b>C</b>	<b>-</b>	<b>0.69</b>	<b>16.7</b>	<b>B</b>	<b>-</b>	<b>0.84</b>	<b>22.4</b>	<b>C</b>
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>													
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>													
Jackson Avenue	NB	TR	0.59	31.4	C	TR	0.56	31.3	C	TR	0.56	26.2	C
Northern Boulevard	SB	TR	0.70	35.1	D	TR	0.51	30.8	C	TR	0.48	24.4	C
Queens Boulevard	EB	T	0.60	12.2	B	T	0.52	10.7	B	T	0.79	22.4	C
		WB	1.20+	120.0+	F*	TR	0.63	12.2	B	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.02</b>	<b>95.5</b>	<b>F</b>	<b>-</b>	<b>0.60</b>	<b>18.4</b>	<b>B</b>	<b>-</b>	<b>0.95</b>	<b>108.3</b>	<b>F</b>
<b>5 Queens Boulevard &amp; Skillman Avenue</b>													
Skillman Avenue	NB	L	0.85	120.0+	F*	L	0.36	35.5	D	L	0.52	75.9	E
	SB	TR	0.36	47.2	D	TR	0.41	33.4	C	TR	0.78	65.0	E
	SB	LTR	1.06	120.0+	F*	LTR	0.42	32.6	C	LTR	1.01	104.2	F
Queens Boulevard	EB	LTR	1.14	120.0+	F*	LTR	0.65	10.8	B	LTR	1.07	120.0+	F*
		WB	0.98	100.4	F	LTR	0.57	15.7	B	LTR	0.88	54.4	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.11</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.56</b>	<b>17.3</b>	<b>B</b>	<b>-</b>	<b>0.97</b>	<b>91.4</b>	<b>F</b>
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>													
Van Dam Street	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.17	120.0+	F*
		TR	1.14	120.0+	F*	TR	1.00	82.0	F	TR	1.05	107.0	F
Queens Boulevard (to Queens Boulevard)	EB	T	1.11	120.0+	F*	T	0.56	28.5	C	T	1.12	111.4	F
Queens Boulevard (to Van Dam Street)		T	1.09	120.0+	F*	T	0.79	52.5	D	T	0.95	84.8	F
Queens Boulevard (to Thomson Avenue WB)		R	0.06	47.5	D	R	0.09	36.1	D	R	0.13	48.1	D
Thomson Avenue	EB	T	0.28	14.9	B	T	0.71	24.0	C	T	1.17	113.6	D
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.18	120.0+	F*
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.97	53.6	D	L	0.58	44.1	D	L	0.45	48.5	A
Queens Boulevard (to Viaduct)		TR	0.45	2.4	A	TR	0.39	1.9	A	TR	0.34	1.8	F
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.20+</b>	<b>101.6</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>65.7</b>	<b>E</b>	<b>-</b>	<b>1.18</b>	<b>100.0</b>	<b>F</b>
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>													
Queensboro Bridge Upper Level Off Ramp	SB	L	(Not in Operation during AM)			L	0.71	19.2	B	L	1.13	112.7	F
Thomson Avenue	EB	T	-	-	-	T	0.81	44.5	D	T	0.98	76.5	E
		WB	-	-	-	T	0.62	37.3	D	T	0.56	47.3	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.75</b>	<b>30.1</b>	<b>C</b>	<b>-</b>	<b>1.08</b>	<b>94.3</b>	<b>F</b>
<b>4 Thomson Avenue &amp; Skillman Avenue</b>													
Skillman Avenue	NB	DefL	1.08	120.0+	F*	DefL	0.66	49.1	D	DefL	0.99	119.6	F
		TR	0.46	54.2	D	TR	0.54	42.2	D	TR	0.59	58.9	E
	SB	LT	1.07	120.0+	F*	LTR	0.58	44.3	D	LTR	0.86	80.7	F
		R	0.85	79.5	E	-	-	-	-	-	-	-	-
Thomson Avenue	EB	LTR	0.70	9.1	A	LTR	1.12	85.6	F	LTR	1.18	115.2	F
		WB	1.15	91.8	F	LTR	0.58	11.9	B	LTR	0.68	13.8	B
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.12</b>	<b>77.7</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>55.3</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>81.6</b>	<b>F</b>

**TABLE B - 6**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2014 NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (1:00 - 2:00 PM)				PM (5:00 - 6:00 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>OTHER INTERSECTIONS</b>													
<b>8 Jackson Avenue &amp; 44th Drive</b>													
Jackson Avenue	NB	L	0.27	36.2	D	L	0.12	6.0	A	L	0.28	25.5	C
		TR	0.99	66.5	E	TR	0.73	13.5	B	TR	0.62	28.2	C
	SB	L	0.91	21.2	C	L	0.65	8.9	A	L	0.59	11.7	B
		TR	0.52	2.3	A	TR	0.43	2.9	A	TR	0.52	8.9	A
44th Drive	EB	LTR	0.78	47.9	D	LTR	0.77	53.6	D	LTR	0.65	38.0	D
	WB	LTR	1.20+	120.0+	F*	LTR	0.80	53.5	D	LTR	0.89	53.7	D
	<b>Overall Intersection</b>	-	<b>1.07</b>	<b>61.3</b>	<b>E</b>	-	<b>0.77</b>	<b>22.8</b>	<b>C</b>	-	<b>0.79</b>	<b>28.1</b>	<b>C</b>
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>													
Northern Boulevard	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.19	120.0+	F*
	NB	T	0.38	6.6	A	T	0.41	6.9	A	T	0.60	8.9	A
	WB	TR	0.94	34.3	C	TR	0.49	7.7	A	TR	0.65	9.7	A
31st Street	SB	LTR	1.12	120.0+	F*	LTR	0.55	44.1	D	LT	1.11	120.0+	F*
		-	-	-	-	-	-	-	-	R	0.32	41.5	D
	<b>Overall Intersection</b>	-	<b>1.20</b>	<b>69.3</b>	<b>E</b>	-	<b>0.87</b>	<b>57.0</b>	<b>E</b>	-	<b>0.78</b>	<b>30.3</b>	<b>C</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).



**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<b>INTERSECTION &amp; APPROACH</b>		<b>Midday (12:00 PM - 1:00 PM)</b>				
		<b>Mvt.</b>	<b>V/C</b>	<b>Delay</b>	<b>LOS</b>	
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>						
<b>1</b>	<b>F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>					
	F. D. R. Drive Service Road	NB	L	0.85	26.1	C
			TR	0.12	5.7	A
		SB	LTR	0.56	19.2	B
	34th Street	EB	LT	0.71	38.0	D
			R	0.48	18.0	B
	Parking Lot Driveway	WB	LTR	0.13	26.0	C
	<b>Overall Intersection</b>	-		<b>0.75</b>	<b>22.7</b>	<b>C</b>
<b>2</b>	<b>F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>					
	F. D. R. Drive Service Road	NB	L	0.15	9.5	A
			T	0.39	5.5	A
		SB	TR	0.52	22.3	C
	35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C
	<b>Overall Intersection</b>	-		<b>0.31</b>	<b>15.6</b>	<b>B</b>
<b>3</b>	<b>F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNIGNALIZED INTERSECTION)</b>					
	East 36th Street	EB	R	-	11.6	B
	<b>Overall Intersection</b>	-		-	<b>11.6</b>	<b>B</b>
<b>4</b>	<b>F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>					
	F. D. R. Drive Service Road	SB	TR	0.49	8.8	A
	<b>Overall Intersection</b>	-		<b>0.49</b>	<b>8.8</b>	<b>A</b>
<b>5</b>	<b>F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNIGNALIZED INTERSECTION)</b>					
	East 38th Street	EB	R	-	12.3	B
	<b>Overall Intersection</b>	-		-	<b>12.3</b>	<b>B</b>
<b>FIRST AVENUE CORRIDOR</b>						
<b>7</b>	<b>FIRST AVENUE &amp; 30TH STREET</b>					
	First Avenue	NB	TR	0.50	10.7	B
	30th Street	EB	L	0.42	24.6	C
			T	0.27	22.7	C
	<b>Overall Intersection</b>	-		<b>0.47</b>	<b>13.4</b>	<b>B</b>
<b>8</b>	<b>FIRST AVENUE &amp; 33RD STREET</b>					
	First Avenue	NB	LTR	0.76	11.7	B
	33rd Street	WB	TR	0.08	18.9	B
	<b>Overall Intersection</b>	-		<b>0.49</b>	<b>11.8</b>	<b>B</b>
<b>9</b>	<b>FIRST AVENUE &amp; 34TH STREET</b>					
	First Avenue	NB	LTR	0.61	16.3	B
	34th Street	EB	LT	0.99	54.5	D
		WB	TR	0.54	29.7	C
	<b>Overall Intersection</b>	-		<b>0.79</b>	<b>29.3</b>	<b>C</b>
<b>10</b>	<b>FIRST AVENUE &amp; 35TH STREET</b>					
	First Avenue	NB	LT	0.40	7.4	A
	35th Street	WB	TR	0.23	20.3	C
	<b>Overall Intersection</b>	-		<b>0.34</b>	<b>8.9</b>	<b>A</b>
<b>11</b>	<b>FIRST AVENUE &amp; 36TH STREET</b>					
	First Avenue	NB	TR	0.42	7.5	A
	36th Street	EB	LT	0.23	20.4	C
	<b>Overall Intersection</b>	-		<b>0.35</b>	<b>8.9</b>	<b>A</b>
<b>12</b>	<b>FIRST AVENUE &amp; 37TH STREET</b>					
	First Avenue	NB	LT	0.44	7.7	A
	37th Street	WB	TR	0.26	20.6	C
	<b>Overall Intersection</b>	-		<b>0.37</b>	<b>9.5</b>	<b>A</b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>			
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>					
First Avenue	NB	TR	0.42	7.5	A
38th Street	EB	L	0.65	31.2	C
		LT	0.23	20.8	C
	WB	R	0.09	19.1	B
<b>Overall Intersection</b>		-	<b>0.51</b>	<b>11.7</b>	<b>B</b>
<b>14 FIRST AVENUE &amp; 39TH STREET</b>					
First Avenue	NB	LT	0.51	8.2	A
<b>Overall Intersection</b>		-	<b>0.51</b>	<b>8.2</b>	<b>A</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>					
First Avenue	NB	T	0.57	8.9	A
40th Street	EB	L	0.25	20.5	C
<b>Overall Intersection</b>		-	<b>0.44</b>	<b>10.3</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>					
41st Street	WB	R	-	11.7	B
<b>Overall Intersection</b>		-	-	<b>11.7</b>	<b>B</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>					
First Avenue (left)	NB	LT	0.29	13.1	B
First Avenue (right)		T	0.36	14.4	B
		R	0.11	11.7	B
42nd Street	EB	DefL	1.04	90.2	F
		T	0.99	65.9	E
	WB	TR	0.40	22.3	C
		R	0.49	27.3	C
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>39.8</b>	<b>D</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>					
First Avenue	NB	T	0.25	6.5	A
44th Street	EB	L	0.74	39.6	D
<b>Overall Intersection</b>		-	<b>0.44</b>	<b>12.5</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>					
First Avenue	NB	LT	0.34	7.0	A
<b>Overall Intersection</b>		-	<b>0.34</b>	<b>7.0</b>	<b>A</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>					
First Avenue	NB	T	0.34	7.1	A
46th Street	EB	L	0.44	23.5	C
<b>Overall Intersection</b>		-	<b>0.38</b>	<b>10.9</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>					
First Avenue	NB	LT	0.29	6.7	A
<b>Overall Intersection</b>		-	<b>0.29</b>	<b>6.7</b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>					
48th Street	EB	L	-	18.0	C
<b>Overall Intersection</b>		-	-	<b>18.0</b>	<b>C</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>					
First Avenue (left)	NB	LT	0.66	13.2	B
First Avenue (tunnel)		T	0.57	9.2	A
First Avenue (right)		T	0.45	8.9	A
49th Street	WB	T	0.61	28.7	C
		R	0.27	22.2	C
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>12.8</b>	<b>B</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>					
First Avenue	NB	TR	0.54	8.4	A
52nd Street	EB	LT	0.61	29.7	C
	WB	R	0.10	19.2	B
<b>Overall Intersection</b>		-	<b>0.57</b>	<b>11.0</b>	<b>B</b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<b>INTERSECTION &amp; APPROACH</b>		<b>Midday (12:00 PM - 1:00 PM)</b>			
		<b>Mvt.</b>	<b>V/C</b>	<b>Delay</b>	<b>LOS</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>					
First Avenue	NB	LT	0.60	9.0	A
53rd Street	WB	TR	0.54	24.2	C
<b>Overall Intersection</b>		-	<b>0.57</b>	<b>12.5</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>					
First Avenue	NB	LTR	0.84	25.7	C
57th Street	EB	DefL	0.66	42.7	D
		T	0.29	22.4	C
	WB	TR	1.05	84.8	F
<b>Overall Intersection</b>		-	<b>0.93</b>	<b>38.4</b>	<b>D</b>
<b>27 FIRST AVENUE &amp; 59TH STREET</b>					
First Avenue	NB	L	0.39	11.8	B
		LTR	0.56	11.5	B
59th Street	EB	LT	0.39	25.2	C
		WB	TR	0.21	21.4
<b>Overall Intersection</b>		-	<b>0.49</b>	<b>13.4</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>					
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>					
34th Street	EB	LT	0.87	25.1	C
		WB	TR	0.55	34.0
<b>Overall Intersection</b>		-	<b>0.82</b>	<b>27.9</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B
35th Street	WB	TR	0.38	20.8	C
<b>Overall Intersection</b>		-	<b>0.26</b>	<b>15.4</b>	<b>B</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.46	13.4	B
36th Street	EB	T	0.15	18.1	B
<b>Overall Intersection</b>		-	<b>0.33</b>	<b>14.3</b>	<b>B</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Approach Street	SB	TR	0.02	14.1	B
37th Street	WB	L	0.00	11.8	B
		LTR	0.21	13.4	B
<b>Overall Intersection</b>		-	<b>0.12</b>	<b>13.5</b>	<b>B</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B
38th Street	SB	LT	0.06	13.4	B
		EB	LTR	0.30	15.4
<b>Overall Intersection</b>		-	<b>0.18</b>	<b>15.1</b>	<b>B</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B
39th Street	WB	TR	0.06	13.3	B
		LT	0.67	26.3	C
<b>Overall Intersection</b>		-	<b>0.36</b>	<b>24.2</b>	<b>C</b>
<b>SECOND AVENUE CORRIDOR</b>					
<b>35 SECOND AVENUE &amp; 30TH STREET</b>					
Second Avenue	SB	LT	0.71	10.4	B
30th Street	EB	TR	0.69	33.4	C
<b>Overall Intersection</b>		-	<b>0.70</b>	<b>12.7</b>	<b>B</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>					
Second Avenue	SB	TR	0.72	10.5	B
33rd Street	WB	LT	0.17	20.2	C
<b>Overall Intersection</b>		-	<b>0.51</b>	<b>11.2</b>	<b>B</b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<b>INTERSECTION &amp; APPROACH</b>		<b>Midday (12:00 PM - 1:00 PM)</b>			
		<b>Mvt.</b>	<b>V/C</b>	<b>Delay</b>	<b>LOS</b>
<b>37 SECOND AVENUE &amp; 34TH STREET</b>					
Second Avenue	SB	L	0.72	25.4	C
		LTR	0.65	14.4	B
34th Street	EB	T	0.88	41.1	D
		R	0.68	43.4	D
	WB	DefL	0.43	35.9	D
		T	0.26	16.3	B
<b>Overall Intersection</b>		-	<b>0.81</b>	<b>22.2</b>	<b>C</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>					
Second Avenue	SB	TR	0.58	15.6	B
35th Street	EB	R	0.61	24.2	C
	WB	LT	0.21	17.5	B
<b>Overall Intersection</b>		-	<b>0.59</b>	<b>17.1</b>	<b>B</b>
<b>39 SECOND AVENUE &amp; 36TH STREET</b>					
Second Avenue	SB	L	0.09	7.0	A
		T	0.79	13.7	B
36th Street	EB	TR	0.87	32.7	C
<b>Overall Intersection</b>		-	<b>0.83</b>	<b>20.1</b>	<b>C</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>					
Second Avenue	SB	T	1.19	112.1	F
		R	0.27	7.7	A
37th Street	WB	LT	0.34	21.6	C
<b>Overall Intersection</b>		-	<b>0.86</b>	<b>97.8</b>	<b>F</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>					
Second Avenue	SB	LT	0.70	10.2	B
38th Street	EB	TR	0.69	29.0	C
<b>Overall Intersection</b>		-	<b>0.70</b>	<b>13.6</b>	<b>B</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>					
Second Avenue	SB	T	0.85	13.9	B
		R	0.56	13.2	B
39th Street	WB	LT	0.43	24.1	C
<b>Overall Intersection</b>		-	<b>0.69</b>	<b>14.6</b>	<b>B</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>					
Second Avenue	SB	L	0.09	6.2	A
		T	0.77	11.6	B
40th Street	EB	TR	0.88	44.2	D
<b>Overall Intersection</b>		-	<b>0.81</b>	<b>17.0</b>	<b>B</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>					
Second Avenue	SB	LTR	0.69	10.1	B
41st Street	EB	TR	0.50	27.9	C
<b>Overall Intersection</b>		-	<b>0.62</b>	<b>11.2</b>	<b>B</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>					
Second Avenue	SB	LTR	0.92	19.8	B
42nd Street	EB	TR	0.52	21.2	C
	WB	LT	0.39	19.5	B
<b>Overall Intersection</b>		-	<b>0.74</b>	<b>20.0</b>	<b>C</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>					
Second Avenue	SB	TR	0.76	11.1	B
43rd Street	WB	LT	0.49	26.3	C
<b>Overall Intersection</b>		-	<b>0.65</b>	<b>12.1</b>	<b>B</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>					
Second Avenue	SB	LT	0.68	7.3	A
44th Street	EB	TR	<u>0.68</u>	<u>36.4</u>	D
<b>Overall Intersection</b>		-	<b><u>0.68</u></b>	<b><u>9.7</u></b>	<b><u>A</u></b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<b>INTERSECTION &amp; APPROACH</b>		<b>Midday (12:00 PM - 1:00 PM)</b>			
		<b>Mvt.</b>	<b>V/C</b>	<b>Delay</b>	<b>LOS</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>					
Second Avenue	SB	TR	0.78	11.5	B
49th Street	WB	L	0.87	50.6	D
		LT	0.83	45.5	D
<b>Overall Intersection</b>		-	<b>0.82</b>	<b>17.8</b>	<b>B</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>					
Second Avenue	SB	LT	0.68	9.9	A
52nd Street	EB	TR	0.72	35.8	D
<b>Overall Intersection</b>		-	<b>0.69</b>	<b>12.3</b>	<b>B</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>					
Second Avenue	SB	TR	0.67	9.9	A
53rd Street	WB	LT	0.62	25.8	C
<b>Overall Intersection</b>		-	<b>0.65</b>	<b>13.6</b>	<b>B</b>
<b>51 SECOND AVENUE &amp; 57TH STREET</b>					
Second Avenue	SB	LTR	0.70	17.4	B
57th Street	EB	TR	1.07	89.2	F
	WB	LT	0.86	44.9	D
<b>Overall Intersection</b>		-	<b>0.85</b>	<b>38.1</b>	<b>D</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>					
57th Street	EB	L	0.49	14.2	B
		LT	0.78	15.2	B
	WB	TR	1.02	73.6	E
		R	1.03	83.2	F
<b>Overall Intersection</b>		-	<b>0.95</b>	<b>48.1</b>	<b>D</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>					
Second Avenue	SB	LT	0.83	13.0	B
59th Street	EB	TR	0.87	36.4	D
<b>Overall Intersection</b>		-	<b>0.85</b>	<b>19.3</b>	<b>B</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>					
Second Avenue	SB	L	0.73	25.5	C
		LT	0.84	23.3	C
Queensboro Bridge Ramp	WB	L	0.93	39.2	D
		T	0.56	19.2	B
<b>Overall Intersection</b>		-	<b>0.89</b>	<b>26.9</b>	<b>C</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>					
Second Avenue	SB	TR	0.95	29.6	C
60th Street	WB	LT	0.01	12.9	B
<b>Overall Intersection</b>		-	<b>0.46</b>	<b>29.6</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>					
Second Avenue	SB	TR	<u>1.08</u>	<u>67.7</u>	<u>E</u>
61st Street	WB	LT	0.71	23.0	C
<b>Overall Intersection</b>		-	<b><u>0.89</u></b>	<b><u>57.2</u></b>	<b><u>E</u></b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>					
Second Avenue	SB	TR	0.82	20.3	C
63rd Street	WB	L	0.95	50.5	D
		LT	0.86	28.6	C
<b>Overall Intersection</b>		-	<b>0.89</b>	<b>27.6</b>	<b>C</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>					
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.33	36.1	D
		LR	0.15	33.1	C
		R	0.46	13.3	B
34th Street	EB	T	0.42	4.6	A
	WB	T	0.89	46.3	D
<b>Overall Intersection</b>		-	<b>0.63</b>	<b>19.3</b>	<b>B</b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<b>INTERSECTION &amp; APPROACH</b>		<b>Midday (12:00 PM - 1:00 PM)</b>			
		<b>Mvt.</b>	<b>V/C</b>	<b>Delay</b>	<b>LOS</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C
		LTR	0.93	40.1	D
		R	0.19	12.1	B
35th Street	WB	LT	0.44	21.2	C
<b>Overall Intersection</b>		-	<b>0.71</b>	<b>29.3</b>	<b>C</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	T	0.25	7.9	A
37th Street	WB	TR	0.53	30.7	C
<b>Overall Intersection</b>		-	<b>0.34</b>	<b>15.8</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.37	16.1	B
38th Street	EB	LT	0.74	27.1	C
<b>Overall Intersection</b>		-	<b>0.56</b>	<b>20.5</b>	<b>C</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	LT	0.20	9.8	A
39th Street	WB	TR	0.45	23.3	C
<b>Overall Intersection</b>		-	<b>0.30</b>	<b>16.3</b>	<b>B</b>
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.16	9.4	A
40th Street	EB	LT	0.86	43.7	D
<b>Overall Intersection</b>		-	<b>0.43</b>	<b>27.9</b>	<b>C</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>					
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B
		LR	0.07	9.0	A
		R	0.04	8.8	A
41st Street	EB	T	0.17	20.0	C
	WB	T	0.13	19.6	B
<b>Overall Intersection</b>		-	<b>0.22</b>	<b>13.3</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>					
<b>64 THIRD AVENUE &amp; 34TH STREET</b>					
Third Avenue	NB	LTR	0.66	16.3	B
34th Street	EB	DefL	0.76	33.2	C
		T	0.51	18.3	B
	WB	TR	0.62	28.6	C
<b>Overall Intersection</b>		-	<b>0.72</b>	<b>20.5</b>	<b>C</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>					
Third Avenue	NB	LT	0.51	8.2	A
35th Street	WB	TR	0.53	24.5	C
<b>Overall Intersection</b>		-	<b>0.52</b>	<b>11.6</b>	<b>B</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>					
Third Avenue	NB	TR	0.51	10.8	B
		R	0.65	17.9	B
36th Street	EB	LT	0.68	28.0	C
<b>Overall Intersection</b>		-	<b>0.66</b>	<b>17.0</b>	<b>B</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>					
Third Avenue	NB	LT	0.52	14.4	B
37th Street	WB	T	0.54	18.7	B
		R	0.35	16.1	B
<b>Overall Intersection</b>		-	<b>0.53</b>	<b>15.8</b>	<b>B</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>					
Third Avenue	NB	T	0.57	8.9	A
		R	0.28	8.0	A
38th Street	EB	LT	0.67	27.9	C
<b>Overall Intersection</b>		-	<b>0.61</b>	<b>13.5</b>	<b>B</b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<u>INTERSECTION &amp; APPROACH</u>		<u>Midday (12:00 PM - 1:00 PM)</u>				
		<u>Mvt.</u>	<u>V/C</u>	<u>Delay</u>	<u>LOS</u>	
69	<b>THIRD AVENUE &amp; 39TH STREET</b>					
	Third Avenue	NB	LT	0.84	17.1	B
	39th Street	WB	TR	0.62	24.3	C
	<b>Overall Intersection</b>	-		<b>0.75</b>	<b>18.6</b>	<b>B</b>
70	<b>THIRD AVENUE &amp; 40TH STREET</b>					
	Third Avenue	NB	TR	0.62	13.4	B
	40th Street	EB	LT	0.54	21.7	C
	<b>Overall Intersection</b>	-		<b>0.58</b>	<b>14.8</b>	<b>B</b>
71	<b>THIRD AVENUE &amp; 41ST STREET</b>					
	Third Avenue	NB	TR	0.59	15.2	B
	41st Street	EB	L	0.36	17.3	B
			T	0.08	13.5	B
		WB	R	0.80	35.7	D
	<b>Overall Intersection</b>	-		<b>0.69</b>	<b>18.1</b>	<b>B</b>
72	<b>THIRD AVENUE &amp; 42ND STREET</b>					
	Third Avenue	NB	LTR	1.20+	120.0+	F*
	42nd Street	EB	L	0.82	40.2	D
			T	0.73	26.4	C
		WB	T	0.69	35.8	D
			R	0.99	103.9	F
	<b>Overall Intersection</b>	-		<b>1.06</b>	<b>102.5</b>	<b>F</b>
<b>OTHER 34TH STREET CORRIDOR</b>						
73	<b>LEXINGTON AVENUE &amp; 34TH STREET</b>					
	Lexington Avenue	SB	LT	0.93	23.3	C
			R	0.51	13.1	B
	34th Street	EB	TR	0.93	41.1	D
		WB	LT	1.17	118.4	F
	<b>Overall Intersection</b>	-		<b>1.03</b>	<b>44.8</b>	<b>D</b>
74	<b>PARK AVENUE &amp; 34TH STREET</b>					
	Park Avenue	NB	LTR	0.52	11.7	B
		SB	LTR	0.46	11.0	B
	34th Street	EB	LTR	0.60	22.6	C
		WB	LTR	0.76	26.6	C
	<b>Overall Intersection</b>	-		<b>0.59</b>	<b>19.4</b>	<b>B</b>
75	<b>MADISON AVENUE &amp; 34TH STREET</b>					
	Madison Avenue	NB	LTR	0.51	11.2	B
	34th Street	EB	T	0.46	20.2	C
		WB	TR	0.70	24.5	C
	<b>Overall Intersection</b>	-		<b>0.59</b>	<b>18.8</b>	<b>B</b>
77	<b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>					
	Sixth Avenue	NB	T	0.42	5.4	A
	Broadway	SB	T	0.82	41.6	D
	34th Street	EB	TR	1.19	120.0+	F*
		WB	TR	1.14	120.0+	F*
	<b>Overall Intersection</b>	-		<b>0.68</b>	<b>87.3</b>	<b>F</b>
78	<b>SEVENTH AVENUE &amp; 34TH STREET</b>					
	Seventh Avenue	SB	LTR	0.77	16.0	B
	34th Street	EB	TR	1.20+	120.0+	F*
		WB	LT	1.20+	120.0+	F*
	<b>Overall Intersection</b>	-		<b>0.99</b>	<b>97.1</b>	<b>F</b>
79	<b>EIGHTH AVENUE &amp; 34TH STREET</b>					
	Eighth Avenue	NB	LTR	0.95	35.2	D
	34th Street	EB	LT	1.20+	120.0+	F*
			-	-	-	-
		WB	TR	1.10	87.6	F
	<b>Overall Intersection</b>	-		<b>1.17</b>	<b>99.9</b>	<b>F</b>

**TABLE B - 7**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY NO BUILD TRAFFIC LEVELS OF SERVICE**

<b>INTERSECTION &amp; APPROACH</b>		<b>Midday (12:00 PM - 1:00 PM)</b>				
		<b>Mvt.</b>	<b>V/C</b>	<b>Delay</b>	<b>LOS</b>	
<b>OTHER 42ND STREET CORRIDOR</b>						
80	<b>LEXINGTON AVENUE &amp; 42ND STREET</b>					
	Lexington Avenue	SB	LTR	1.00	37.3	D
	42nd Street	EB	TR	1.11	115.2	F
		WB	LT	0.54	21.5	C
	<b>Overall Intersection</b>	-		<b>1.05</b>	<b>58.0</b>	<b>E</b>
81	<b>PARK AVENUE &amp; 42ND STREET</b>					
	Park Avenue	NB	LR	0.62	40.6	D
			R	0.73	38.8	D
	42nd Street	EB	TR	0.55	13.8	B
		WB	LT	1.07	71.0	E
	<b>Overall Intersection</b>	-		<b>0.94</b>	<b>43.6</b>	<b>D</b>
82	<b>VANDERBILT AVENUE &amp; 42ND STREET</b>					
	42nd Street	EB	LT	0.70	22.2	C
		WB	TR	1.11	88.0	F
	<b>Overall Intersection</b>	-		<b>1.11</b>	<b>58.2</b>	<b>E</b>
83	<b>MADISON AVENUE &amp; 42ND STREET</b>					
	Madison Avenue	NB	LTR	0.59	12.3	B
	42nd Street	EB	LT	0.96	48.4	D
		WB	T	0.66	24.5	C
			R	0.35	23.1	C
	<b>Overall Intersection</b>	-		<b>0.76</b>	<b>26.7</b>	<b>C</b>
85	<b>SIXTH AVENUE &amp; 42nd STREET</b>					
	Sixth Avenue	NB	LT	0.73	18.4	B
			R	0.49	17.7	B
	42nd Street	EB	LT	0.94	46.4	D
		WB	T	0.47	20.5	C
			R	0.53	25.9	C
	<b>Overall Intersection</b>	-		<b>0.83</b>	<b>24.5</b>	<b>C</b>
86	<b>BROADWAY &amp; 42nd STREET</b>					
	Broadway	SB	LTR	0.52	14.9	B
	42nd Street	EB	T	0.56	23.7	C
			R	0.09	18.1	B
		WB	DefL	0.55	22.5	C
			T	0.85	36.3	D
	<b>Overall Intersection</b>	-		<b>0.68</b>	<b>22.7</b>	<b>C</b>
87	<b>SEVENTH AVENUE &amp; 42nd STREET</b>					
	Seventh Avenue	SB	LTR	0.54	10.6	B
	42nd Street	EB	TR	0.74	27.8	C
		WB	LT	0.42	20.7	C
	<b>Overall Intersection</b>	-		<b>0.63</b>	<b>17.3</b>	<b>B</b>
88	<b>EIGHTH AVENUE &amp; 42nd STREET</b>					
	Eighth Avenue	NB	L	0.02	14.0	B
			LTR	0.86	24.4	C
	42nd Street	EB	DefL	0.74	25.1	C
			T	0.45	14.6	B
		WB	TR	0.39	25.8	C
	<b>Overall Intersection</b>	-		<b>0.78</b>	<b>23.2</b>	<b>C</b>
89	<b>NINTH AVENUE &amp; 42nd STREET</b>					
	Ninth Avenue	SB	LTR	0.57	18.7	B
	42nd Street	EB	TR	0.95	48.0	D
		WB	DefL	0.75	32.8	C
			T	0.99	61.8	E
	<b>Overall Intersection</b>	-		<b>0.80</b>	<b>32.8</b>	<b>C</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).



**TABLE B - 8**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2007 NO BUILD TRAFFIC LEVELS OF SERVICE SATURDAY MIDDAY**

INTERSECTION & APPROACH	Midday (1:00 - 2:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>QUEENS PLAZA NORTH</b>					
<b>6 Queens Plaza North &amp; Crescent Street</b>					
Crescent Street	SB	T	0.92	61.0	E
		R	0.11	33.2	C
Queens Plaza North (Service Road)	WB	L	0.05	1.2	A
		T	0.21	1.6	A
Queens Plaza North (Mainline)	WB	T	0.96	14.6	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>24.2</b>	<b>C</b>
<b>1 Queens Plaza North &amp; 28th Street</b>					
28th Street	SB	R	0.16	30.3	C
Queens Plaza North	WB	T	0.13	14.8	B
<b>Overall Intersection</b>	-		<b>0.14</b>	<b>18.5</b>	<b>B</b>
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>					
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*
		LTR	1.20+	120.0+	F*
Queens Plaza North	EB	T	0.41	4.2	A
	WB	T	0.75	19.6	B
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>110.1</b>	<b>F</b>
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>					
Northern Boulevard	NB	LTR	0.58	24.0	C
	SB	LT	0.49	29.0	C
		R	0.91	24.5	C
Queens Plaza North	EB	L	0.93	48.6	D
41st Avenue	WB	LTR	0.05	30.0	C
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>31.1</b>	<b>C</b>
<b>QUEENS PLAZA SOUTH</b>					
<b>7 Queens Plaza South &amp; 27th Street</b>					
Queens Plaza South	EB	T	0.51	13.0	B
		R	0.47	13.5	B
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>13.2</b>	<b>B</b>
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>					
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>					
Jackson Avenue	NB	TR	0.40	26.1	C
Northern Boulevard	SB	TR	0.34	25.6	C
Queens Boulevard	EB	T	0.45	9.8	A
	WB	TR	0.64	12.3	B
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>15.4</b>	<b>B</b>
<b>5 Queens Boulevard &amp; Skillman Avenue</b>					
Skillman Avenue	NB	L	0.20	32.4	C
		TR	0.27	30.5	C
	SB	LTR	0.27	30.2	C
Queens Boulevard	EB	TR	0.78	14.2	B
	WB	TR	0.57	15.6	B
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>16.8</b>	<b>B</b>
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>					
Van Dam Street	NB	L	1.13	120.0+	F*
		TR	0.95	69.0	E
Queens Boulevard (to Queens Boulevard)	EB	T	0.52	27.4	C
Queens Boulevard (to Van Dam Street)		T	0.94	70.1	E
Queens Boulevard (to Thomson Avenue WB)		R	0.03	35.0	C
Thomson Avenue	EB	T	0.59	20.6	C
		R	1.06	83.3	F
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.92	75.2	E
Queens Boulevard (to Viaduct)		TR	0.31	1.6	A
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>59.0</b>	<b>E</b>
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>					
Queensboro Bridge Upper Level Off Ramp	SB	L	0.80	22.1	C
Thomson Avenue	EB	T	0.42	33.8	C
	WB	T	0.29	28.9	C
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>25.0</b>	<b>C</b>
<b>4 Thomson Avenue &amp; Skillman Avenue</b>					
Skillman Avenue	NB	DefL	0.66	49.9	D
		TR	0.18	33.4	C
	SB	LTR	0.39	39.5	D
Thomson Avenue	EB	LTR	1.06	64.1	E
	WB	LTR	0.52	4.6	A
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>40.8</b>	<b>D</b>

**TABLE B - 8**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2007 NO BUILD TRAFFIC LEVELS OF SERVICE SATURDAY MIDDAY**

INTERSECTION & APPROACH	Midday (1:00 - 2:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER INTERSECTIONS</b>					
<b>8 Jackson Avenue &amp; 44th Drive</b>					
Jackson Avenue	NB	L	0.07	5.6	A
		TR	0.64	10.9	B
	SB	L	0.38	3.6	A
		TR	0.40	2.7	A
44th Drive	EB	LTR	0.37	38.4	D
	WB	LTR	0.82	55.9	E
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>19.1</b>	<b>B</b>
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>					
Northern Boulevard	NB	LT	0.98	103.4	F
	NB	T	0.49	7.6	A
	WB	TR	0.51	7.9	A
31st Street	SB	LTR	0.43	41.8	D
	<b>Overall Intersection</b>	-	<b>0.62</b>	<b>16.0</b>	<b>B</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 9  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>													
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.14	111.3	F	L	1.20+	120.0+	F*
		TR	1.20+	120.0+	F*	TR	0.71	21.5	C	LTR	1.20+	120.0+	F*
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
34th Street	EB	-	-	-	-	-	-	-	-	L	1.11	120.0+	F*
		LT	1.05	95.2	F	LT	1.02	84.6	F	LT	1.02	120.0+	F*
		R	1.05	71.5	E	R	1.15	107.6	F	R	1.19	120.0+	F*
Parking Lot Driveway	WB	LTR	0.29	28.3	C	LTR	0.07	25.2	C	LTR	0.37	30.4	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.19</b>	<b>111.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	0.42	21.9	C	L	0.72	29.4	C
		T	0.82	20.5	C	T	0.37	5.3	A	T	0.49	6.4	A
	SB	TR	1.20+	120.0+	F*	TR	1.16	112.0	F	TR	1.20+	120.0+	F*
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.03	29.2	C	LTR	0.01	28.9	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.63</b>	<b>76.9</b>	<b>E</b>	-	<b>0.80</b>	<b>94.6</b>	<b>F</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 36th Street	EB	R	-	120.0+	F*	R	-	16.9	C	R	-	97.0	F
<b>Overall Intersection</b>	-	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>16.9</b>	<b>C</b>	-	-	<b>97.0</b>	<b>F</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>													
F. D. R. Drive Service Road	SB	TR	1.19	107.9	F	TR	0.77	14.0	B	TR	0.89	19.3	B
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>107.9</b>	<b>F</b>	-	<b>0.77</b>	<b>14.0</b>	<b>B</b>	-	<b>0.89</b>	<b>19.3</b>	<b>B</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 38th Street	EB	R	-	120.0+	F*	R	-	23.2	C	R	-	30.3	D
<b>Overall Intersection</b>	-	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>23.2</b>	<b>C</b>	-	-	<b>30.3</b>	<b>D</b>
<b>FIRST AVENUE CORRIDOR</b>													
<b>7 FIRST AVENUE &amp; 30TH STREET</b>													
First Avenue	NB	TR	0.91	22.7	C	TR	0.50	10.7	B	TR	0.70	13.0	B
30th Street	EB	L	0.86	40.2	D	L	0.91	48.4	D	L	1.20+	120.0+	F*
		T	0.03	18.3	B	T	0.09	20.3	C	T	0.01	19.4	B
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>26.3</b>	<b>C</b>	-	<b>0.66</b>	<b>20.4</b>	<b>C</b>	-	<b>0.96</b>	<b>64.2</b>	<b>E</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>													
First Avenue	NB	LTR	1.10	72.1	E	LTR	0.88	15.5	B	LTR	1.03	42.7	D
33rd Street	WB	TR	0.03	18.3	B	TR	0.06	18.7	B	TR	0.02	18.3	B
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>71.9</b>	<b>E</b>	-	<b>0.56</b>	<b>15.6</b>	<b>B</b>	-	<b>0.63</b>	<b>42.6</b>	<b>D</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>													
First Avenue	NB	-	-	-	-	L	0.42	19.7	B	-	-	-	-
34th Street		LTR	0.95	28.6	C	TR	0.87	23.5	C	LTR	1.20+	120.0+	F*
	EB	-	-	-	-	DefL	0.56	26.0	C	DefL	1.09	115.0	F
		LT	1.03	62.4	E	T	0.90	37.2	D	T	1.20+	120.0+	F*
	WB	TR	0.96	51.6	D	TR	0.82	36.6	D	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>42.3</b>	<b>D</b>	-	<b>0.89</b>	<b>29.8</b>	<b>C</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>													
First Avenue	NB	LT	0.97	25.7	C	LT	0.46	7.8	A	LT	0.96	20.7	C
35th Street	WB	TR	1.20+	120.0+	F*	TR	0.75	30.6	C	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>109.2</b>	<b>F</b>	-	<b>0.57</b>	<b>14.0</b>	<b>B</b>	-	<b>1.19</b>	<b>61.1</b>	<b>E</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>													
First Avenue	NB	TR	1.20+	120.0+	F*	TR	0.51	8.3	A	TR	1.20	113.7	F
36th Street	EB	LT	1.20+	120.0+	F*	LT	0.32	21.4	C	LT	0.15	19.4	B
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.44</b>	<b>10.0</b>	<b>B</b>	-	<b>0.79</b>	<b>110.2</b>	<b>F</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>													
First Avenue	NB	LT	1.14	88.6	F	LT	1.10	73.4	E	L	1.20+	120.0+	F*
		-	-	-	-	-	-	-	-	T	1.15	91.4	F
37th Street	WB	TR	0.89	55.6	E	TR	0.84	40.8	D	TR	1.01	80.1	F
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>85.0</b>	<b>F</b>	-	<b>0.99</b>	<b>67.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>													
First Avenue	NB	TR	0.67	9.9	A	TR	0.54	8.5	A	TR	0.75	11.0	B
38th Street	EB	-	-	-	-	L	0.88	47.2	D	-	-	-	-
		LT	0.81	32.9	C	LT	0.39	23.5	C	LT	1.03	69.6	E
	WB	R	0.72	32.5	C	R	0.72	36.5	D	R	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>17.6</b>	<b>B</b>	-	<b>0.67</b>	<b>18.2</b>	<b>B</b>	-	<b>0.97</b>	<b>40.3</b>	<b>D</b>

**TABLE B - 9**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>14 FIRST AVENUE &amp; 39TH STREET</b>													
First Avenue	NB	LTR	1.07	60.0	E	LTR	0.75	11.2	B	LTR	1.10	69.6	E
39th Street	WB	TR	0.22	20.9	C	TR	0.10	19.2	B	TR	0.23	21.1	C
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>59.0</b>	<b>E</b>	-	<b>0.49</b>	<b>11.3</b>	<b>B</b>	-	<b>0.76</b>	<b>68.4</b>	<b>E</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>													
First Avenue	NB	T	0.87	14.5	B	T	0.73	11.1	B	T	0.84	12.9	B
40th Street	EB	L	0.45	23.1	C	L	0.74	33.4	C	L	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>15.6</b>	<b>B</b>	-	<b>0.73</b>	<b>14.9</b>	<b>B</b>	-	<b>1.12</b>	<b>63.5</b>	<b>E</b>
<b>16 FIRST AVENUE &amp; 41ST STREET</b>													
<b>(UNSIGNALIZED INTERSECTION)</b>													
41st Street	WB	R	-	120.0+	F*	R	-	120.0+	F*	R	-	120.0+	F*
<b>Overall Intersection</b>	-		-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>													
First Avenue (left)	NB	LT	0.56	16.9	B	LT	0.42	14.6	B	LT	0.72	20.0	C
First Avenue (right)		T	0.73	25.1	C	T	0.85	33.6	C	T	1.08	75.0	E
		R	1.07	93.0	F	R	0.57	21.9	C	R	0.35	15.5	B
42nd Street	EB	DefL	1.05	95.4	F	DefL	0.99	68.7	E	DefL	0.98	67.2	E
		T	1.20+	120.0+	F*	T	1.05	79.5	E	T	1.20+	120.0+	F*
	WB	TR	1.15	112.5	F	TR	0.73	30.1	C	TR	0.60	25.6	C
		R	1.07	93.0	F	R	0.83	43.0	D	R	0.87	47.8	D
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>105.3</b>	<b>F</b>	-	<b>0.93</b>	<b>43.3</b>	<b>D</b>	-	<b>1.14</b>	<b>61.8</b>	<b>E</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>													
First Avenue	NB	T	1.09	<u>72.6</u>	E	T	0.43	7.6	A	T	0.57	8.7	A
44th Street	EB	L	0.45	23.7	C	L	0.82	46.8	D	L	0.37	22.3	C
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>65.6</b>	<b>E</b>	-	<b>0.59</b>	<b>12.7</b>	<b>B</b>	-	<b>0.49</b>	<b>10.3</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>													
First Avenue	NB	L	0.97	54.0	D	L	0.76	23.2	C	L	0.57	12.3	B
		T	1.12	81.1	F	T	0.50	8.2	A	T	0.72	10.6	B
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>76.7</b>	<b>E</b>	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>	-	<b>0.72</b>	<b>10.8</b>	<b>B</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>													
First Avenue	NB	T	0.58	9.0	A	T	0.41	7.5	A	T	0.57	8.7	A
46th Street	EB	L	0.90	48.2	D	L	0.38	22.0	C	L	0.40	21.9	C
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>17.0</b>	<b>B</b>	-	<b>0.40</b>	<b>10.5</b>	<b>B</b>	-	<b>0.50</b>	<b>11.6</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>													
First Avenue	NB	LT	1.04	51.3	D	LT	0.46	7.8	A	LT	<u>0.72</u>	<u>10.5</u>	<u>B</u>
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>51.3</b>	<b>D</b>	-	<b>0.46</b>	<b>7.8</b>	<b>A</b>	-	<b>0.72</b>	<b>10.5</b>	<b>B</b>
<b>22 FIRST AVENUE &amp; 48TH STREET</b>													
<b>(UNSIGNALIZED INTERSECTION)</b>													
48th Street	EB	L	-	7.7	A	L	-	17.8	C	L	-	12.8	B
<b>Overall Intersection</b>	-		-	<b>7.7</b>	<b>A</b>	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>12.8</b>	<b>B</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>													
First Avenue (left)	NB	LT	0.99	54.6	D	LT	1.07	71.8	E	LT	1.10	107.3	F
First Avenue (tunnel)		T	1.06	59.1	E	T	0.86	16.7	B	T	1.20+	120.0+	F*
First Avenue (right)		T	0.76	16.2	B	T	1.07	51.2	D	T	0.83	25.3	C
49th Street	WB	TR	1.07	78.1	E	TR	1.07	78.6	E	TR	1.00	58.7	E
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>56.7</b>	<b>E</b>	-	<b>1.07</b>	<b>49.5</b>	<b>D</b>	-	<b>1.12</b>	<b>100.8</b>	<b>F</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>													
First Avenue	NB	TR	0.96	20.6	C	TR	0.81	12.2	B	TR	1.16	101.7	F
52nd Street	EB	LT	0.69	33.5	C	LT	0.73	35.7	D	LT	0.79	37.4	D
	WB	R	0.19	20.5	C	R	0.25	21.4	C	R	0.27	21.7	C
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>21.5</b>	<b>C</b>	-	<b>0.78</b>	<b>14.6</b>	<b>B</b>	-	<b>1.00</b>	<b>93.1</b>	<b>F</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>													
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.18	6.6	A
		LT	1.15	89.5	F	LT	0.82	12.5	B	T	0.89	14.6	B
53rd Street	WB	TR	0.94	51.2	D	TR	0.67	27.5	C	TR	0.82	32.8	C
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>83.4</b>	<b>F</b>	-	<b>0.76</b>	<b>15.3</b>	<b>B</b>	-	<b>0.86</b>	<b>18.0</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>													
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.97	56.4	E
		LTR	1.08	71.4	E	LT	1.02	49.3	D	LTR	0.78	24.9	C
		-	-	-	-	R	0.23	19.2	B	-	-	-	-
57th Street	EB	DefL	0.59	28.4	C	DefL	0.46	29.1	C	DefL	0.73	56.6	E
		T	0.39	23.4	C	T	0.34	23.2	C	T	0.27	22.9	C
	WB	TR	0.31	21.2	C	TR	0.42	23.5	C	TR	0.86	37.8	D
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>61.0</b>	<b>E</b>	-	<b>0.76</b>	<b>43.5</b>	<b>D</b>	-	<b>0.92</b>	<b>32.4</b>	<b>C</b>

**TABLE B - 9  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>27 FIRST AVENUE &amp; 59TH STREET</b>													
First Avenue	NB	L	1.20+	120.0+	F*	L	0.66	22.6	C	L	0.71	22.8	C
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.80	15.5	B
59th Street	EB	DefL	0.42	27.3	C	DefL	0.38	25.5	C	DefL	0.50	29.8	C
		T	0.17	21.3	C	T	0.18	21.4	C	T	0.20	21.5	C
	WB	TR	0.48	24.9	C	TR	0.48	25.1	C	TR	0.59	27.0	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.95</b>	<b>112.7</b>	<b>F</b>	<b>-</b>	<b>0.72</b>	<b>18.9</b>	<b>B</b>	
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>													
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>													
34th Street	EB	L	0.44	15.4	B	DefL	1.00	120.0+	F*	-	-	-	-
		T	0.73	17.4	B	T	1.15	101.3	F	LT	0.65	15.2	B
	WB	T	1.00	110.0	F	TR	1.20+	120.0+	F*	TR	1.01	77.8	E
		R	0.37	34.3	C	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>44.5</b>	<b>D</b>	<b>-</b>	<b>1.16</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.99</b>	<b>35.1</b>	<b>D</b>	
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.22	10.8	B	-	-	-	-
35th Street	WB	TR	0.84	34.4	C	TR	0.69	27.1	C	TR	1.00	57.4	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>32.3</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>1.00</b>	<b>57.4</b>	<b>E</b>	
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.88	31.7	C	TR	0.51	14.2	B	TR	1.07	96.8	F
36th Street	EB	T	0.17	13.8	B	T	0.20	18.7	B	T	0.07	17.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.58</b>	<b>28.7</b>	<b>C</b>	<b>-</b>	<b>0.38</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>88.1</b>	<b>F</b>	
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.87	59.5	E	-	-	-	-	-	-	-	-
		T	0.97	57.0	E	-	-	-	-	-	-	-	-
	SB	R	0.04	14.3	B	TR	0.03	14.2	B	TR	0.49	33.2	C
37th Street	WB	TR	0.24	13.7	B	L	0.65	31.2	C	L	0.75	25.9	C
		-	-	-	-	LTR	0.79	32.3	C	LTR	0.92	49.8	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>43.0</b>	<b>D</b>	<b>-</b>	<b>0.43</b>	<b>31.3</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>35.1</b>	<b>D</b>	
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	1.00	66.9	E	TR	0.01	12.9	B	TR	0.02	13.0	B
	SB	LT	0.56	32.5	C	LT	0.09	13.7	B	LT	0.23	15.2	B
38th Street	EB	LTR	1.07	82.8	F	LTR	0.51	18.4	B	LTR	0.79	27.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>72.5</b>	<b>E</b>	<b>-</b>	<b>0.30</b>	<b>17.9</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>24.9</b>	<b>C</b>	
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.02	13.0	B	L	0.09	19.0	B
	SB	TR	0.34	19.5	B	TR	0.06	13.4	B	TR	0.62	37.4	D
39th Street	WB	LT	1.00	68.4	E	LT	0.71	26.0	C	LT	0.97	53.3	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>45.4</b>	<b>D</b>	<b>-</b>	<b>0.38</b>	<b>24.3</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>48.9</b>	<b>D</b>	
<b>SECOND AVENUE CORRIDOR</b>													
<b>35 SECOND AVENUE &amp; 30TH STREET</b>													
Second Avenue	SB	LT	1.16	98.2	F	LT	0.69	11.0	B	LT	0.94	19.1	B
30th Street	EB	T	0.76	40.1	D	T	0.40	23.0	C	T	0.95	56.9	E
		R	0.44	25.4	C	R	0.45	26.3	C	R	0.45	25.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>92.5</b>	<b>F</b>	<b>-</b>	<b>0.59</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.95</b>	<b>24.0</b>	<b>C</b>	
<b>36 SECOND AVENUE &amp; 33RD STREET</b>													
Second Avenue	SB	T	0.88	14.3	B	T	1.11	72.6	E	T	0.84	12.8	B
		R	0.72	24.9	C	R	0.52	13.7	B	R	0.24	7.5	A
33rd Street	WB	LT	0.88	49.9	D	L	0.66	35.4	D	LT	0.77	36.3	D
		-	-	-	-	T	0.29	22.4	C	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>18.2</b>	<b>B</b>	<b>-</b>	<b>0.93</b>	<b>66.3</b>	<b>E</b>	<b>-</b>	<b>0.81</b>	<b>15.2</b>	<b>B</b>	
<b>37 SECOND AVENUE &amp; 34TH STREET</b>													
Second Avenue	SB	L	1.06	79.1	E	L	0.89	44.2	D	L	1.20+	120.0+	F*
		LT	0.93	22.8	C	LT	0.82	18.0	B	LT	1.16	100.9	F
		R	0.99	66.8	E	R	0.66	26.5	C	R	1.20+	120.0+	F*
34th Street	EB	TR	0.93	44.8	D	T	1.19	120.0+	F*	T	1.05	74.1	E
		-	-	-	-	R	0.87	64.7	E	R	0.85	59.6	E
	WB	DefL	0.67	40.4	D	L	0.78	54.7	D	DefL	0.76	51.5	D
		T	0.49	19.5	B	T	0.76	28.2	C	T	0.43	16.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>35.0</b>	<b>C</b>	<b>-</b>	<b>1.03</b>	<b>46.9</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>100.8</b>	<b>F</b>	
<b>38 SECOND AVENUE &amp; 35TH STREET</b>													
Second Avenue	SB	T	1.18	110.8	F	T	0.63	16.5	B	T	1.11	81.5	F
		R	0.97	57.2	E	R	0.93	51.5	D	R	0.25	14.0	B
35th Street	EB	R	0.93	42.8	D	R	0.99	52.1	D	R	1.04	67.0	E
	WB	LT	0.83	48.8	D	LT	0.46	20.8	C	LT	0.30	18.6	B
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>90.3</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>30.6</b>	<b>C</b>	<b>-</b>	<b>1.08</b>	<b>72.9</b>	<b>E</b>	

**TABLE B - 9  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	0.83	19.3	B	L	1.09	78.0	E
		T	1.20+	120.0+	F*	T	0.67	11.5	B	T	0.82	16.7	B
36th Street	EB	TR	0.88	42.8	D	TR	0.96	42.9	D	TR	1.20+	120.0+	F*
	WB	L	0.99	55.9	E	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.88</b>	<b>23.1</b>	<b>C</b>	<b>-</b>	<b>1.17</b>	<b>100.6</b>	<b>F</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>													
Second Avenue	SB	T	1.03	110.5	F	T	0.95	19.8	B	T	1.12	86.1	F
		R	0.04	5.8	A	R	0.21	7.3	A	R	0.15	7.3	A
37th Street	WB	LT	0.74	30.6	C	LT	0.60	27.1	C	LT	0.53	29.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.90</b>	<b>96.5</b>	<b>F</b>	<b>-</b>	<b>0.81</b>	<b>20.4</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>79.1</b>	<b>E</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>													
Second Avenue	SB	L	0.38	19.8	B	-	-	-	-	L	0.20	13.6	B
		T	1.10	115.0	F	LT	0.81	12.4	B	T	1.16	102.8	F
38th Street	EB	TR	0.60	26.1	C	TR	0.77	32.0	C	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.86</b>	<b>96.8</b>	<b>F</b>	<b>-</b>	<b>0.80</b>	<b>16.0</b>	<b>B</b>	<b>-</b>	<b>1.19</b>	<b>109.4</b>	<b>F</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>													
Second Avenue	SB	T	0.93	22.5	C	T	1.12	80.3	F	T	1.20	117.0	F
		R	0.88	35.6	D	R	1.17	120.0+	F*	R	0.44	12.6	B
39th Street	WB	L	0.60	31.6	C	-	-	-	-	-	-	-	-
		T	0.47	23.3	C	LT	1.05	86.5	F	LT	0.82	47.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.80</b>	<b>24.3</b>	<b>C</b>	<b>-</b>	<b>1.12</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>104.9</b>	<b>F</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>													
Second Avenue	SB	-	-	-	-	L	0.65	24.3	C	-	-	-	-
		LT	1.01	40.1	D	T	1.15	103.3	F	LT	1.06	58.1	E
40th Street	EB	TR	0.99	66.8	E	TR	0.89	50.4	D	TR	1.15	111.7	F
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.01</b>	<b>43.7</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>94.3</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>70.3</b>	<b>E</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>													
Second Avenue	SB	LT	1.06	96.5	F	LTR	0.85	13.3	B	LT	1.16	95.3	F
		R	0.25	7.8	A	-	-	-	-	R	0.05	5.9	A
41st Street	EB	TR	0.46	26.0	C	TR	0.71	40.7	D	TR	0.76	44.2	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.81</b>	<b>90.5</b>	<b>F</b>	<b>-</b>	<b>0.79</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>1.01</b>	<b>91.5</b>	<b>F</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>													
Second Avenue	SB	LTR	1.06	56.3	E	LTR	1.07	61.8	E	LTR	0.93	23.5	C
42nd Street	EB	TR	0.97	45.7	D	TR	0.82	29.8	C	TR	1.20+	120.0+	F*
	WB	-	-	-	-	-	-	-	-	DefL	0.92	68.0	E
		LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.15</b>	<b>69.1</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>68.1</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>69.4</b>	<b>E</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>													
Second Avenue	SB	T	0.94	17.9	B	TR	1.07	58.2	E	T	1.16	97.9	F
		R	0.79	23.2	C	-	-	-	-	R	0.85	38.5	D
43rd Street	WB	LT	0.54	27.5	C	LT	0.45	25.4	C	LT	0.73	41.5	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.78</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.83</b>	<b>56.7</b>	<b>E</b>	<b>-</b>	<b>0.99</b>	<b>91.8</b>	<b>F</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>													
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-
		LT	0.94	14.2	B	LT	1.10	67.2	E	LT	1.20+	120.0+	F*
44th Street	EB	TR	0.66	34.3	C	TR	0.88	53.2	D	TR	0.88	49.7	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.84</b>	<b>15.5</b>	<b>B</b>	<b>-</b>	<b>1.02</b>	<b>66.0</b>	<b>E</b>	<b>-</b>	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>													
Second Avenue	SB	T	1.01	50.2	D	TR	0.85	13.5	B	T	0.85	15.0	B
		R	0.58	13.3	B	-	-	-	-	R	0.59	12.7	B
49th Street	WB	L	0.87	44.9	D	L	0.99	69.3	E	L	0.84	48.0	D
		LT	0.74	33.9	C	LT	1.03	75.8	E	LT	0.87	44.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.95</b>	<b>45.8</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>28.0</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>20.9</b>	<b>C</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>													
Second Avenue	SB	LT	0.97	22.1	C	LT	0.81	12.2	B	LT	0.93	17.6	B
52nd Street	EB	TR	0.91	53.7	D	TR	0.93	58.4	E	TR	0.98	61.7	E
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>0.95</b>	<b>25.1</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.95</b>	<b>24.8</b>	<b>C</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>													
Second Avenue	SB	T	1.01	37.9	D	TR	0.78	11.6	B	T	1.10	72.1	E
		R	0.54	16.3	B	-	-	-	-	R	0.44	13.9	B
53rd Street	WB	LT	1.03	67.5	E	LT	1.02	65.2	E	LT	1.04	73.1	E
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>1.02</b>	<b>41.9</b>	<b>D</b>	<b>-</b>	<b>0.87</b>	<b>23.7</b>	<b>C</b>	<b>-</b>	<b>1.08</b>	<b>69.3</b>	<b>E</b>

**TABLE B - 9  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>51 SECOND AVENUE &amp; 57TH STREET</b>													
Second Avenue	SB	LT	0.91	31.2	C	LTR	1.06	60.7	E	LTR	1.02	46.4	D
		R	0.53	25.5	C	-	-	-	-	-	-	-	-
57th Street	EB	T	1.02	87.4	F	T	1.09	91.5	F	TR	1.20+	120.0+	F*
		R	0.51	44.5	D	R	0.44	33.8	C	-	-	-	-
	WB	L	1.13	99.1	F	L	0.55	40.7	D	L	0.80	41.1	D
		LT	1.08	78.3	E	LT	0.34	18.9	B	LT	0.48	22.7	C
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>54.0</b>	<b>D</b>	-	<b>1.03</b>	<b>63.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>72.4</b>	<b>E</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET [Unsignalized in AM]</b>													
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-	R	-	-	-
57th Street	EB	L	-	-	-	L	1.02	58.6	E	DefL	1.08	79.8	E
		T	-	13.0	B	T	0.29	3.9	A	T	0.86	33.8	C
	WB	T	-	71.4	F	TR	1.20+	120.0+	F*	TR	0.96	42.3	D
<b>Overall Intersection</b>	-		-	<b>38.9</b>	<b>E</b>	-	<b>1.12</b>	<b>104.0</b>	<b>F</b>	-	<b>1.13</b>	<b>54.0</b>	<b>D</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>													
Second Avenue	SB	LT	1.09	64.2	E	LT	1.17	99.3	F	LT	1.16	100.0	F
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.09	81.8	F	TR	1.12	100.2	F
<b>Overall Intersection</b>	-		<b>1.18</b>	<b>119.3</b>	<b>F</b>	-	<b>1.13</b>	<b>93.8</b>	<b>F</b>	-	<b>1.14</b>	<b>100.0</b>	<b>F</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.17	120.0+	F*
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	T	1.19	120.0+	F*	T	1.09	86.1	F
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>													
Second Avenue	SB	T	0.91	50.7	D	TR	1.12	85.4	F	T	0.91	26.1	C
		R	0.15	13.8	B	-	-	-	-	R	0.48	20.0	C
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B	LT	0.01	12.9	B
<b>Overall Intersection</b>	-		<b>0.45</b>	<b>49.4</b>	<b>D</b>	-	<b>0.55</b>	<b>85.1</b>	<b>F</b>	-	<b>0.45</b>	<b>25.7</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>													
Second Avenue	SB	T	0.79	19.5	B	TR	1.20+	120.0+	F*	TR	1.17	117.6	F
		R	0.38	15.2	B	-	-	-	-	-	-	-	-
61st Street	WB	LT	1.14	100.3	F	LT	1.12	93.9	F	LT	0.99	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>42.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.09</b>	<b>118.8</b>	<b>F</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>													
Second Avenue	SB	T	0.71	17.6	B	TR	1.17	114.9	F	TR	0.95	32.4	C
		R	0.37	15.2	B	-	-	-	-	-	-	-	-
63rd Street	WB	L	1.11	101.6	F	L	1.10	92.4	F	L	1.14	112.0	F
		T	1.14	106.2	F	T	0.64	23.7	C	T	0.95	46.1	D
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>48.6</b>	<b>D</b>	-	<b>1.14</b>	<b>91.5</b>	<b>F</b>	-	<b>1.04</b>	<b>48.8</b>	<b>D</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.68	48.3	D	L	1.19	120.0+	F*
		R	0.51	14.1	B	R	0.19	9.8	A	R	1.20+	120.0+	F*
34th Street	EB	T	0.63	7.5	A	T	0.48	4.7	A	T	0.66	7.7	A
	WB	T	1.20+	120.0+	F*	T	0.74	29.8	C	T	0.92	55.1	E
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>64.9</b>	<b>E</b>	-	<b>0.52</b>	<b>17.5</b>	<b>B</b>	-	<b>1.11</b>	<b>63.8</b>	<b>E</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	56.7	E	L	0.96	45.5	D
		LTR	1.20+	120.0+	F*	LTR	0.99	50.7	D	LTR	1.17	119.4	F
		R	1.05	79.8	E	R	0.70	22.1	C	R	0.90	42.2	D
35th Street	WB	LT	1.16	118.7	F	LT	0.88	41.6	D	LT	0.60	25.2	C
<b>Overall Intersection</b>	-		<b>1.18</b>	<b>116.6</b>	<b>F</b>	-	<b>0.95</b>	<b>45.0</b>	<b>D</b>	-	<b>0.92</b>	<b>61.1</b>	<b>E</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	1.20+	120.0+	F*	T	0.29	8.2	A	T	0.41	9.3	A
37th Street	WB	TR	1.04	92.4	F	TR	0.47	29.4	C	TR	0.37	26.1	C
<b>Overall Intersection</b>	-		<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.34</b>	<b>14.3</b>	<b>B</b>	-	<b>0.40</b>	<b>12.6</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.39	16.3	B	TR	0.35	15.9	B	TR	0.46	17.2	B
38th Street	EB	LT	0.53	20.3	C	LT	0.92	44.3	D	LT	1.12	95.7	F
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>17.5</b>	<b>B</b>	-	<b>0.64</b>	<b>29.0</b>	<b>C</b>	-	<b>0.79</b>	<b>59.6</b>	<b>E</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.21	9.8	A	LT	0.27	10.3	B
39th Street	WB	TR	0.82	33.2	C	TR	0.69	28.5	C	TR	0.54	24.5	C
<b>Overall Intersection</b>	-		<b>0.48</b>	<b>24.0</b>	<b>C</b>	-	<b>0.40</b>	<b>20.5</b>	<b>C</b>	-	<b>0.38</b>	<b>16.9</b>	<b>B</b>

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2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.1	B	TR	0.16	9.4	A	T	0.15	9.4	A
		-	-	-	-	-	-	-	-	R	0.29	11.2	B
40th Street	EB	LT	0.67	32.0	C	LT	0.64	30.3	C	LT	1.11	98.2	F
<b>Overall Intersection</b>	-		<b>0.41</b>	<b>18.0</b>	<b>B</b>	-	<b>0.35</b>	<b>18.9</b>	<b>B</b>	-	<b>0.61</b>	<b>63.0</b>	<b>E</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.19	9.9	A	L	0.23	10.4	B
		LR	0.08	9.0	A	LR	0.05	8.8	A	LR	0.07	8.9	A
		R	0.04	8.8	A	R	0.04	8.8	A	R	0.06	8.9	A
41st Street	EB	T	0.25	21.1	C	T	0.32	22.3	C	T	0.35	22.8	C
	WB	T	0.20	20.4	C	T	0.13	19.6	B	T	0.03	18.4	B
<b>Overall Intersection</b>	-		<b>0.27</b>	<b>14.7</b>	<b>B</b>	-	<b>0.24</b>	<b>15.3</b>	<b>B</b>	-	<b>0.28</b>	<b>14.7</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.94	31.6	C	LTR	0.89	27.3	C	LTR	0.93	29.1	C
34th Street	EB	DefL	0.70	29.8	C	DefL	0.97	80.9	F	DefL	1.02	77.6	E
		T	0.94	45.4	D	T	1.11	92.3	F	T	1.02	63.3	E
	WB	TR	1.20+	120.0+	F*	TR	1.00	59.7	E	TR	1.05	80.8	F
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>77.1</b>	<b>E</b>	-	<b>1.16</b>	<b>49.3</b>	<b>D</b>	-	<b>0.98</b>	<b>47.1</b>	<b>D</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	1.20	120.0+	F*	LT	1.02	42.4	D	LT	1.12	80.1	F
35th Street	WB	TR	1.11	88.9	F	TR	1.20+	120.0+	F*	TR	0.99	57.7	E
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>119.9</b>	<b>F</b>	-	<b>1.16</b>	<b>89.8</b>	<b>F</b>	-	<b>1.07</b>	<b>76.0</b>	<b>E</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.84	16.9	B	TR	0.60	11.8	B	TR	0.57	11.4	B
		R	0.98	55.9	E	R	0.69	20.7	C	R	1.20+	120.0+	F*
36th Street	EB	LT	0.62	27.6	C	LT	0.63	26.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>24.0</b>	<b>C</b>	-	<b>0.67</b>	<b>16.9</b>	<b>B</b>	-	<b>1.20+</b>	<b>84.3</b>	<b>F</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	L	0.24	13.6	B	L	0.21	12.9	B	-	-	-	-
		T	0.87	22.1	C	T	0.68	16.8	B	LT	1.09	73.5	E
37th Street	WB	T	1.11	89.9	F	T	0.78	24.5	C	T	1.01	54.7	D
		R	1.08	94.0	F	R	0.48	17.9	B	R	0.48	19.3	B
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>49.8</b>	<b>D</b>	-	<b>0.73</b>	<b>19.4</b>	<b>B</b>	-	<b>1.05</b>	<b>60.2</b>	<b>E</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.87	15.0	B	T	0.79	12.3	B	T	1.01	40.9	D
		R	0.26	8.1	A	R	0.24	7.7	A	R	0.77	30.2	C
38th Street	EB	LT	0.75	32.9	C	LT	0.66	27.7	C	LT	1.13	103.1	F
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>17.6</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>	-	<b>1.06</b>	<b>58.0</b>	<b>E</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>													
Third Avenue	NB	L	0.43	13.3	B	L	0.65	26.7	C	L	0.65	32.6	C
		T	1.08	68.8	E	T	1.14	92.6	F	T	1.20	120.0+	F*
39th Street	WB	TR	1.03	64.7	E	TR	0.84	33.7	C	TR	0.83	35.7	D
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>64.9</b>	<b>E</b>	-	<b>1.01</b>	<b>76.1</b>	<b>E</b>	-	<b>1.02</b>	<b>100.3</b>	<b>F</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>													
Third Avenue	NB	T	0.86	18.5	B	T	1.13	85.8	F	T	1.20+	120.0+	F*
		R	0.92	81.0	F	R	0.52	22.8	C	R	0.62	32.5	C
40th Street	EB	LT	0.41	18.6	B	LT	0.70	27.5	C	LT	0.81	37.1	D
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>20.7</b>	<b>C</b>	-	<b>0.93</b>	<b>75.3</b>	<b>E</b>	-	<b>1.04</b>	<b>116.2</b>	<b>F</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>													
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
		R	0.45	29.4	C	R	0.42	22.5	C	R	0.19	21.0	C
41st Street	EB	LT	0.71	31.6	C	LT	0.62	25.2	C	LT	0.59	27.1	C
	WB	R	1.02	78.1	E	R	0.84	42.6	D	R	0.86	54.6	D
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>													
Third Avenue	NB	LT	1.12	82.6	F	LT	0.98	39.4	D	LT	1.13	99.1	F
		R	0.69	33.1	C	R	0.83	42.8	D	R	1.20+	120.0+	F*
42nd Street	EB	L	0.39	27.8	C	L	0.89	50.1	D	L	0.47	25.7	C
		T	1.20+	120.0+	F*	T	0.86	32.7	C	T	1.20+	120.0+	F*
	WB	T	1.20+	120.0+	F*	T	0.72	32.0	C	T	1.20+	120.0+	F*
		R	1.18	120.0+	F*	R	1.01	90.5	F	R	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>41.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>



**TABLE B - 9  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER 34TH STREET CORRIDOR</b>													
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>													
Lexington Avenue	SB	LT	0.77	23.4	C	LT	0.87	27.7	C	LT	0.76	15.5	B
		R	0.43	21.0	C	R	0.38	18.0	B	R	0.52	15.1	B
34th Street	EB	TR	0.70	19.7	B	TR	0.87	28.9	C	TR	1.07	77.4	E
		WB	0.96	40.1	D	LT	0.86	28.8	C	LT	0.90	42.4	D
<b>Overall Intersection</b>	<b>-</b>		<b>0.88</b>	<b>26.4</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>28.0</b>	<b>C</b>	<b>-</b>	<b>0.90</b>	<b>40.6</b>	<b>D</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>													
Park Avenue	NB	LTR	1.06	70.0	E	LTR	0.89	22.8	C	LTR	0.98	38.2	D
		SB	1.10	88.1	F	LTR	0.89	23.2	C	LTR	0.58	12.3	B
34th Street	EB	LT	0.60	23.3	C	LT	0.80	29.5	C	LT	0.84	31.9	C
		R	0.36	20.3	C	R	0.26	18.8	B	R	0.18	17.5	B
		WB	1.02	61.3	E	LTR	1.07	78.6	E	LT	0.60	23.1	C
		R	0.31	20.4	C	-	-	-	-	R	0.18	17.6	B
<b>Overall Intersection</b>	<b>-</b>		<b>1.07</b>	<b>59.7</b>	<b>E</b>	<b>-</b>	<b>0.97</b>	<b>36.1</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>26.5</b>	<b>C</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>													
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	0.71	18.2	B	LTR	0.75	15.3	B
34th Street	EB	DefL	0.57	28.1	C	-	-	-	-	-	-	-	-
		T	0.66	25.0	C	LT	0.57	18.9	B	LT	0.63	23.0	C
		WB	0.76	28.3	C	T	0.68	21.8	C	T	0.64	24.2	C
		R	0.54	27.0	C	R	0.31	17.2	B	R	0.24	18.3	B
<b>Overall Intersection</b>	<b>-</b>		<b>0.92</b>	<b>39.4</b>	<b>D</b>	<b>-</b>	<b>0.69</b>	<b>19.4</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>19.6</b>	<b>B</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>													
Sixth Avenue	NB	T	0.61	6.7	A	T	1.05	55.1	E	T	0.49	5.5	A
Broadway	SB	T	0.88	45.9	D	T	0.79	38.7	D	T	0.97	56.2	E
34th Street	EB	TR	1.17	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
		WB	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.19	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>0.89</b>	<b>79.5</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>104.3</b>	<b>F</b>	<b>-</b>	<b>0.81</b>	<b>88.1</b>	<b>F</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>													
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.86	20.3	C	LTR	1.00	39.0	D
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.08	80.9	F	TR	1.20+	120.0+	F*
		WB	1.20+	120.0+	F*	LT	1.12	96.9	F	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>1.13</b>	<b>99.0</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>													
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.10	83.6	F	LTR	1.12	92.8	F
34th Street	EB	LT	1.17	114.8	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
		-	-	-	-	-	-	-	-	-	-	-	-
		WB	1.20+	120.0+	F*	TR	0.84	29.9	C	TR	0.75	24.4	C
<b>Overall Intersection</b>	<b>-</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.16</b>	<b>90.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER 42ND STREET CORRIDOR</b>													
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>													
Lexington Avenue	SB	LTR	0.93	24.1	C	LTR	0.93	25.2	C	LTR	1.12	83.4	F
42nd Street	EB	TR	1.19	120.0+	F*	TR	1.02	61.7	E	TR	1.20+	120.0+	F*
		WB	1.14	104.0	F	LT	1.15	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>1.04</b>	<b>70.5</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>65.4</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>													
Park Avenue	NB	LR	0.15	20.1	C	LR	0.17	20.2	C	LR	0.21	20.8	C
		R	0.43	25.3	C	R	0.74	41.2	D	R	0.90	65.1	E
42nd Street	EB	TR	0.86	23.9	C	TR	0.77	19.7	B	TR	0.76	19.0	B
		WB	0.88	25.2	C	LT	0.88	25.1	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>0.70</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.82</b>	<b>24.1</b>	<b>C</b>	<b>-</b>	<b>1.10</b>	<b>73.8</b>	<b>E</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>													
42nd Street	EB	LT	0.89	32.1	C	LT	0.77	19.4	B	LT	1.19	120.0+	F*
		WB	1.03	58.0	E	TR	1.03	55.1	E	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>1.03</b>	<b>45.8</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>38.3</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>													
Madison Avenue	NB	LTR	1.10	80.8	F	LTR	0.84	22.5	C	LTR	1.05	59.0	E
42nd Street	EB	LT	1.08	78.8	E	LT	0.97	46.4	D	LT	0.84	32.4	C
		WB	1.16	106.9	F	T	0.69	22.1	C	T	0.95	44.2	D
		R	0.01	14.9	B	R	0.13	14.6	B	R	0.18	19.7	B
<b>Overall Intersection</b>	<b>-</b>		<b>1.13</b>	<b>88.9</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>1.01</b>	<b>48.7</b>	<b>D</b>
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>													
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.15	106.1	F	LT	1.12	82.6	F
		R	0.60	53.1	D	R	0.95	111.5	F	R	1.17	120.0+	F*
42nd Street	EB	LT	1.16	114.0	F	LT	1.12	97.9	F	LT	1.20+	120.0+	F*
		WB	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
		R	1.18	120.0+	F*	R	1.09	102.0	F	R	1.17	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>		<b>1.19</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>114.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**TABLE B - 9  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>86 BROADWAY &amp; 42nd STREET</b>													
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	0.98	36.6	D	LTR	1.20+	120.0+	F*
42nd Street	EB	T	1.02	68.0	E	T	0.69	27.0	C	T	0.59	27.4	C
		R	0.14	22.6	C	R	0.18	19.9	B	R	0.08	20.8	C
	WB	L	0.86	120.0+	F*	-	-	-	-	-	-	-	-
		T	1.20+	120.0+	F*	LT	1.08	80.1	F	LT	1.20	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>45.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>													
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.93	30.2	C	LTR	0.91	28.1	C
42nd Street	EB	T	0.74	27.9	C	TR	1.09	81.8	F	T	0.55	22.9	C
		R	0.71	33.2	C	-	-	-	-	R	1.20+	120.0+	F*
	WB	LT	0.72	27.8	C	LT	0.79	28.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>27.8</b>	<b>C</b>	-	<b>1.01</b>	<b>47.7</b>	<b>D</b>	-	<b>1.15</b>	<b>85.7</b>	<b>F</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>													
Eighth Avenue	NB	L	0.04	16.3	B	L	0.08	16.6	B	-	-	-	-
		LT	1.09	93.9	F	LT	1.02	51.3	D	LT	1.12	89.9	F
		R	1.00	87.4	F	R	0.80	43.1	D	R	1.18	120.0+	F*
42nd Street	EB	DefL	0.89	48.2	D	DefL	0.88	45.0	D	-	-	-	-
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
		WB	TR	1.20+	120.0+	F*	TR	1.07	87.0	F	TR	1.20+	120.0+
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>70.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>													
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.02	52.0	D	LTR	1.20+	120.0+	F*
42nd Street	EB	TR	1.10	90.5	F	TR	0.71	29.1	C	TR	1.20+	120.0+	F*
		WB	DefL	0.79	33.4	C	DefL	0.79	37.3	D	DefL	0.92	66.3
		T	1.20+	120.0+	F*	T	0.75	27.8	C	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>42.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**GARAGE ENTRANCE / EXIT LOCATIONS**

<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	R	-	16.1	C	R	-	12.1	B	R	-	13.3	B
<b>Overall Intersection</b>	-	-	-	<b>16.1</b>	<b>C</b>	-	-	<b>12.1</b>	<b>B</b>	-	-	<b>13.3</b>	<b>B</b>
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	LR	-	14.3	B	LR	-	11.7	B	LR	-	14.6	B
38th Street	EB	LT	-	7.8	A	LT	-	7.7	A	LT	-	8.3	A
<b>Overall Intersection</b>	-	-	-	<b>13.5</b>	<b>B</b>	-	-	<b>10.0</b>	<b>A</b>	-	-	<b>10.5</b>	<b>B</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 10**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (1:00 - 2:00 PM)				PM (5:00 - 6:00 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>QUEENS PLAZA NORTH</b>													
<b>6 Queens Plaza North &amp; Crescent Street</b>													
Crescent Street	SB	T	1.20+	120.0+	F*	T	0.83	50.7	D	T	1.15	120.0+	F*
		R	0.19	43.4	D	R	0.10	33.1	C	R	0.17	34.2	C
Queens Plaza North (Service Road)	WB	L	0.05	1.0	A	L	0.08	1.3	A	L	0.08	1.3	A
		T	0.44	2.6	A	T	0.36	2.3	A	T	0.41	2.6	A
Queens Plaza North (Mainline)	WB	T	1.20+	120.0+	F*	T	1.02	44.2	D	T	1.12	81.7	F
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.96</b>	<b>40.0</b>	<b>D</b>	-	<b>1.13</b>	<b>97.5</b>	<b>F</b>
<b>1 Queens Plaza North &amp; 28th Street</b>													
28th Street	SB	R	0.73	71.4	E	R	0.29	33.0	C	R	0.30	39.1	D
Queens Plaza North	WB	T	0.24	12.0	B	T	0.16	15.0	B	T	0.13	11.0	B
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>34.6</b>	<b>C</b>	-	<b>0.21</b>	<b>20.5</b>	<b>C</b>	-	<b>0.18</b>	<b>19.3</b>	<b>B</b>
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>													
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20	120.0+	F*
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Queens Plaza North	EB	T	0.54	23.3	C	T	0.45	11.2	B	T	0.71	9.5	A
	WB	T	1.20+	120.0+	F*	T	0.67	14.9	B	T	0.89	47.6	D
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.86</b>	<b>87.4</b>	<b>F</b>	-	<b>1.03</b>	<b>84.5</b>	<b>F</b>
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>													
Northern Boulevard	NB	LTR	0.38	25.6	C	LTR	0.38	19.3	B	LTR	0.93	55.9	E
	SB	LT	0.97	73.7	E	LT	0.48	28.4	C	LT	1.04	120.0+	F*
		R	1.17	120.0	F	R	0.99	38.3	D	R	1.00	42.1	D
Queens Plaza North	EB	L	0.89	50.5	D	L	0.95	51.9	D	L	1.09	90.0	F
41st Avenue	WB	LTR	0.04	40.4	D	LTR	0.06	30.2	C	LTR	0.04	40.5	D
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>80.7</b>	<b>F</b>	-	<b>0.70</b>	<b>37.0</b>	<b>D</b>	-	<b>0.87</b>	<b>78.6</b>	<b>E</b>
<b>QUEENS PLAZA SOUTH</b>													
<b>7 Queens Plaza South &amp; 27th Street</b>													
Queens Plaza South	EB	T	0.83	22.2	C	T	0.63	15.3	B	T	0.84	22.3	C
		R	0.98	49.3	D	R	0.69	19.2	B	R	0.66	18.0	B
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>32.5</b>	<b>C</b>	-	<b>0.69</b>	<b>16.7</b>	<b>B</b>	-	<b>0.84</b>	<b>21.1</b>	<b>C</b>
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>													
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>													
Jackson Avenue	NB	TR	0.59	31.6	C	TR	0.56	31.3	C	TR	0.56	26.3	C
Northern Boulevard	SB	TR	0.70	35.1	D	TR	0.51	30.8	C	TR	0.48	24.4	C
Queens Boulevard	EB	T	0.62	12.6	B	T	0.52	10.7	B	T	0.79	22.4	C
	WB	TR	1.20+	120.0+	F*	TR	0.65	12.5	B	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>106.0</b>	<b>F</b>	-	<b>0.61</b>	<b>18.4</b>	<b>B</b>	-	<b>0.97</b>	<b>114.5</b>	<b>F</b>
<b>5 Queens Boulevard &amp; Skillman Avenue</b>													
Skillman Avenue	NB	L	0.85	120.0+	F*	L	0.36	35.5	D	L	0.52	75.9	E
		TR	0.36	47.2	D	TR	0.41	33.4	C	TR	0.78	65.0	E
Queens Boulevard	SB	LTR	1.06	120.0+	F*	LTR	0.42	32.6	C	LTR	1.01	104.2	F
	EB	LTR	1.20	120.0+	F*	LTR	0.65	10.9	B	LTR	1.08	120.0+	F*
	WB	LTR	1.02	120.0+	F*	LTR	0.59	16.0	B	LTR	0.91	59.8	E
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.57</b>	<b>17.5</b>	<b>B</b>	-	<b>0.98</b>	<b>95.1</b>	<b>F</b>
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>													
Van Dam Street	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.17	120.0+	F*
		TR	1.16	120.0+	F*	TR	1.01	84.0	F	TR	1.06	110.0	F
Queens Boulevard (to Queens Boulevard)	EB	T	1.19	120.0+	F*	T	0.56	28.5	C	T	1.12	111.4	F
Queens Boulevard (to Van Dam Street)		T	1.10	120.0+	F*	T	0.79	52.5	D	T	0.95	84.8	F
Queens Boulevard (to Thomson Avenue WB)		R	0.06	47.5	D	R	0.09	36.1	D	R	0.13	48.1	D
Thomson Avenue	EB	T	0.28	14.9	B	T	0.74	25.0	C	T	1.20+	120.0+	F*
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.97	53.6	D	L	0.58	44.1	D	L	0.45	48.5	D
Queens Boulevard (to Viaduct)		TR	0.48	2.5	A	TR	0.40	1.9	A	TR	0.35	1.9	A
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>104.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>67.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>109.2</b>	<b>F</b>
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>													
Queensboro Bridge Upper Level Off Ramp	SB	L	(Not in Operation during AM)			L	0.75	20.2	C	L	1.19	120.0+	F*
Thomson Avenue	EB	T	-	-	-	T	0.81	44.5	D	T	0.98	76.5	E
	WB	T	-	-	-	T	0.62	37.3	D	T	0.56	47.3	D
<b>Overall Intersection</b>	-		-	-	-	-	<b>0.77</b>	<b>30.4</b>	<b>C</b>	-	<b>1.13</b>	<b>112.2</b>	<b>F</b>
<b>4 Thomson Avenue &amp; Skillman Avenue</b>													
Skillman Avenue	NB	DefL	1.08	120.0+	F*	DefL	0.66	49.1	D	DefL	0.99	119.6	F
		TR	0.46	54.2	D	TR	0.54	42.2	D	TR	0.59	58.9	E
Thomson Avenue	SB	LT	1.07	120.0+	F*	LTR	0.58	44.3	D	LTR	0.86	80.7	F
		R	0.85	79.5	E	-	-	-	-	-	-	-	-
	EB	LTR	0.70	9.1	A	LTR	1.15	97.8	F	LTR	1.20+	120.0+	F*
	WB	LTR	1.15	91.8	F	LTR	0.58	12.0	B	LTR	0.68	13.8	B
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>77.7</b>	<b>E</b>	-	<b>0.95</b>	<b>62.2</b>	<b>E</b>	-	<b>1.12</b>	<b>94.5</b>	<b>F</b>

**TABLE B - 10**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2014 BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (1:00 - 2:00 PM)				PM (5:00 - 6:00 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER INTERSECTIONS</b>													
<b>8 Jackson Avenue &amp; 44th Drive</b>													
Jackson Avenue	NB	L	0.27	36.2	D	L	0.12	6.0	A	L	0.28	25.5	C
		TR	1.00	69.9	E	TR	0.74	13.6	B	TR	0.63	28.3	C
	SB	L	0.92	21.5	C	L	0.65	9.0	A	L	0.59	11.8	B
		TR	0.52	2.4	A	TR	0.43	2.9	A	TR	0.52	8.9	A
44th Drive	EB	LTR	0.78	47.9	D	LTR	0.77	53.6	D	LTR	0.65	38.0	D
	WB	LTR	1.20+	120.0+	F*	LTR	0.80	53.5	D	LTR	0.89	53.7	D
	<b>Overall Intersection</b>	-	<b>1.08</b>	<b>62.0</b>	<b>E</b>	-	<b>0.77</b>	<b>22.8</b>	<b>C</b>	-	<b>0.79</b>	<b>28.1</b>	<b>C</b>
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>													
Northern Boulevard	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20	120.0+	F*
	NB	T	0.39	6.8	A	T	0.41	6.9	A	T	0.60	9.0	A
	WB	TR	0.97	38.9	D	TR	0.50	7.8	A	TR	0.66	9.9	A
31st Street	SB	LTR	1.14	120.0+	F*	LTR	0.55	44.3	D	LT	1.13	120.0+	F*
	-	-	-	-	-	-	-	-	-	R	0.32	41.5	D
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>74.5</b>	<b>E</b>	-	<b>0.89</b>	<b>58.2</b>	<b>E</b>	-	<b>0.79</b>	<b>31.1</b>	<b>C</b>

**Notes**

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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH		Midday (12:00 PM - 1:00 PM)			
		Mvt.	V/C	Delay	LOS
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>					
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>					
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*
		TR	0.16	5.9	A
	SB	LTR	0.69	22.1	C
34th Street	EB	LT	0.74	39.4	D
		R	0.48	18.0	B
Parking Lot Driveway	WB	LTR	0.13	26.1	C
<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>56.2</b>	<b>E</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>					
F. D. R. Drive Service Road	NB	L	0.27	17.0	B
		T	0.39	5.5	A
	SB	TR	0.68	25.4	C
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C
<b>Overall Intersection</b>		-	<b>0.50</b>	<b>19.0</b>	<b>B</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 36th Street	EB	R	-	14.8	B
<b>Overall Intersection</b>		-	-	<b>14.8</b>	<b>B</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>					
F. D. R. Drive Service Road	SB	TR	0.59	10.1	B
<b>Overall Intersection</b>		-	<b>0.59</b>	<b>10.1</b>	<b>B</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 38th Street	EB	R	-	15.5	C
<b>Overall Intersection</b>		-	-	<b>15.5</b>	<b>C</b>
<b>FIRST AVENUE CORRIDOR</b>					
<b>7 FIRST AVENUE &amp; 30TH STREET</b>					
First Avenue	NB	TR	0.52	10.9	B
30th Street	EB	L	0.42	24.6	C
		T	0.27	22.7	C
<b>Overall Intersection</b>		-	<b>0.48</b>	<b>13.4</b>	<b>B</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>					
First Avenue	NB	LTR	0.78	12.2	B
33rd Street	WB	TR	0.08	18.9	B
<b>Overall Intersection</b>		-	<b>0.50</b>	<b>12.3</b>	<b>B</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>					
First Avenue	NB	LTR	0.63	16.6	B
34th Street	EB	DefL	0.71	39.1	D
		T	1.20+	120.0+	F*
	WB	TR	0.76	35.7	D
<b>Overall Intersection</b>		-	<b>0.96</b>	<b>56.4</b>	<b>E</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>					
First Avenue	NB	LT	0.46	7.8	A
35th Street	WB	TR	0.40	22.5	C
<b>Overall Intersection</b>		-	<b>0.43</b>	<b>10.0</b>	<b>B</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>					
First Avenue	NB	TR	0.52	8.3	A
36th Street	EB	LT	0.27	20.9	C
<b>Overall Intersection</b>		-	<b>0.42</b>	<b>9.7</b>	<b>A</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>					
First Avenue	NB	LT	0.52	8.3	A
37th Street	WB	TR	0.30	21.0	C
<b>Overall Intersection</b>		-	<b>0.43</b>	<b>10.1</b>	<b>B</b>

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>					
First Avenue	NB	TR	0.50	8.1	A
38th Street	EB	L	0.96	65.4	E
		LT	0.37	23.1	C
	WB	R	0.36	23.1	C
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>18.0</b>	<b>B</b>
<b>14 FIRST AVENUE &amp; 39TH STREET</b>					
First Avenue	NB	LTR	0.65	9.6	A
	WB	TR	0.18	20.3	C
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>10.0</b>	<b>B</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>					
First Avenue	NB	T	0.66	10.0	A
40th Street	EB	L	0.58	27.5	C
	<b>Overall Intersection</b>	-	<b>0.63</b>	<b>12.3</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>					
41st Street	WB	R	-	120.0+	F*
	<b>Overall Intersection</b>	-	-	<b>120.0+</b>	<b>F*</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>					
First Avenue (left)	NB	LT	0.38	14.2	B
First Avenue (right)		T	0.46	15.9	B
		R	0.67	24.7	C
42nd Street	EB	DefL	1.18	120.0+	F*
		T	1.15	117.0	F
	WB	TR	0.41	22.6	C
		R	0.67	38.3	D
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>56.8</b>	<b>E</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>					
First Avenue	NB	T	0.27	6.6	A
44th Street	EB	L	0.74	39.6	D
	<b>Overall Intersection</b>	-	<b>0.45</b>	<b>12.2</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>					
First Avenue	NB	LT	0.36	7.1	A
	<b>Overall Intersection</b>	-	<b>0.36</b>	<b>7.1</b>	<b>A</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>					
First Avenue	NB	T	0.37	7.3	A
46th Street	EB	L	0.44	23.5	C
	<b>Overall Intersection</b>	-	<b>0.40</b>	<b>10.8</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>					
First Avenue	NB	LT	0.31	6.8	A
	<b>Overall Intersection</b>	-	<b>0.31</b>	<b>6.8</b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>					
48th Street	EB	L	0.42	18.0	C
	<b>Overall Intersection</b>	-	<b>0.42</b>	<b>18.0</b>	<b>C</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>					
First Avenue (left)	NB	LT	0.66	13.2	B
First Avenue (tunnel)		T	0.61	9.8	A
First Avenue (right)		T	0.46	9.0	A
49th Street	WB	T	0.62	28.8	C
		R	0.27	22.2	C
	<b>Overall Intersection</b>	-	<b>0.64</b>	<b>13.0</b>	<b>B</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>					
First Avenue	NB	TR	0.57	8.7	A
52nd Street	EB	LT	0.61	29.7	C
	WB	R	0.10	19.2	B
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>11.1</b>	<b>B</b>

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH		Midday (12:00 PM - 1:00 PM)			
		Mvt.	V/C	Delay	LOS
<b>25 FIRST AVENUE &amp; 53RD STREET</b>					
First Avenue	NB	LT	0.62	9.3	A
53rd Street	WB	TR	0.54	24.2	C
<b>Overall Intersection</b>		-	<b>0.59</b>	<b>12.7</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>					
First Avenue	NB	LTR	0.89	27.8	C
57th Street	EB	DefL	0.66	42.7	D
		T	0.29	22.4	C
	WB	TR	1.05	84.8	F
<b>Overall Intersection</b>		-	<b>0.96</b>	<b>39.6</b>	<b>D</b>
<b>27 FIRST AVENUE &amp; 59TH STREET</b>					
First Avenue	NB	L	0.39	11.8	B
		LTR	0.57	11.6	B
59th Street	EB	LT	0.39	25.2	C
		TR	0.21	21.4	C
<b>Overall Intersection</b>		-	<b>0.50</b>	<b>13.4</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>					
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>					
34th Street	EB	LT	0.90	28.0	C
		TR	0.55	34.1	C
<b>Overall Intersection</b>		-	<b>0.86</b>	<b>29.9</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B
35th Street	WB	TR	0.41	21.3	C
<b>Overall Intersection</b>		-	<b>0.27</b>	<b>15.9</b>	<b>B</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.47	13.5	B
36th Street	EB	T	0.18	18.4	B
<b>Overall Intersection</b>		-	<b>0.35</b>	<b>14.6</b>	<b>B</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Approach Street	SB	TR	0.07	14.6	B
		L	0.15	13.1	B
37th Street	WB	LTR	0.22	13.6	B
<b>Overall Intersection</b>		-	<b>0.15</b>	<b>13.6</b>	<b>B</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B
		SB	0.09	13.6	B
38th Street	EB	LTR	0.41	16.7	B
<b>Overall Intersection</b>		-	<b>0.25</b>	<b>16.3</b>	<b>B</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B
		TR	0.06	13.3	B
39th Street	WB	LT	0.85	39.8	D
<b>Overall Intersection</b>		-	<b>0.46</b>	<b>36.2</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>					
<b>35 SECOND AVENUE &amp; 30TH STREET</b>					
Second Avenue	SB	LT	0.73	10.6	B
30th Street	EB	TR	0.69	33.4	C
<b>Overall Intersection</b>		-	<b>0.71</b>	<b>12.8</b>	<b>B</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>					
Second Avenue	SB	TR	0.74	10.7	B
33rd Street	WB	LT	0.17	20.2	C
<b>Overall Intersection</b>		-	<b>0.52</b>	<b>11.3</b>	<b>B</b>

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH		Midday (12:00 PM - 1:00 PM)			
		Mvt.	V/C	Delay	LOS
<b>37 SECOND AVENUE &amp; 34TH STREET</b>					
Second Avenue	SB	L	0.72	25.4	C
		LTR	0.67	14.6	B
34th Street	EB	T	0.92	45.6	D
		R	0.68	43.4	D
	WB	DefL	0.44	36.2	D
		T	0.27	16.4	B
<b>Overall Intersection</b>		-	<b>0.81</b>	<b>23.3</b>	<b>C</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>					
Second Avenue	SB	TR	0.59	15.7	B
35th Street	EB	R	0.61	24.2	C
	WB	LT	0.24	17.9	B
<b>Overall Intersection</b>		-	<b>0.60</b>	<b>17.2</b>	<b>B</b>
<b>39 SECOND AVENUE &amp; 36TH STREET</b>					
Second Avenue	SB	L	0.11	7.2	A
		T	0.81	14.0	B
36th Street	EB	TR	0.87	32.9	C
<b>Overall Intersection</b>		-	<b>0.84</b>	<b>20.3</b>	<b>C</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>					
Second Avenue	SB	T	1.20+	120.0+	F*
		R	0.27	7.7	A
37th Street	WB	LT	0.36	21.8	C
<b>Overall Intersection</b>		-	<b>0.88</b>	<b>107.2</b>	<b>F</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>					
Second Avenue	SB	LT	0.74	10.8	B
38th Street	EB	TR	0.76	31.5	C
<b>Overall Intersection</b>		-	<b>0.75</b>	<b>14.7</b>	<b>B</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>					
Second Avenue	SB	T	0.88	15.0	B
		R	0.58	13.9	B
39th Street	WB	LT	0.52	26.1	C
<b>Overall Intersection</b>		-	<b>0.74</b>	<b>15.9</b>	<b>B</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>					
Second Avenue	SB	L	0.19	7.0	A
		T	0.80	12.2	B
40th Street	EB	TR	0.89	45.3	D
<b>Overall Intersection</b>		-	<b>0.83</b>	<b>17.4</b>	<b>B</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>					
Second Avenue	SB	LTR	0.72	10.6	B
41st Street	EB	TR	0.50	27.9	C
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>11.5</b>	<b>B</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>					
Second Avenue	SB	LTR	0.96	24.2	C
42nd Street	EB	TR	0.60	22.7	C
	WB	LT	0.46	20.4	C
<b>Overall Intersection</b>		-	<b>0.80</b>	<b>23.4</b>	<b>C</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>					
Second Avenue	SB	TR	0.78	11.6	B
43rd Street	WB	LT	0.49	26.3	C
<b>Overall Intersection</b>		-	<b>0.67</b>	<b>12.6</b>	<b>B</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>					
Second Avenue	SB	LT	0.71	7.6	A
44th Street	EB	TR	0.68	36.4	D
<b>Overall Intersection</b>		-	<b>0.70</b>	<b>9.9</b>	<b>A</b>



**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>48 SECOND AVENUE &amp; 49TH STREET</b>					
Second Avenue	SB	TR	0.81	12.1	B
49th Street	WB	L	0.88	51.8	D
		LT	0.83	45.5	D
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>18.2</b>	<b>B</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>					
Second Avenue	SB	LT	0.70	10.3	B
52nd Street	EB	TR	0.73	37.0	D
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>12.7</b>	<b>B</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>					
Second Avenue	SB	TR	0.70	10.2	B
53rd Street	WB	LT	0.63	26.0	C
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>13.9</b>	<b>B</b>
<b>51 SECOND AVENUE &amp; 57TH STREET</b>					
Second Avenue	SB	LTR	0.72	17.8	B
57th Street	EB	TR	1.07	89.2	F
	WB	LT	0.86	44.9	D
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>37.9</b>	<b>D</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>					
57th Street	EB	L	0.50	15.3	B
		LT	0.80	16.1	B
	WB	TR	1.07	90.5	F
		R	1.19	120.0+	F*
	<b>Overall Intersection</b>	-	<b>1.04</b>	<b>68.9</b>	<b>E</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>					
Second Avenue	SB	LT	0.86	14.0	B
59th Street	EB	TR	0.87	36.4	D
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>19.9</b>	<b>B</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>					
Second Avenue	SB	L	0.73	25.5	C
		LT	0.85	23.5	C
Queensboro Bridge Ramp	WB	L	0.99	51.3	D
		T	0.56	19.2	B
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>30.4</b>	<b>C</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>					
Second Avenue	SB	TR	0.96	31.5	C
60th Street	WB	LT	0.01	12.9	B
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>31.4</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>					
Second Avenue	SB	TR	<u>1.09</u>	<u>70.8</u>	<u>E</u>
61st Street	WB	LT	0.71	23.0	C
	<b>Overall Intersection</b>	-	<b><u>0.90</u></b>	<b><u>59.6</u></b>	<b><u>E</u></b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>					
Second Avenue	SB	TR	0.83	20.6	C
63rd Street	WB	L	0.95	50.5	D
		LT	0.86	28.6	C
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>27.7</b>	<b>C</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>					
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.35	36.5	D
		LR	0.16	33.3	C
		R	0.46	13.3	B
34th Street	EB	T	0.43	4.7	A
	WB	T	0.93	52.6	D
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>21.1</b>	<b>C</b>

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				LOS	
	Mvt.	V/C	Delay			
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>						
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C	
		LTR	0.94	41.8	D	
		R	0.19	12.1	B	
35th Street	WB	LT	0.44	21.2	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.72</b>	<b>30.1</b>	<b>C</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>						
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.1	A	
37th Street	WB	TR	0.56	31.4	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.36</b>	<b>15.9</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>						
Queens Midtown Tunnel Exit Street	NB	TR	0.41	16.5	B	
38th Street	EB	LT	0.76	27.9	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.58</b>	<b>20.9</b>	<b>C</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>						
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A	
39th Street	WB	TR	0.47	23.7	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.31</b>	<b>16.4</b>	<b>B</b>
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>						
Queens Midtown Tunnel Exit Street	NB	TR	0.15	9.4	A	
		-				
40th Street	EB	LT	0.87	45.8	D	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.44</b>	<b>29.1</b>	<b>C</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>						
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B	
		LR	0.07	9.0	A	
		R	0.04	8.8	A	
41st Street	EB	T	0.17	20.0	C	
	WB	T	0.13	19.6	B	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.22</b>	<b>13.3</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>						
<b>64 THIRD AVENUE &amp; 34TH STREET</b>						
Third Avenue	NB	LTR	0.67	16.3	B	
34th Street	EB	DefL	0.80	37.1	D	
		T	0.53	18.6	B	
	WB	TR	0.63	28.9	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.72</b>	<b>20.9</b>	<b>C</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>						
Third Avenue	NB	LT	0.51	8.2	A	
35th Street	WB	TR	0.53	24.5	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.52</b>	<b>11.6</b>	<b>B</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>						
Third Avenue	NB	TR	0.51	10.8	B	
		R	0.65	18.0	B	
36th Street	EB	LT	0.68	28.0	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.66</b>	<b>17.1</b>	<b>B</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>						
Third Avenue	NB	LT	0.52	14.4	B	
37th Street	WB	T	0.55	18.8	B	
		R	0.35	16.1	B	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.53</b>	<b>15.8</b>	<b>B</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>						
Third Avenue	NB	T	0.57	8.9	A	
		R	0.28	8.1	A	
38th Street	EB	LT	0.67	28.1	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.61</b>	<b>13.5</b>	<b>B</b>

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH		Midday (12:00 PM - 1:00 PM)			
		Mvt.	V/C	Delay	LOS
<b>69 THIRD AVENUE &amp; 39TH STREET</b>					
Third Avenue	NB	LT	0.84	17.1	B
39th Street	WB	TR	0.64	24.6	C
<b>Overall Intersection</b>		-	<b>0.75</b>	<b>18.7</b>	<b>B</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>					
Third Avenue	NB	TR	0.63	13.6	B
40th Street	EB	LT	0.61	23.7	C
<b>Overall Intersection</b>		-	<b>0.62</b>	<b>15.3</b>	<b>B</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>					
Third Avenue	NB	TR	0.59	15.2	B
	EB	L	0.42	18.8	B
41st Street		T	0.08	13.5	B
	WB	R	0.94	57.3	E
<b>Overall Intersection</b>		-	<b>0.76</b>	<b>21.2</b>	<b>C</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>					
Third Avenue	NB	LTR	1.20+	120.0+	F*
42nd Street	EB	L	0.80	38.0	D
		T	0.82	31.0	C
	WB	T	0.77	39.1	D
		R	1.13	120.0+	F*
<b>Overall Intersection</b>		-	<b>1.11</b>	<b>103.3</b>	<b>F</b>
<b>OTHER 34TH STREET CORRIDOR</b>					
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>					
Lexington Avenue	SB	LT	0.93	24.4	C
		R	0.52	13.2	B
34th Street	EB	TR	0.96	45.7	D
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>		-	<b>1.06</b>	<b>50.9</b>	<b>D</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>					
Park Avenue	NB	LTR	0.52	11.7	B
	SB	LTR	0.46	11.0	B
34th Street	EB	LTR	0.62	23.0	C
	WB	LTR	0.77	27.1	C
<b>Overall Intersection</b>		-	<b>0.63</b>	<b>19.8</b>	<b>B</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>					
Madison Avenue	NB	LTR	0.51	11.2	B
34th Street	EB	LT	0.57	22.0	C
	WB	TR	0.71	24.9	C
<b>Overall Intersection</b>		-	<b>0.60</b>	<b>19.5</b>	<b>B</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>					
Sixth Avenue	NB	T	0.42	5.4	A
Broadway	SB	T	0.82	41.6	D
34th Street	EB	TR	1.20+	120.0+	F*
	WB	TR	1.16	120.0+	F*
<b>Overall Intersection</b>		-	<b>0.70</b>	<b>94.6</b>	<b>F</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>					
Seventh Avenue	SB	LTR	0.77	16.0	B
34th Street	EB	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>		-	<b>1.02</b>	<b>108.0</b>	<b>F</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>					
Eighth Avenue	NB	LTR	0.95	35.2	D
34th Street	EB	LT	1.20+	120.0+	F*
		-	-	-	-
	WB	TR	1.13	97.1	F
<b>Overall Intersection</b>		-	<b>1.20</b>	<b>109.6</b>	<b>F</b>

**TABLE B - 11**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER 42ND STREET CORRIDOR</b>					
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>					
Lexington Avenue	SB	LTR	1.01	47.3	D
42nd Street	EB	TR	1.16	120.0+	F*
	WB	LT	0.58	22.3	C
	<b>Overall Intersection</b>	-	<b>1.08</b>	<b>69.0</b>	<b>E</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>					
Park Avenue	NB	LR	0.62	40.6	D
		R	0.73	38.8	D
42nd Street	EB	TR	0.59	14.3	B
	WB	LT	1.13	91.9	F
	<b>Overall Intersection</b>	-	<b>0.97</b>	<b>53.2</b>	<b>D</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>					
42nd Street	EB	LT	0.74	23.5	C
	WB	TR	1.14	101.5	F
	<b>Overall Intersection</b>	-	<b>1.14</b>	<b>65.9</b>	<b>E</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>					
Madison Avenue	NB	LTR	0.60	12.3	B
42nd Street	EB	LT	1.04	69.0	E
	WB	T	0.70	25.8	C
		R	0.35	23.1	C
	<b>Overall Intersection</b>	-	<b>0.79</b>	<b>33.9</b>	<b>C</b>
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>					
Sixth Avenue	NB	LT	0.73	18.4	B
		R	0.49	17.7	B
42nd Street	EB	LT	1.01	61.2	E
	WB	T	0.49	20.9	C
		R	0.59	27.8	C
	<b>Overall Intersection</b>	-	<b>0.85</b>	<b>27.8</b>	<b>C</b>
<b>86 BROADWAY &amp; 42nd STREET</b>					
Broadway	SB	LTR	0.53	15.1	B
42nd Street	EB	T	0.59	24.3	C
		R	0.09	18.1	B
	WB	DefL	0.54	22.3	C
		T	0.94	48.3	D
	<b>Overall Intersection</b>	-	<b>0.73</b>	<b>25.7</b>	<b>C</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>					
Seventh Avenue	SB	LTR	0.54	10.6	B
42nd Street	EB	TR	0.77	28.9	C
	WB	LT	0.45	21.2	C
	<b>Overall Intersection</b>	-	<b>0.64</b>	<b>17.8</b>	<b>B</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>					
Eighth Avenue	NB	L	0.02	14.0	B
		LTR	0.86	24.4	C
42nd Street	EB	DefL	0.73	24.5	C
		T	0.48	14.9	B
	WB	TR	0.41	26.1	C
	<b>Overall Intersection</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>					
Ninth Avenue	SB	LTR	0.57	18.7	B
42nd Street	EB	TR	0.98	54.0	D
	WB	DefL	0.75	32.1	C
		T	1.10	95.4	F
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>39.4</b>	<b>D</b>
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>					
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>			<b>(UNSIGNALIZED INTERSECTION)</b>		
Garage Entrance and Exit Driveway	SB	R	-	10.3	B
	<b>Overall Intersection</b>	-	-	<b>10.3</b>	<b>B</b>
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>			<b>(UNSIGNALIZED INTERSECTION)</b>		
Garage Entrance and Exit Driveway	SB	LR	-	11.2	B
38th Street	EB	LT	-	7.6	A
	<b>Overall Intersection</b>	-	-	<b>9.4</b>	<b>A</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 12**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2014 BUILD TRAFFIC LEVELS OF SERVICE SATURDAY MIDDAY**

INTERSECTION & APPROACH	Midday (1:00 - 2:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>QUEENS PLAZA NORTH</b>					
<b>6 Queens Plaza North &amp; Crescent Street</b>					
Crescent Street	SB	T	0.92	61.7	E
		R	0.11	33.2	C
Queens Plaza North (Service Road)	WB	L	0.05	1.2	A
		T	0.21	1.6	A
Queens Plaza North (Mainline)	WB	T	0.99	20.8	C
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>28.5</b>	<b>C</b>
<b>1 Queens Plaza North &amp; 28th Street</b>					
28th Street	SB	R	0.16	30.3	C
Queens Plaza North	WB	T	0.13	14.8	B
<b>Overall Intersection</b>	-		<b>0.14</b>	<b>18.5</b>	<b>B</b>
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>					
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*
		TR	1.20+	120.0+	F*
Queens Plaza North	EB	T	0.41	4.2	A
	WB	T	0.78	20.5	C
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>118.0</b>	<b>F</b>
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>					
Northern Boulevard	NB	LTR	0.58	24.0	C
	SB	LT	0.49	29.0	C
		R	0.93	27.5	C
Queens Plaza North	EB	L	0.94	49.8	D
41st Avenue	WB	LTR	0.05	30.0	C
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>32.7</b>	<b>C</b>
<b>QUEENS PLAZA SOUTH</b>					
<b>7 Queens Plaza South &amp; 27th Street</b>					
Queens Plaza South	EB	T	0.51	13.0	B
		R	0.47	13.5	B
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>13.2</b>	<b>B</b>
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>					
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>					
Jackson Avenue	NB	TR	0.40	26.2	C
Northern Boulevard	SB	TR	0.34	25.6	C
Queens Boulevard	EB	T	0.45	9.8	A
	WB	TR	0.66	12.5	B
<b>Overall Intersection</b>	-		<b>0.56</b>	<b>15.5</b>	<b>B</b>
<b>5 Queens Boulevard &amp; Skillman Avenue</b>					
Skillman Avenue	NB	L	0.20	32.4	C
		TR	0.27	30.5	C
	SB	LTR	0.27	30.2	C
Queens Boulevard	EB	LTR	0.79	14.3	B
	WB	LTR	0.58	15.8	B
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>17.0</b>	<b>B</b>
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>					
Van Dam Street	NB	L	1.13	120.0+	F*
		TR	0.96	70.8	E
Queens Boulevard (to Queens Boulevard)	EB	T	0.52	27.4	C
Queens Boulevard (to Van Dam Street)		T	0.94	70.1	E
Queens Boulevard (to Thomson Avenue WB)		R	0.03	35.0	C
Thomson Avenue	EB	T	0.61	21.2	C
		R	1.09	90.7	F
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.92	75.2	E
Queens Boulevard (to Viaduct)		TR	0.33	1.7	A
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>59.7</b>	<b>E</b>
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>					
Queensboro Bridge Upper Level Off Ramp	SB	L	0.83	23.4	C
Thomson Avenue	EB	T	0.42	33.8	C
	WB	T	0.29	28.9	C
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>25.9</b>	<b>C</b>
<b>4 Thomson Avenue &amp; Skillman Avenue</b>					
Skillman Avenue	NB	DefL	0.66	49.9	D
		TR	0.18	33.4	C
	SB	LTR	0.39	39.5	D
Thomson Avenue	EB	LTR	1.09	75.2	E
	WB	LTR	0.52	4.6	A
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>47.3</b>	<b>D</b>

**TABLE B - 12**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**2014 BUILD TRAFFIC LEVELS OF SERVICE SATURDAY MIDDAY**

INTERSECTION & APPROACH	Midday (1:00 - 2:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER INTERSECTIONS</b>					
<b>8 Jackson Avenue &amp; 44th Drive</b>					
Jackson Avenue	NB	L	0.07	5.6	A
		TR	0.64	10.9	B
	SB	L	0.38	3.6	A
		TR	0.40	2.7	A
44th Drive	EB	LTR	0.37	38.4	D
	WB	LTR	0.82	55.9	E
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>19.1</b>	<b>B</b>
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>					
Northern Boulevard	NB	LT	0.99	107.5	F
	NB	T	0.49	7.6	A
	WB	TR	0.52	8.0	A
31st Street	SB	LTR	0.44	41.9	D
	<b>Overall Intersection</b>	-	<b>0.63</b>	<b>16.3</b>	<b>B</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 13  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
		TR	1.02	63.8	E	TR	1.20+	120.0+	F*					
	SB	LTR	1.15	105.9	F	LTR	1.20+	120.0+	F*					
34th Street	EB	LT	1.01	81.3	F	LT	1.05	95.2	F					
		R	1.05	71.5	E	R	1.05	71.5	E					
Parking Lot Driveway	WB	LTR	0.30	28.4	C	LTR	0.29	28.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>97.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.14	115.8	F	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
		T	0.82	20.5	C	T	0.82	20.5	C					
	SB	TR	1.08	84.6	F	TR	1.20+	120.0+	F*					
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>77.3</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.84	19.4	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>
East 36th Street	EB	R	-	29.7	D	R	-	120.0+	F*	R	0.70	37.0	D	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>29.7</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.79</b>	<b>22.0</b>	<b>C</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	1.02	43.8	D	TR	1.19	107.9	F					<b>- Unmitigatable Impact.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>43.8</b>	<b>D</b>	<b>-</b>	<b>1.19</b>	<b>107.9</b>	<b>F</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.98	34.8	C	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>
East 38th Street	EB	R	-	35.4	E	R	-	120.0+	F*	R	0.72	35.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.89</b>	<b>35.0</b>	<b>C</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.89	21.1	C	TR	0.91	22.7	C					<b>- Mitigation not required.</b>
30th Street	EB	L	0.86	40.2	D	L	0.86	40.2	D					
		T	0.03	18.3	B	T	0.03	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>25.1</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>26.3</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	1.08	62.5	E	LTR	1.10	72.1	E	LTR	1.06	54.8	D	<b>- Modify signal timing: shift 2 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].</b>
33rd Street	WB	TR	0.03	18.3	B	TR	0.03	18.3	B	TR	0.03	19.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>0.68</b>	<b>71.9</b>	<b>E</b>	<b>-</b>	<b>0.68</b>	<b>54.7</b>	<b>D</b>		
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.91	24.8	C	LTR	0.95	28.6	C	LTR	1.00	39.9	D	<b>- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 39 s to 37 s; EB/WB green time shifts from 23 s to 25 s; EB-lead green time remains at 7 s; LPI remains at 6 s].</b>
34th Street	EB	LT	0.99	51.7	D	LT	1.03	62.4	E	LT	0.98	46.8	D	
	WB	TR	0.72	33.1	C	TR	0.96	51.6	D	TR	0.89	40.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>33.5</b>	<b>C</b>	<b>-</b>	<b>0.99</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>41.7</b>	<b>D</b>		
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.87	15.4	B	LT	0.97	25.7	C	LT	0.97	25.7	C	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.</b> <b>- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft.</b>
35th Street	WB	TR	1.11	101.2	F	TR	1.20+	120.0+	F*	TR	0.90	47.9	D	
										R	0.89	50.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>33.6</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>109.2</b>	<b>F</b>	<b>-</b>	<b>0.94</b>	<b>31.9</b>	<b>C</b>		
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	1.04	52.2	D	TR	1.20+	120.0+	F*	T	0.75	12.7	B	<b>- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit parking from 7A-10A 120 ft. from the intersection to allow right turns from the bus lane for a total of 6 lanes.</b> <b>- Install "No Standing" regulations along the north side of the EB 36th Street approach and receiving lanes 120 ft. from the intersection to gain an additional travel lane (for a total of 3 lanes).</b> <b>- Modify signal timing: shift 2 s green time from NB phase to EB phase. [NB green time shifts from 49 s to 47 s; EB green time shifts from 31 s to 33 s].</b>
										R	0.53	16.8	B	
36th Street	EB	LT	0.89	74.9	E	LT	1.20+	120.0+	F*	LT	0.93	68.4	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>53.7</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.82</b>	<b>17.9</b>	<b>B</b>		

**Table B - 13**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.27	9.3	A	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 7A-10A M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes). - Modify signal timing: shift 2 s green time from NB phase to WB phase. [NB green time shifts from 49 s to 47 s; WB green time shifts from 31 s to 33 s].
	LT	0.98	28.8	C	LT	1.14	88.6	F	T	1.01	42.1	D		
37th Street	WB	TR	0.83	47.3	D	TR	0.89	55.6	E	TR	0.84	46.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>30.9</b>	<b>C</b>	<b>-</b>	<b>1.04</b>	<b>85.0</b>	<b>F</b>	<b>-</b>	<b>0.94</b>	<b>41.3</b>	<b>D</b>		
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.58	8.9	A	TR	0.67	9.9	A					- Mitigation not required.
	EB	-	-	-	-	-	-	-	-					
38th Street	LT	0.63	26.5	C	LT	0.81	32.9	C						
	WB	R	0.50	25.5	C	R	0.72	32.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.72</b>	<b>17.6</b>	<b>B</b>						
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.88	14.9	B	LTR	1.07	60.0	E	LTR	1.03	44.1	D	- Modify signal timing: shift 2 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
39th Street	WB	-	-	-	-	TR	0.22	20.9	C	TR	0.23	22.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>59.0</b>	<b>E</b>	<b>-</b>	<b>0.74</b>	<b>43.5</b>	<b>D</b>		
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.74	10.9	B	T	0.87	14.5	B					- Mitigation not required.
	EB	L	0.35	21.7	C	L	0.45	23.1	C					
40th Street	WB	-	-	-	-	R	0.00	19.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>12.3</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>15.6</b>	<b>B</b>						
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.92	22.3	C	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	14.1	B	R	-	120.0+	F*	R	0.37	23.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.70</b>	<b>22.3</b>	<b>C</b>		
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.40	14.3	B	LT	0.56	16.9	B					- Unmitigatable Impact.
First Avenue (right)	T	0.63	21.2	C	T	0.73	25.1	C						
	R	0.11	11.9	B	R	1.07	93.0	F						
42nd Street	EB	DefL	1.02	87.6	F	DefL	1.05	95.4	F					
	T	1.16	119.4	F	T	1.20+	120.0+	F*						
	WB	TR	1.11	94.3	F	TR	1.15	112.5	F					
	R	1.07	93.0	F	R	1.07	93.0	F						
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>76.3</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>105.3</b>	<b>F</b>						
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	1.06	60.9	E	T	1.09	72.6	E	T	1.05	56.2	E	- Modify signal timing: shift 2 s green time from EB phase to NB phase. [NB green time shifts from 49 s to 51s; EB green time shifts from 31 s to 29 s].
44th Street	EB	L	0.45	23.7	C	L	0.45	23.7	C	L	0.49	26.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>55.4</b>	<b>E</b>	<b>-</b>	<b>0.84</b>	<b>65.6</b>	<b>E</b>	<b>-</b>	<b>0.84</b>	<b>51.9</b>	<b>D</b>		
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.97	54.0	D	L	0.97	54.0	D	L	1.07	37.5	D	- Modify signal timing: shift 2 s from east/west-ped phase to NB phase green time. [NB green time shifts from 49 s to 51 s; all-ped time shifts from 31 s to 29 s]. (NOTE: Based on the maximum crossing distance of 65 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across First Avenue is 26 s; the proposed 29 s is sufficient).
	T	1.08	67.9	E	T	1.12	81.1	F	T	0.90	63.6	E		
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>65.6</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>76.7</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>59.3</b>	<b>E</b>		
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.56	8.8	A	T	0.58	9.0	A					- Mitigation not required.
46th Street	EB	L	0.90	48.2	D	L	0.90	48.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>17.0</b>	<b>B</b>						
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	1.02	43.4	D	LT	1.04	51.3	D	LT	1.02	44.5	D	- Modify signal timing: shift 1 s from east/west-ped phase to NB phase green time. [NB green time shifts from 49 s to 50 s; all-ped time shifts from 31 s to 30 s]. - (NOTE: Based on the maximum crossing distance of 42 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across First Avenue is 19 s; the proposed 30 s is sufficient).
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>43.4</b>	<b>D</b>	<b>-</b>	<b>1.04</b>	<b>51.3</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>44.5</b>	<b>D</b>		



**Table B - 13  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	7.7	A	L	-	7.7	A					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>A</b>						
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	0.99	54.6	D	LT	0.99	54.6	D	LT	0.95	44.4	D	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 2 s from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
First Avenue (tunnel)		T	0.99	33.3	C	T	1.06	59.1	E	T	1.02	45.0	D	
First Avenue (right)		T	0.75	16.0	B	T	0.76	16.2	B	T	0.73	13.6	B	
49th Street	WB	TR	1.06	76.6	E	TR	1.07	78.1	E	TR	1.06	77.1	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.06</b>	<b>56.7</b>	<b>E</b>	<b>-</b>	<b>1.04</b>	<b>48.1</b>	<b>D</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	0.92	16.7	B	TR	0.96	20.6	C					- Mitigation not required.
52nd Street	EB	LT	0.69	33.5	C	LT	0.69	33.5	C					
	WB	R	0.19	20.5	C	R	0.19	20.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>18.1</b>	<b>B</b>	<b>-</b>	<b>0.85</b>	<b>21.5</b>	<b>C</b>						
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	1.10	70.9	E	LT	1.15	89.5	F					- Unmitigatable Impact.
53rd Street	WB	TR	0.94	51.2	D	TR	0.94	51.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>67.7</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>83.4</b>	<b>F</b>						
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LTR	1.03	54.3	D	LTR	1.08	71.4	E	L	0.47	23.9	C	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.
57th Street	EB	DefL	0.59	28.4	C	DefL	0.59	28.4	C	LTR	0.94	34.5	C	
		T	0.39	23.4	C	T	0.39	23.4	C	DefL	0.59	28.4	C	
	WB	TR	0.31	21.2	C	TR	0.31	21.2	C	T	0.39	23.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>0.84</b>	<b>61.0</b>	<b>E</b>	<b>-</b>	<b>0.77</b>	<b>31.6</b>	<b>C</b>		
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	1.02	68.1	E	L	1.20+	120.0+	F*	L	1.01	62.9	E	- Modify the existing "No Standing" regulations along the west side of First Avenue: allow truck loading/unloading from 10A-3P instead of 7A-3P 120 ft. from the intersection. - Modify signal timing: shift 2 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 47 s; EB/WB green time shifts from 29 s to 27 s; LPI remains at 6 s].
59th Street	EB	DefL	0.42	27.3	C	DefL	0.42	27.3	C	LTR	1.20+	120.0+	F*	
		T	0.17	21.3	C	T	0.17	21.3	C	DefL	0.45	29.8	C	
	WB	TR	0.48	24.9	C	TR	0.48	24.9	C	T	0.18	22.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.02</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.02</b>	<b>120.0+</b>	<b>F*</b>		
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	L	0.44	15.4	B	L	0.44	15.4	B	L	0.45	15.7	B	- Modify signal timing: shift 1 s from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 29 s to 28 s; EB/WB green time shifts from 17 s to 18 s; all-ped times remain the same].
		T	0.70	16.6	B	T	0.73	17.4	B	T	0.73	17.4	B	
	WB	T	0.98	99.3	F	T	1.00	110.0	F	T	0.95	74.7	E	
		R	0.37	34.3	C	R	0.37	34.3	C	R	0.35	33.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>41.2</b>	<b>D</b>	<b>-</b>	<b>0.72</b>	<b>44.5</b>	<b>D</b>	<b>-</b>	<b>0.67</b>	<b>34.3</b>	<b>C</b>		
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.78	28.2	C					- Mitigation not required.
35th Street	WB	TR	0.78	30.6	C	TR	0.84	34.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>32.3</b>	<b>C</b>						
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.86	29.6	C	TR	0.88	31.7	C					- Mitigation not required.
36th Street	EB	T	0.10	17.7	B	T	0.17	13.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>27.8</b>	<b>C</b>	<b>-</b>	<b>0.58</b>	<b>28.7</b>	<b>C</b>						
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.81	50.5	D	L	0.87	59.5	E	L	0.81	46.5	D	- Modify signal timing: shift 3 s green time from WB phase to NB/SB phase. [NB/SB green time shifts from 38 s to 41 s; WB green time shifts from 27 s to 24 s].
		T	0.82	35.8	D	T	0.97	57.0	E	T	0.90	41.8	D	
	SB	R	0.04	14.3	B	R	0.04	14.3	B	R	0.04	12.6	B	
37th Street	WB	TR	0.20	13.3	B	TR	0.24	13.7	B	TR	0.26	15.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>31.3</b>	<b>C</b>	<b>-</b>	<b>0.59</b>	<b>43.0</b>	<b>D</b>	<b>-</b>	<b>0.59</b>	<b>33.8</b>	<b>C</b>		

**Table B - 13**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	TR	0.85	39.1	D	TR	1.00	66.9	E	TR	0.91	43.9	D	- Modify the existing "No Standing" regulations along the south side of the 38th Street approach and receiving lanes to prohibit truck loading/unloading from 7A-10A 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 4 s green time from EB phase to NB/SB phase. [NB/SB green time shifts from 40 s to 44 s; EB green time shifts from 40 s to 36 s].	
	SB	LT	0.56	32.5	C	LT	0.56	32.5	C	LT	0.51	26.1	C		
38th Street	EB	LTR	0.87	39.3	D	LTR	1.07	82.8	F	LTR	0.80	31.9	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>38.6</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>72.5</b>	<b>E</b>	<b>-</b>	<b>0.86</b>	<b>36.5</b>	<b>D</b>			
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.44	18.3	B	L	0.49	21.9	C	- Modify signal timing: shift 4 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 40 s to 36 s; WB green time shifts from 40 s to 44 s].	
	SB	TR	0.34	19.5	B	TR	0.34	19.5	B	TR	0.38	23.4	C		
39th Street	WB	LT	0.82	36.6	D	LT	1.00	68.4	E	LT	0.91	44.8	D		
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>27.4</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>45.4</b>	<b>D</b>	<b>-</b>	<b>0.72</b>	<b>34.4</b>	<b>C</b>			
<b>SECOND AVENUE CORRIDOR</b>															
<b>35 SECOND AVENUE &amp; 30TH STREET</b>															
Second Avenue	SB	LT	1.15	91.7	F	LT	1.16	98.2	F	LT	1.14	87.0	F	- Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 47 s to 48 s; EB green time shifts from 33 s to 32 s].	
	EB	T	0.76	40.1	D	T	0.76	40.1	D	T	0.78	43.2	D		
30th Street		R	0.44	25.4	C	R	0.44	25.4	C	R	0.46	26.6	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>86.5</b>	<b>F</b>	<b>-</b>	<b>0.99</b>	<b>92.5</b>	<b>F</b>	<b>-</b>	<b>0.99</b>	<b>82.5</b>	<b>F</b>			
<b>36 SECOND AVENUE &amp; 33RD STREET</b>															
Second Avenue	SB	T	0.87	13.8	B	T	0.88	14.3	B					- Mitigation not required.	
		R	0.72	24.9	C	R	0.72	24.9	C						
33rd Street	WB	LT	0.88	49.9	D	LT	0.88	49.9	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>17.8</b>	<b>B</b>	<b>-</b>	<b>0.88</b>	<b>18.2</b>	<b>B</b>	<b>-</b>	<b>0.88</b>	<b>18.2</b>	<b>B</b>			
<b>37 SECOND AVENUE &amp; 34TH STREET</b>															
Second Avenue	SB	L	1.06	79.1	E	L	1.06	79.1	E					- Unmitigatable Impact.	
		LT	0.92	21.9	C	LT	0.93	22.8	C						
		R	0.87	43.9	D	R	0.99	66.8	E						
		EB	TR	0.89	40.4	D	TR	0.93	44.8	D					
34th Street	WB	DefL	0.65	38.9	D	DefL	0.67	40.4	D						
		T	0.48	19.3	B	T	0.49	19.5	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>32.4</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>35.0</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>35.0</b>	<b>C</b>			
<b>38 SECOND AVENUE &amp; 35TH STREET</b>															
Second Avenue	SB	T	1.17	105.4	F	T	1.18	110.8	F	T	1.08	67.3	E	- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain a lane (for a total of 7 lanes). - Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb. - Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection.	
		R	0.97	57.2	E	R	0.97	57.2	E	R	0.97	57.2	E		
		EB	R	0.93	42.8	D	R	0.93	42.8	D	R	0.93	42.8		D
		WB	-	-	-	-	-	-	-	L	0.33	23.4	C		
35th Street		LT	0.72	41.9	D	LT	0.83	48.8	D	T	0.37	28.3	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>86.3</b>	<b>F</b>	<b>-</b>	<b>1.06</b>	<b>90.3</b>	<b>F</b>	<b>-</b>	<b>1.01</b>	<b>59.0</b>	<b>E</b>			
<b>39 SECOND AVENUE &amp; 36TH STREET</b>															
Second Avenue	SB	L	1.10	93.9	F	L	1.20+	120.0+	F*					- Unmitigatable Impact. (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)	
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*						
		EB	TR	0.86	41.3	D	TR	0.88	42.8	D					
36th Street	WB	L	0.99	55.6	E	L	0.99	55.9	E						
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>105.7</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>			
<b>40 SECOND AVENUE &amp; 37TH STREET</b>															
Second Avenue	SB	T	1.00	98.9	F	T	1.03	110.5	F	T	0.98	86.1	F	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].	
		R	0.04	5.8	A	R	0.04	5.8	A	R	0.04	4.8	A		
37th Street	WB	LT	0.63	26.9	C	LT	0.74	30.6	C	LT	0.79	34.5	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>87.4</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>96.5</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>77.0</b>	<b>E</b>			
<b>41 SECOND AVENUE &amp; 38TH STREET</b>															
Second Avenue	SB	L	0.28	18.1	B	L	0.38	19.8	B	L	0.35	17.6	B	- Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB green time shifts from 31 s to 29 s].	
		T	1.06	100.3	F	T	1.10	115.0	F	T	1.04	90.1	F		
38th Street	EB	TR	0.53	24.6	C	TR	0.60	26.1	C	TR	0.64	28.5	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>86.4</b>	<b>F</b>	<b>-</b>	<b>0.86</b>	<b>96.8</b>	<b>F</b>	<b>-</b>	<b>0.86</b>	<b>77.2</b>	<b>E</b>			
<b>42 SECOND AVENUE &amp; 39TH STREET</b>															
Second Avenue	SB	T	0.91	19.8	B	T	0.93	22.5	C					- Mitigation not required.	
		R	0.86	32.9	C	R	0.88	35.6	D						
		WB	L	0.40	25.0	C	L	0.60	31.6	C					
39th Street		T	0.46	23.1	C	T	0.47	23.3	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>21.7</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>24.3</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>24.3</b>	<b>C</b>			

**Table B - 13  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
43 SECOND AVENUE & 40TH STREET Second Avenue 40th Street	SB	-	-	-	-	-	-	-	L	0.29	11.0	B	- Provide strict enforcement of the existing "No Standing" regulations along the east side of Second Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 2 s green time from SB phase to EB phase. [SB green time shifts from 49 s to 47 s; EB green time shifts from 31 s to 33 s].	
	LT	0.97	24.0	C	LT	1.01	40.1	D	T	0.99	30.4	C		
	EB	TR	0.96	58.2	E	TR	0.99	66.8	E	TR	0.94	52.0		D
	<b>Overall Intersection</b>	-	<b>0.96</b>	<b>28.7</b>	<b>C</b>	-	<b>1.01</b>	<b>43.7</b>	<b>D</b>	-	<b>0.97</b>	<b>32.5</b>		<b>C</b>
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LT	1.02	82.1	F	LT	1.06	96.5	F	LT	1.02	78.2	E	- Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB green time shifts from 31 s to 29 s].
	R	0.25	7.8	A	R	0.25	7.8	A	R	0.23	6.5	A		
	EB	TR	0.46	26.0	C	TR	0.46	26.0	C	TR	0.50	28.6	C	
	<b>Overall Intersection</b>	-	<b>0.78</b>	<b>77.0</b>	<b>E</b>	-	<b>0.81</b>	<b>90.5</b>	<b>F</b>	-	<b>0.81</b>	<b>73.7</b>	<b>E</b>	
45 SECOND AVENUE & 42ND STREET Second Avenue 42nd Street	SB	LTR	0.99	32.2	C	LTR	1.06	56.3	E	- Unmitigatable Impact.				
	EB	TR	0.88	33.1	C	TR	0.97	45.7	D					
	WB	LT	1.09	86.2	F	LT	1.20+	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.04</b>	<b>40.8</b>	<b>D</b>	-	<b>1.15</b>	<b>69.1</b>	<b>E</b>					
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	T	0.89	14.8	B	T	0.94	17.9	B	- Mitigation not required.				
	R	0.79	23.2	C	R	0.79	23.2	C						
	WB	LT	0.54	27.5	C	LT	0.54	27.5	C					
	<b>Overall Intersection</b>	-	<b>0.75</b>	<b>16.2</b>	<b>B</b>	-	<b>0.78</b>	<b>18.9</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	-	-	-	-	-	-	-	-	- Mitigation not required.				
	LT	0.89	11.7	B	LT	0.94	14.2	B						
	EB	TR	0.66	34.3	C	TR	0.66	34.3	C					
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>13.2</b>	<b>B</b>	-	<b>0.84</b>	<b>15.5</b>	<b>B</b>					
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	T	0.96	25.1	C	T	1.01	50.2	D	- Provide strict enforcement of the existing "No Standing 7A-10A M-F" regulations along the south side of 49th Street. - Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].				
	R	0.58	13.3	B	R	0.58	13.3	B						
	WB	L	0.86	43.9	D	L	0.87	44.9	D					
	LT	0.74	33.9	C	LT	0.74	33.9	C						
	LT	0.74	33.9	C	LT	0.74	33.9	C						
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>27.1</b>	<b>C</b>	-	<b>0.95</b>	<b>45.8</b>	<b>D</b>					
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.93	16.9	B	LT	0.97	22.1	C	- Mitigation not required.				
	EB	TR	0.91	53.7	D	TR	0.91	53.7	D					
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>20.5</b>	<b>C</b>	-	<b>0.95</b>	<b>25.1</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	T	0.96	20.2	C	T	1.01	37.9	D	- Mitigation not required.				
	R	0.54	16.3	B	R	0.54	16.3	B						
	WB	LT	1.03	67.5	E	LT	1.03	67.5	E					
	<b>Overall Intersection</b>	-	<b>0.98</b>	<b>28.7</b>	<b>C</b>	-	<b>1.02</b>	<b>41.9</b>	<b>D</b>					
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LT	0.85	28.3	C	LT	0.91	31.2	C	- Mitigation not required.				
	R	0.53	25.5	C	R	0.53	25.5	C						
	EB	T	1.02	87.4	F	T	1.02	87.4	F					
	R	0.51	44.5	D	R	0.51	44.5	D						
	WB	L	1.13	99.1	F	L	1.13	99.1	F					
	LT	1.08	78.3	E	LT	1.08	78.3	E						
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>53.2</b>	<b>D</b>	-	<b>1.04</b>	<b>54.0</b>	<b>D</b>						
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET (UNSIGNALIZED INTERSECTION - AM Only) Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	R	-	-	-	- Mitigation not required.				
	EB	L	-	-	-	L	-	-	-					
	T	-	13.0	B	T	-	13.0	B						
	WB	T	-	71.4	F	T	-	71.4	F					
<b>Overall Intersection</b>	-	-	<b>38.9</b>	<b>E</b>	-	-	<b>38.9</b>	<b>E</b>						
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	1.03	41.2	D	LT	1.09	64.2	E	- Unmitigatable Impact.				
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.14</b>	<b>106.9</b>	<b>F</b>	-	<b>1.18</b>	<b>119.3</b>	<b>F</b>					

**Table B - 13  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.90	46.7	D	T	0.91	50.7	D					<b>- Mitigation not required.</b>
		R	0.15	13.8	B	R	0.15	13.8	B					
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>45.5</b>	<b>D</b>	<b>-</b>	<b>0.45</b>	<b>49.4</b>	<b>D</b>						
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	T	0.79	19.4	B	T	0.79	19.5	B					<b>- Mitigation not required.</b>
		R	0.38	15.2	B	R	0.38	15.2	B					
61st Street	WB	LT	1.14	100.3	F	LT	1.14	100.3	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>						
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	T	0.70	17.5	B	T	0.71	17.6	B					<b>- Mitigation not required.</b>
		R	0.37	15.2	B	R	0.37	15.2	B					
63rd Street	WB	L	1.11	101.6	F	L	1.11	101.6	F					
		T	1.14	106.2	F	T	1.14	106.2	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>48.7</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>						
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.31	34.5	C	L	0.31	34.5	C	<b>- Modify signal timing: shift 2 s green time from EB-lag/SB-right phase to EB/WB phase. [EB/WB green time shifts from 31 s to 33 s; EB-lag/SB-right green time shifts from 30 s to 28 s; SB green time remains at 13 s].</b>
		R	0.51	14.1	B	R	0.51	14.1	B	R	0.53	15.7	B	
34th Street	EB	T	0.60	6.9	A	T	0.63	7.5	A	T	0.63	7.5	A	
		WB	1.20	120.0+	F*	T	1.20+	120.0+	F*	T	1.19	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>54.7</b>	<b>D</b>	<b>-</b>	<b>0.80</b>	<b>64.9</b>	<b>E</b>		<b>-</b>	<b>0.80</b>	<b>53.8</b>	<b>D</b>	
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	64.3	E					<b>- Mitigation not required.</b>
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
35th Street	WB	LT	1.16	118.0	F	LT	1.16	118.7	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>116.5</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>						
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
37th Street	WB	TR	0.97	73.7	E	TR	1.04	92.4	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>						
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.39	16.3	B					<b>- Mitigation not required.</b>
38th Street	EB	LT	0.51	19.8	B	LT	0.53	20.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.46</b>	<b>17.5</b>	<b>B</b>						
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.26	10.2	B					<b>- Mitigation not required.</b>
39th Street	WB	TR	0.81	32.7	C	TR	0.82	33.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>0.48</b>	<b>24.0</b>	<b>C</b>						
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.0	A	TR	0.24	10.1	B					<b>- Mitigation not required.</b>
40th Street	EB	LT	0.63	30.0	C	LT	0.67	32.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>18.0</b>	<b>B</b>						

**Table B - 13  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.28	11.0	B					- Mitigation not required.
		LR	0.08	9.0	A	LR	0.08	9.0	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.25	21.1	C	T	0.25	21.1	C					
	WB	T	0.20	20.4	C	T	0.20	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>		
<b>THIRD AVENUE CORRIDOR</b>														
<b>64 THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.93	31.0	C	LTR	0.94	31.6	C	LTR	0.94	31.6	C	
34th Street	EB	DefL	0.62	26.2	C	DefL	0.70	29.8	C	DefL	0.74	32.7	C	- Modify signal timing: shift 2 s green time from EB-lead phase to EB/WB phase. [NB green time remains at 40 s; EB-lead green time shifts from 11 s to 9 s; EB/WB green time shifts from 26 s to 28 s].
		T	0.86	35.1	D	T	0.94	45.4	D	T	0.93	44.1	D	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>69.2</b>	<b>E</b>	<b>-</b>	<b>1.11</b>	<b>77.1</b>	<b>E</b>	<b>-</b>	<b>1.09</b>	<b>66.2</b>	<b>E</b>		
<b>65 THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.20	120.0+	F*	L	0.33	16.2	B	- Modify the existing "No Standing" regulations along the west side of the Third Avenue approach to prohibit truck loading/unloading from 7A-10A 120 ft. from the intersection to provide a daylight left-turn lane (for a total of 7 lanes).
		-	-	-	-	-	-	-	-	T	1.11	97.7	F	
35th Street	WB	TR	1.11	88.2	F	TR	1.11	88.9	F	R	1.11	88.9	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>116.3</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>119.9</b>	<b>F</b>	<b>-</b>	<b>1.11</b>	<b>91.7</b>	<b>F</b>		
<b>66 THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.84	16.9	B	TR	0.84	16.9	B	TR	0.80	14.2	B	- Modify signal timing: shift 2 s green time from EB phase to NB phase. [NB green time shifts from 45 s to 47 s; EB green time shifts from 29 s to 27 s].
		R	0.93	44.2	D	R	0.98	55.9	E	R	0.94	44.6	D	
36th Street	EB	LT	0.62	27.6	C	LT	0.62	27.6	C	LT	0.66	30.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>22.3</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>24.0</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>21.3</b>	<b>C</b>		
<b>67 THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	L	0.24	13.6	B	L	0.24	13.6	B	L	0.24	14.4	B	- Modify signal timing: shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s].
		T	0.87	22.1	C	T	0.87	22.1	C	T	0.89	24.1	C	
37th Street	WB	T	1.09	83.3	F	T	1.11	89.9	F	T	1.09	79.8	E	
		R	1.08	94.0	F	R	1.08	94.0	F	R	1.06	83.8	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>47.8</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>49.8</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>46.9</b>	<b>D</b>		
<b>68 THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	0.87	15.0	B	T	0.87	15.0	B					- Mitigation not required.
		R	0.26	8.0	A	R	0.26	8.1	A					
38th Street	EB	LT	0.73	31.8	C	LT	0.75	32.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>17.6</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>17.6</b>	<b>B</b>		
<b>69 THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.38	12.0	B	L	0.43	13.3	B	L	0.43	13.3	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles).
		T	1.08	68.6	E	T	1.08	68.8	E	T	1.08	68.8	E	
39th Street	WB	TR	1.00	56.5	E	TR	1.03	64.7	E	TR	1.00	54.5	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>64.9</b>	<b>E</b>	<b>-</b>	<b>1.05</b>	<b>61.9</b>	<b>E</b>		
<b>70 THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	0.86	18.5	B	T	0.86	18.5	B					- Mitigation not required.
		R	0.92	81.0	F	R	0.92	81.0	F					
40th Street	EB	LT	0.39	18.4	B	LT	0.41	18.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>20.7</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>20.7</b>	<b>C</b>		
<b>71 THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.45	29.4	C	R	0.45	29.4	C					
41st Street	EB	LT	0.71	31.6	C	LT	0.71	31.6	C					
	WB	R	1.02	78.1	E	R	1.02	78.1	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>		
<b>72 THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.12	82.2	F	LT	1.12	82.6	F					- Unmitigatable Impact.
		-	-	-	-	-	-	-	-					
		R	0.69	33.1	C	R	0.69	33.1	C					
42nd Street	EB	L	0.40	26.3	C	L	0.39	27.8	C					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	1.09	120.0+	F*	R	1.18	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>		

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FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>OTHER 34TH STREET CORRIDOR</b>														
73 LEXINGTON AVENUE & 34TH STREET														
Lexington Avenue	SB	LT	0.76	23.2	C	LT	0.77	23.4	C					- Mitigation not required.
		R	0.40	20.1	C	R	0.43	21.0	C					
34th Street	EB	TR	0.65	18.4	B	TR	0.70	19.7	B					
	WB	LT	0.92	34.2	C	LT	0.96	40.1	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>25.2</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>26.4</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>26.4</b>	<b>C</b>		
74 PARK AVENUE & 34TH STREET														
Park Avenue	NB	LTR	1.06	70.0	E	LTR	1.06	70.0	E					- Unmitigatable Impact.
	SB	LTR	1.10	88.1	F	LTR	1.10	88.1	F					
34th Street	EB	LT	0.55	22.3	C	LT	0.60	23.3	C					
		R	0.36	20.3	C	R	0.36	20.3	C					
	WB	LT	0.97	48.6	D	LT	1.02	61.3	E					
		R	0.30	20.1	C	R	0.31	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>56.9</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>59.7</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>59.7</b>	<b>E</b>		
75 MADISON AVENUE & 34TH STREET														
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	1.04	60.9	E					- Mitigation not required.
34th Street	EB	DefL	0.58	28.3	C	DefL	0.57	28.1	C					
		T	0.61	23.7	C	T	0.66	25.0	C					
	WB	T	0.72	26.6	C	T	0.76	28.3	C					
		R	0.54	27.0	C	R	0.54	27.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>39.1</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>39.4</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>39.4</b>	<b>D</b>		
77 SIXTH AVENUE / BROADWAY & 34TH STREET														
Sixth Avenue	NB	T	0.61	6.7	A	T	0.61	6.7	A	T	0.63	8.2	A	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 30 s; EB/WB green time shifts from 27 s to 29 s; SB green time remains at 21 s].
Broadway	SB	T	0.88	45.9	D	T	0.88	45.9	D	T	0.88	45.9	D	
34th Street	EB	TR	1.09	91.3	F	TR	1.17	120.0+	F*	TR	1.09	90.6	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>67.2</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>79.5</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>66.0</b>	<b>E</b>		
78 SEVENTH AVENUE & 34TH STREET														
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.91	22.8	C	LTR	0.98	34.2	C	- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 41 s; EB/WB green time shifts from 35 s to 38 s].
34th Street	EB	TR	1.16	116.7	F	TR	1.20+	120.0+	F*	TR	1.15	108.0	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>82.4</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>99.0</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>83.9</b>	<b>F</b>		
79 EIGHTH AVENUE & 34TH STREET														
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.15	105.4	F	LT	1.11	91.6	F	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane (for a total of 5 lanes). - Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 30 s; EB/WB green time shifts from 40 s to 43 s; and LPI remains at 7 s].
		-	-	-	-	-	-	-	-	R	0.56	31.8	C	
34th Street	EB	LT	1.09	86.8	F	LT	1.17	114.8	F	LT	1.09	82.9	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.17</b>	<b>96.9</b>	<b>F</b>		
<b>OTHER 42ND STREET CORRIDOR</b>														
80 LEXINGTON AVENUE & 42ND STREET														
Lexington Avenue	SB	LTR	0.92	23.3	C	LTR	0.93	24.1	C	LTR	0.75	17.4	B	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 4 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 41 s; EB/WB green time shifts from 35 s to 39 s].
42nd Street	EB	TR	1.08	81.2	F	TR	1.19	120.0+	F*	TR	1.07	75.8	E	
	WB	LT	1.04	67.3	E	LT	1.14	104.0	F	LT	1.03	61.8	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>48.5</b>	<b>D</b>	<b>-</b>	<b>1.04</b>	<b>70.5</b>	<b>E</b>	<b>-</b>	<b>0.91</b>	<b>44.0</b>	<b>D</b>		
81 PARK AVENUE & 42ND STREET														
Park Avenue	NB	LR	0.15	20.1	C	LR	0.15	20.1	C	L	0.16	25.1	C	- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 44 s green, WB/NB-right only = 7 s green time, and NB = 24 s of green time (each phase has 3 s amber and 2 s all red). [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]
		R	0.43	25.3	C	R	0.43	25.3	C	R	0.38	20.5	C	
42nd Street	EB	TR	0.79	19.9	B	TR	0.86	23.9	C	TR	0.96	38.1	D	
	WB	LT	0.82	21.5	C	LT	0.88	25.2	C	LT	0.77	15.1	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.67</b>	<b>21.0</b>	<b>C</b>	<b>-</b>	<b>0.70</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.69</b>	<b>26.0</b>	<b>C</b>		
82 VANDERBILT AVENUE & 42ND STREET														
42nd Street	EB	LT	0.82	26.9	C	LT	0.89	32.1	C	LT	0.85	27.5	C	- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).
	WB	TR	0.96	41.9	D	TR	1.03	58.0	E	TR	0.98	44.1	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>34.9</b>	<b>C</b>	<b>-</b>	<b>1.03</b>	<b>45.8</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>36.3</b>	<b>D</b>		

**Table B - 13  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>83 42ND STREET &amp; MADISON AVENUE</b>														
Madison Avenue	NB	LTR	1.10	80.2	F	LTR	1.10	80.8	F					- Unmitigatable Impact.
42nd Street	EB	LT	0.98	49.9	D	LT	1.08	78.8	E					
	WB	T	1.08	78.2	E	T	1.16	106.9	F					
	R		0.01	14.9	E	R	0.01	14.9	B					
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>71.3</b>	<b>E</b>	-	<b>1.13</b>	<b>88.9</b>	<b>F</b>					
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>														
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.05	105.1	F					- Unmitigatable Impact.
	R		0.60	53.1	D	R	0.60	53.1	D					
42nd Street	EB	LT	1.06	79.7	E	LT	1.16	114.0	F					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	R		1.10	108.5	F	R	1.18	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>114.2</b>	<b>F</b>	-	<b>1.19</b>	<b>120.0+</b>	<b>F*</b>					
<b>86 BROADWAY &amp; 42nd STREET</b>														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
42nd Street	EB	T	0.94	50.5	D	T	1.02	68.0	E					
	R		0.14	22.6	C	R	0.14	22.6	C					
	WB	L	0.86	120.0+	F*	L	0.86	120.0+	F*					
	T		1.10	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>														
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.91	27.0	C					- Mitigation not required.
42nd Street	EB	T	0.68	26.1	C	T	0.74	27.9	C					
	R		0.71	33.2	C	R	0.71	33.2	C					
	WB	LT	0.66	25.9	C	LT	0.72	27.8	C					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.1</b>	<b>C</b>	-	<b>0.84</b>	<b>27.8</b>	<b>C</b>					
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	L	0.04	16.3	B	L	0.04	16.3	B					- Unmitigatable Impact.
	LT		1.09	93.9	F	LT	1.09	93.9	F					
42nd Street	R		1.00	87.4	F	R	1.00	87.4	F					
	EB	DefL	0.88	45.0	D	DefL	0.89	48.2	D					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.16	106.0	F	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes).
42nd Street	EB	TR	1.05	72.9	E	TR	1.10	90.5	F	TR	0.97	49.3	D	
	WB	DefL	0.79	34.4	C	DefL	0.79	33.4	C	DefL	0.74	28.4	C	
	T		1.19	120.0+	F*	T	1.20+	120.0+	F*	T	1.10	95.3	F	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>85.9</b>	<b>F</b>	
<b>GARAGE ENTRANCE/EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R				R	-	16.1	C					- Mitigation not required.
<b>Overall Intersection</b>	-			NA		-	-	<b>16.1</b>	<b>C</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR				LR	-	14.3	B					- Mitigation not required.
38th Street	EB	LT				LT	-	7.8	A					
<b>Overall Intersection</b>	-					-	-	<b>13.5</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 14**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>QUEENS PLAZA NORTH</b>													
6 <b>Queens Plaza North &amp; Crescent Street</b>													
Crescent Street	SB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*				
		R	0.21	43.9	D	R	0.19	43.4	D				
Queens Plaza North (Service Road)	WB	L	0.05	1.0	A	L	0.05	1.0	A				
		T	0.44	2.6	A	T	0.44	2.6	A				
Queens Plaza North (Mainline)	WB	T	1.16	94.9	F	T	1.20+	120.0+	F*				
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					<b>- Unmitigatable Impact.</b>
1 <b>Queens Plaza North &amp; 28th Street</b>													
28th Street	SB	R	0.73	71.4	E	R	0.73	71.4	E				
Queens Plaza North	WB	T	0.24	12.0	B	T	0.24	12.0	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>34.6</b>	<b>C</b>	<b>-</b>	<b>0.38</b>	<b>34.6</b>	<b>C</b>					<b>- Mitigation not required.</b>
2 <b>Queens Plaza North &amp; JFK Commuter Plaza</b>													
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*				
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*				
Queens Plaza North	EB	T	0.50	22.3	C	T	0.54	23.3	C				
	WB	T	1.16	120.0+	F*	T	1.20+	120.0+	F*				
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					<b>- Unmitigatable Impact.</b>
9 <b>Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>													
Northern Boulevard	NB	LTR	0.38	25.6	C	LTR	0.38	25.6	C	LTR	0.38	25.6	C
	SB	LT	0.97	73.7	E	LT	0.97	73.7	E	LT	0.97	73.7	E
		R	1.11	96.8	F	R	1.17	120.0	F	R	1.11	93.2	F
Queens Plaza North	EB	L	0.83	45.6	D	L	0.89	50.5	D	L	0.37	41.2	D
41st Avenue	WB	LTR	0.04	40.4	D	LTR	0.04	40.4	D	LTR	0.15	43.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>69.4</b>	<b>E</b>	<b>-</b>	<b>0.83</b>	<b>80.7</b>	<b>F</b>	<b>-</b>	<b>0.83</b>	<b>67.1</b>	<b>E</b>	<b>- Modify signal timing: shift 4 s green time from WB phase to EB/SB right turn phase. [WB green time shifts from 20 s to 16 s; EB/SB right turn green time shifts from 38 s to 42 s].</b>
<b>QUEENS PLAZA SOUTH</b>													
7 <b>Queens Plaza South &amp; 27th Street</b>													
Queens Plaza South	EB	T	0.83	22.0	C	T	0.83	22.2	C				
		R	0.98	47.8	D	R	0.98	49.3	D				
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>31.8</b>	<b>C</b>	<b>-</b>	<b>0.98</b>	<b>32.5</b>	<b>C</b>					<b>- Mitigation not required.</b>
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>													
10 <b>Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>													
Jackson Avenue	NB	TR	0.59	31.4	C	TR	0.59	31.6	C	TR	0.64	34.6	C
Northern Boulevard	SB	TR	0.70	35.1	D	TR	0.70	35.1	D	TR	0.75	39.0	D
Queens Boulevard	EB	T	0.60	12.2	B	T	0.62	12.6	B	T	0.60	10.3	B
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>95.5</b>	<b>F</b>	<b>-</b>	<b>1.05</b>	<b>106.0</b>	<b>F</b>	<b>-</b>	<b>1.05</b>	<b>93.8</b>	<b>F</b>	<b>- Modify signal timing: shift 3 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 44 s to 41 s; EB/WB green time shifts from 66 s to 69 s].</b>
5 <b>Queens Boulevard &amp; Skillman Avenue</b>													
Skillman Avenue	NB	L	0.85	120.0+	F*	L	0.85	120.0+	F*				
		TR	0.36	47.2	D	TR	0.36	47.2	D				
	SB	LTR	1.06	120.0+	F*	LTR	1.06	120.0+	F*				
Queens Boulevard	EB	LTR	1.14	120.0+	F*	LTR	1.20	120.0+	F*				
	WB	LTR	0.98	100.4	F	LTR	1.02	120.0+	F*				
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>					<b>- Unmitigatable Impact.</b>



**Table B - 14**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>														
Van Dam Street	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	<b>Partially Mitigated.</b> - Provide strict enforcement of the existing No Standing 7am-10am except Sunday parking regulation on the east curb of the NB approach.
		TR	1.14	120.0+	F*	TR	1.16	120.0+	F*	TR	1.08	120.0+	F*	
Queens Boulevard (to Queens Boulevard)	EB	T	1.11	120.0+	F*	T	1.19	120.0+	F*	T	1.19	120.0+	F*	
Queens Boulevard (to Van Dam Street)		T	1.09	120.0+	F*	T	1.10	120.0+	F*	T	1.10	120.0+	F*	
Queens Boulevard (to Thomson Avenue WB)		R	0.06	47.5	D	R	0.06	47.5	D	R	0.06	47.5	D	
Thomson Avenue	EB	T	0.28	14.9	B	T	0.28	14.9	B	T	0.28	14.9	B	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.97	53.6	D	L	0.97	53.6	D	L	0.97	53.6	D	
Queens Boulevard (to Viaduct)		TR	0.45	2.4	A	TR	0.48	2.5	A	TR	0.48	2.5	A	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>101.6</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>104.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>102.0</b>	<b>F</b>		
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>														
Queensboro Bridge Upper Level Off Ramp	SB	L	(Not in Operation during AM)			L	(Not in Operation during AM)							- Mitigation not required.
Thomson Avenue	EB	T	-	-	-	T	-	-	-					
	WB	T	-	-	-	T	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>4 Thomson Avenue &amp; Skillman Avenue</b>														
Skillman Avenue	NB	DefL	1.08	120.0+	F*	DefL	1.08	120.0+	F*	L	1.08	120.0+	F*	- Restripe the NB approach from one 19 ft lane to one 9.5 ft left turn lane and one 9.5 ft shared through and right lane for 120 ft. - Restripe the SB approach from one 19 ft lane to one 10 ft shared left and through lane and one 9 ft right turn lane for 120 ft. - Relocate the existing "No Standing" regulations along the west side of SB Skillman Avenue 120 ft. from the intersection to provide a right turn lane. <b>[Measures reflect geometric improvements needed for the Saturday Midday peak period; otherwise mitigation is not needed.]</b>
		TR	0.46	54.2	D	TR	0.46	54.2	D	TR	0.46	54.2	D	
	SB	LT	1.07	120.0+	F*	LT	1.07	120.0+	F*	LT	1.07	120.0+	F*	
		R	0.85	79.5	E	R	0.85	79.5	E	R	0.85	79.5	E	
Thomson Avenue	EB	LTR	0.70	9.1	A	LTR	0.70	9.1	A	LTR	0.7	9.1	A	
	WB	LTR	1.15	91.8	F	LTR	1.15	91.8	F	LTR	1.15	92.2	F	
													A	
<b>Overall Intersection</b>	<b>-</b>	<b>1.12</b>	<b>77.7</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>77.7</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>77.9</b>	<b>E</b>		
<b>OTHER INTERSECTIONS</b>														
<b>8 Jackson Avenue &amp; 44th Drive</b>														
Jackson Avenue	NB	L	0.27	36.2	D	L	0.27	36.2	D					- Mitigation not required.
		TR	0.99	66.5	E	TR	1.00	69.9	E					
	SB	L	0.91	21.2	C	L	0.92	21.5	C					
		TR	0.52	2.3	A	TR	0.52	2.4	A					
44th Drive	EB	LTR	0.78	47.9	D	LTR	0.78	47.9	D					
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>61.3</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>62.0</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>62.0</b>	<b>E</b>		
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>														
Northern Boulevard	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB Northern Blvd. phase to SB 31st St./EB Northern Blvd. Left-Only phase. [EB/WB Northern Blvd. green time shifts from 85 s to 84 s; SB 31st St./EB Northern Blvd. Left-Only green time shifts from 25 s to 26 s].
	NB	T	0.38	6.6	A	T	0.39	6.8	A	T	0.4	7.2	A	
	WB	TR	0.94	34.3	C	TR	0.97	38.9	D	TR	0.99	42.7	D	
31st Street	SB	LTR	1.12	120.0+	F*	LTR	1.14	120.0+	F*	LTR	1.08	118.2	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>69.3</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>74.5</b>	<b>E</b>	<b>-</b>	<b>1.20</b>	<b>67.8</b>	<b>E</b>		

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 15  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.03	71.6	E	L	1.14	111.3	F					<b>- Unmitigatable Impact.</b>
		TR	0.63	17.5	B	TR	0.71	21.5	C					
	SB	LTR	1.09	82.6	F	LTR	1.20+	120.0+	F*					
34th Street	EB	LT	1.00	78.8	E	LT	1.02	84.6	F					
		R	1.15	107.6	F	R	1.15	107.6	F					
Parking Lot Driveway	WB	LTR	0.07	25.2	C	LTR	0.07	25.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>81.1</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>111.5</b>	<b>F</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.36	19.6	B	L	0.42	21.9	C	L	0.48	25.4	C	<b>- Modify signal timing: shift 5 s green time from NB-lag phase to NB/SB phase; shift 1 s green time from WB phase to NB/SB phase. [NB/SB green time shifts from 33 s to 39 s; NB-lag green time shifts from 26 s to 21 s; WB green time shifts from 16 s to 15 s].</b>
		T	0.37	5.3	A	T	0.37	5.3	A	T	0.37	4.9	A	
	SB	TR	0.97	47.4	D	TR	1.16	112.0	F	TR	0.99	47.4	D	
35th Street/Parking Lot Driveway	WB	LTR	0.03	29.2	C	LTR	0.03	29.2	C	LTR	0.03	30.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.63</b>	<b>76.9</b>	<b>E</b>	<b>-</b>	<b>0.68</b>	<b>35.3</b>	<b>D</b>		
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.60	12.7	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM &amp; PM peak period; otherwise mitigation is not needed.]</b>
East 36th Street	EB	R	-	13.5	B	R	-	16.9	C	R	0.46	27.9	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>16.9</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>14.8</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.70	12.1	B	TR	0.77	14.0	B					<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>14.0</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.82	18.4	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>
East 38th Street	EB	R	-	17.6	C	R	-	23.2	C	R	0.54	29.3	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>17.6</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>19.9</b>	<b>B</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.49	10.6	B	TR	0.50	10.7	B					<b>- Mitigation not required.</b>
30th Street	EB	L	0.91	48.4	D	L	0.91	48.4	D					
		T	0.09	20.3	C	T	0.09	20.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>20.4</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.86	14.8	B	LTR	0.88	15.5	B					<b>- Mitigation not required.</b>
33rd Street	WB	TR	0.06	18.6	B	TR	0.06	18.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.56</b>	<b>15.6</b>	<b>B</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	L	0.41	19.7	B	L	0.42	19.7	B					<b>- Mitigation not required.</b>
34th Street		TR	0.85	22.4	C	TR	0.87	23.5	C					
	EB	DefL	0.49	23.8	C	DefL	0.56	26.0	C					
		T	0.90	36.4	D	T	0.90	37.2	D					
	WB	TR	0.74	33.6	C	TR	0.82	36.6	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>29.8</b>	<b>C</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.42	7.5	A	LT	0.46	7.8	A	LT	0.46	7.8	A	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block. - Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]</b>
35th Street	WB	TR	0.57	25.3	C	TR	0.75	30.6	C	TR	0.48	23.5	C	
		-	-	-	-	-	-	-	-	R	0.51	26.3	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>12.3</b>	<b>B</b>		
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.6	A	TR	0.51	8.3	A					<b>- Mitigation not required.</b>
36th Street	EB	LT	0.27	20.8	C	LT	0.32	21.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>0.44</b>	<b>10.0</b>	<b>B</b>						

**Table B - 15  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.99	31.9	C	LT	1.10	73.4	E	L	0.26	10.7	B	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 10A-4P M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes). - Modify signal timing: shift 1 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
37th Street	WB	TR	0.81	38.2	D	TR	0.84	40.8	D	TR	0.86	44.3	D	
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>33.2</b>	<b>C</b>	-	<b>0.99</b>	<b>67.2</b>	<b>E</b>	-	<b>0.95</b>	<b>40.6</b>	<b>D</b>	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.47	7.9	A	TR	0.54	8.5	A	TR	0.55	9.2	A	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 48 s; EB/WB green time shifts from 31 s to 32 s].
38th Street	EB	L	0.78	37.6	D	L	0.88	47.2	D	L	0.86	43.1	D	
	LT	0.33	22.4	C	LT	0.39	23.5	C	LT	0.38	22.6	C		
	WB	R	0.41	24.2	C	R	0.72	36.5	D	R	0.69	33.9	C	
<b>Overall Intersection</b>	-	-	<b>0.59</b>	<b>14.8</b>	<b>B</b>	-	<b>0.67</b>	<b>18.2</b>	<b>B</b>	-	<b>0.67</b>	<b>17.8</b>	<b>B</b>	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.61	9.3	A	LTR	0.75	11.2	B					- Mitigation not required.
39th Street	WB	-	-	-	-	TR	0.10	19.2	B					
<b>Overall Intersection</b>	-	-	<b>0.61</b>	<b>9.3</b>	<b>A</b>	-	<b>0.49</b>	<b>11.3</b>	<b>B</b>					
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.65	9.9	A	T	0.73	11.1	B					- Mitigation not required.
40th Street	EB	L	0.37	22.1	C	L	0.74	33.4	C					
<b>Overall Intersection</b>	-	-	<b>0.54</b>	<b>11.8</b>	<b>B</b>	-	<b>0.73</b>	<b>14.9</b>	<b>B</b>					
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.63	13.9	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	23.6	C	R	-	120.0+	F*	R	0.29	21.9	C	
<b>Overall Intersection</b>	-	-	-	<b>23.6</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.49</b>	<b>14.3</b>	<b>B</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.33	13.5	B	LT	0.42	14.6	B	LT	0.45	16.8	B	- Modify signal timing: shift 3 s from NB phase to EB/WB phase. [NB green time shifts from 44 s to 41 s; EB/WB green time shifts from 31 s to 34 s].
First Avenue (right)	T	0.75	26.4	C	T	0.85	33.6	C	T	0.91	43.6	D		
	R	0.10	11.7	B	R	0.57	21.9	C	R	0.62	26.6	C		
42nd Street	EB	DefL	0.99	68.7	E	DefL	0.99	68.7	E	DefL	0.91	48.6	D	
	T	0.97	58.0	E	T	1.05	79.5	E	T	0.96	53.5	D		
	WB	TR	0.70	28.6	C	TR	0.73	30.1	C	TR	0.66	25.7	C	
	R	0.83	43.0	D	R	0.83	43.0	D	R	0.76	34.4	C		
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>39.0</b>	<b>D</b>	-	<b>0.93</b>	<b>43.3</b>	<b>D</b>	-	<b>0.93</b>	<b>36.0</b>	<b>D</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.42	7.5	A	T	0.43	7.6	A					- Mitigation not required.
44th Street	EB	L	0.82	46.8	D	L	0.82	46.8	D					
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>12.8</b>	<b>B</b>	-	<b>0.59</b>	<b>12.7</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.76	23.2	C	L	0.76	23.2	C					- Mitigation not required.
	T	0.48	8.1	A	T	0.50	8.2	A						
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.40	7.4	A	T	0.41	7.5	A					- Mitigation not required.
46th Street	EB	L	0.38	22.0	C	L	0.38	22.0	C					
<b>Overall Intersection</b>	-	-	<b>0.39</b>	<b>10.5</b>	<b>B</b>	-	<b>0.40</b>	<b>10.5</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.45	7.7	A	LT	0.46	7.8	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.45</b>	<b>7.7</b>	<b>A</b>	-	<b>0.46</b>	<b>7.8</b>	<b>A</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	17.8	C	L	-	17.8	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>17.8</b>	<b>C</b>					

**Table B - 15  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions					2014 Build with Mitigation					Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS				
<b>23 FIRST AVENUE &amp; 49TH STREET</b>																
First Avenue (left)	NB	LT	1.07	71.8	E	LT	1.07	71.8	E	LT	1.04	63.9	E	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 1 s from WB phase to NB phase. [NB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].		
First Avenue (tunnel)		T	0.80	14.2	B	T	0.86	16.7	B	T	0.85	15.0	B			
First Avenue (right)		T	0.98	40.1	D	T	1.07	51.2	D	T	0.98	38.2	D			
49th Street	WB	TR	1.06	76.8	E	TR	1.07	78.6	E	TR	1.03	65.9	E			
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>46.6</b>	<b>D</b>	<b>-</b>	<b>1.07</b>	<b>49.5</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>41.6</b>	<b>D</b>				
<b>24 FIRST AVENUE &amp; 52ND STREET</b>																
First Avenue	NB	TR	0.78	11.5	B	TR	0.81	12.2	B					- Mitigation not required.		
52nd Street	EB	LT	0.73	35.7	D	LT	0.73	35.7	D							
	WB	R	0.25	21.4	C	R	0.25	21.4	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.78</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>14.6</b>	<b>B</b>				
<b>25 FIRST AVENUE &amp; 53RD STREET</b>																
First Avenue	NB	LT	0.79	11.9	B	LT	0.82	12.5	B					- Mitigation not required.		
53rd Street	WB	TR	0.66	27.4	C	TR	0.67	27.5	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>14.8</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>15.3</b>	<b>B</b>				
<b>26 FIRST AVENUE &amp; 57TH STREET</b>																
First Avenue	NB	LT	0.97	39.6	D	LT	1.02	49.3	D	L	0.88	44.4	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.		
		R	0.23	19.2	B	R	0.23	19.2	B	R	0.23	19.2	B			
57th Street	EB	DefL	0.46	29.1	C	DefL	0.46	29.1	C	DefL	0.46	29.1	C			
		T	0.34	23.2	C	T	0.34	23.2	C	T	0.34	23.2	C			
	WB	TR	0.42	23.5	C	TR	0.42	23.5	C	TR	0.42	23.5	C			
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>35.9</b>	<b>D</b>	<b>-</b>	<b>0.76</b>	<b>43.5</b>	<b>D</b>	<b>-</b>	<b>0.74</b>	<b>39.0</b>	<b>D</b>				
<b>27 FIRST AVENUE &amp; 59TH STREET</b>																
First Avenue	NB	L	0.66	22.6	C	L	0.66	22.6	C	L	0.64	21.0	C	- Modify signal timing: shift 1 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 46 s; EB/WB green time shifts from 29 s to 28 s; LPI remains at 6 s].		
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.24	132.7	F			
59th Street	EB	DefL	0.38	25.5	C	DefL	0.38	25.5	C	DefL	0.40	26.6	C			
		T	0.18	21.4	C	T	0.18	21.4	C	T	0.19	22.2	C			
	WB	TR	0.48	25.1	C	TR	0.48	25.1	C	TR	0.50	26.1	C			
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>110.4</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>112.7</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>104.0</b>	<b>F</b>				
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>																
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>																
34th Street	EB	DefL	0.99	78.3	E	DefL	1.00	120.0+	F*	DefL	1.00	52.8	D	- Modify signal timing: shift 2 s from parking garage phase to EB/WB phase. [EB-lead green time remains at 28 s; EB/WB green time shifts from 18 s to 20 s; parking garage time shifts from 10 s to 8 s; all ped-phase remains at 20 s].		
		T	1.12	89.1	F	T	1.15	101.3	F	T	1.11	83.1	F			
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.24	155.5	F			
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.16</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.13</b>	<b>106.7</b>	<b>F</b>				
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	LT	0.22	10.8	B	LT	0.22	10.8	B					- Mitigation not required.		
35th Street	WB	TR	0.65	26.1	C	TR	0.69	27.1	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.40</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.42</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>0.42</b>	<b>19.9</b>	<b>B</b>				
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	TR	0.50	14.1	B	TR	0.51	14.2	B					- Mitigation not required.		
36th Street	EB	T	0.18	18.4	B	T	0.20	18.7	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>15.1</b>	<b>B</b>				
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.		
	SB	TR	0.02	14.1	B	TR	0.03	14.2	B							
37th Street	WB	L	0.55	25.8	C	L	0.65	31.2	C							
		LTR	0.76	30.2	C	LTR	0.79	32.3	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>28.7</b>	<b>C</b>	<b>-</b>	<b>0.43</b>	<b>31.3</b>	<b>C</b>	<b>-</b>	<b>0.43</b>	<b>31.3</b>	<b>C</b>				
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	TR	0.01	12.9	B	TR	0.01	12.9	B					- Mitigation not required.		
	SB	LT	0.08	13.6	B	LT	0.09	13.7	B							
38th Street	EB	LTR	0.45	17.4	B	LTR	0.51	18.4	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.30</b>	<b>17.9</b>	<b>B</b>	<b>-</b>	<b>0.30</b>	<b>17.9</b>	<b>B</b>				

**Table B - 15**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	L	0.02	13.0	B	L	0.02	13.0	B						- Mitigation not required.
	SB	TR	0.06	13.4	B	TR	0.06	13.4	B						
39th Street	WB	LT	0.58	21.6	C	LT	0.71	26.0	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.38</b>	<b>24.3</b>	<b>C</b>							
<b>SECOND AVENUE CORRIDOR</b>															
<b>35 SECOND AVENUE &amp; 30TH STREET</b>															
Second Avenue	SB	LT	0.68	10.8	B	LT	0.69	11.0	B						- Mitigation not required.
30th Street	EB	T	0.40	23.0	C	T	0.40	23.0	C						
		R	0.45	26.3	C	R	0.45	26.3	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>12.7</b>	<b>B</b>							
<b>36 SECOND AVENUE &amp; 33RD STREET</b>															
Second Avenue	SB	T	1.09	65.8	E	T	1.11	72.6	E	T	1.08	63.5	E		- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 30 s to 29 s].
	R	0.52	13.7	B	R	0.52	13.7	B	R	0.50	12.4	B			
33rd Street	WB	L	0.66	35.4	D	L	0.66	35.4	D	L	0.69	38.0	D		
	T	0.29	22.4	C	T	0.29	22.4	C	T	0.30	23.2	C			
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>60.3</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>66.3</b>	<b>E</b>	<b>-</b>	<b>0.94</b>	<b>58.5</b>	<b>E</b>			
<b>37 SECOND AVENUE &amp; 34TH STREET</b>															
Second Avenue	SB	L	0.89	44.2	D	L	0.89	44.2	D	L	0.89	44.2	D		- Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low.
	LT	0.81	17.7	B	LT	0.82	18.0	B	LT	0.82	18.0	B			
	R	0.58	22.5	C	R	0.66	26.5	C	R	0.66	26.5	C			
34th Street	EB	T	1.16	115.5	F	T	1.19	120.0+	F*	T	1.11	95.2	F		
	R	0.86	61.8	E	R	0.87	64.7	E	R	0.81	53.1	D			
	WB	L	0.75	52.3	D	L	0.78	54.7	D	L	0.78	55.0	D		
	T	0.75	27.8	C	T	0.76	28.2	C	T	0.80	31.9	C			
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>43.3</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>46.9</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>39.9</b>	<b>D</b>			
<b>38 SECOND AVENUE &amp; 35TH STREET</b>															
Second Avenue	SB	T	0.62	16.4	B	T	0.63	16.5	B	T	0.63	16.5	B		- Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading/unloading on the south curb.
	R	0.93	51.5	D	R	0.93	51.5	D	R	0.93	51.5	D			
35th Street	EB	R	0.99	52.1	D	R	0.99	52.1	D	R	0.99	52.1	D		- Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection.
	WB	-	-	-	-	-	-	-	L	0.32	20.6	C		[Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]	
	LT	0.43	20.3	C	LT	0.46	20.8	C	T	0.29	18.4	B			
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>30.6</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>30.4</b>	<b>C</b>			
<b>39 SECOND AVENUE &amp; 36TH STREET</b>															
Second Avenue	SB	L	0.80	18.2	B	L	0.83	19.3	B						- Mitigation not required.
	T	0.66	11.3	B	T	0.67	11.5	B							
36th Street	EB	TR	0.95	42.2	D	TR	0.96	42.9	D						
	WB	-	-	-	-	-	-	-							
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>23.1</b>	<b>C</b>							
<b>40 SECOND AVENUE &amp; 37TH STREET</b>															
Second Avenue	SB	T	0.93	18.3	B	T	0.95	19.8	B						- Mitigation not required.
	R	0.21	7.3	A	R	0.21	7.3	A							
37th Street	WB	LT	0.58	26.6	C	LT	0.60	27.1	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>20.4</b>	<b>C</b>							
<b>41 SECOND AVENUE &amp; 38TH STREET</b>															
Second Avenue	SB	-	-	-	-	-	-	-							- Mitigation not required.
	LT	0.79	11.8	B	LT	0.81	12.4	B							
38th Street	EB	TR	0.73	30.2	C	TR	0.77	32.0	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.80</b>	<b>16.0</b>	<b>B</b>							
<b>42 SECOND AVENUE &amp; 39TH STREET</b>															
Second Avenue	SB	T	1.10	69.9	E	T	1.12	80.3	F	T	1.08	62.0	E		- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading/unloading from 10A-7P 120 ft. from the intersection.
	R	1.17	120.0+	F*	R	1.17	120.0+	F*	R	1.13	109.2	F			
39th Street	WB	LT	0.91	54.2	D	LT	1.05	86.5	F	LT	0.73	33.5	C		- Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>74.3</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>63.4</b>	<b>E</b>			
<b>43 SECOND AVENUE &amp; 40TH STREET</b>															
Second Avenue	SB	L	0.39	12.9	B	L	0.65	24.3	C	L	0.65	24.3	C		- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 10A-4P 120 ft. from the intersection to gain an additional through lane (for a total of 6 lanes).
	T	1.13	93.0	F	T	1.15	103.3	F	T	0.92	18.9	B			
40th Street	EB	TR	0.86	47.2	D	TR	0.89	50.4	D	TR	0.89	50.4	D		
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.05</b>	<b>94.3</b>	<b>F</b>	<b>-</b>	<b>0.91</b>	<b>22.7</b>	<b>C</b>			

**Table B - 15**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>44 SECOND AVENUE &amp; 41ST STREET</b>														
Second Avenue	SB	LTR	0.82	12.5	B	LTR	0.85	13.3	B					- Mitigation not required.
41st Street	EB	TR	0.71	40.7	D	TR	0.71	40.7	D					
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>14.1</b>	<b>B</b>	-	<b>0.79</b>	<b>14.9</b>	<b>B</b>					
<b>45 SECOND AVENUE &amp; 42ND STREET</b>														
Second Avenue	SB	LTR	1.04	50.1	D	LTR	1.07	61.8	E					- Unmitigatable Impact.
42nd Street	EB	TR	0.74	26.5	C	TR	0.82	29.8	C					
	WB	LT	1.09	91.6	F	LT	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>51.2</b>	<b>D</b>	-	<b>1.14</b>	<b>68.1</b>	<b>E</b>					
<b>46 SECOND AVENUE &amp; 43RD STREET</b>														
Second Avenue	SB	TR	1.04	48.1	D	TR	1.07	58.2	E	TR	1.03	41.9	D	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
43rd Street	WB	LT	0.45	25.4	C	LT	0.45	25.4	C	LT	0.48	27.8	C	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>47.0</b>	<b>D</b>	-	<b>0.83</b>	<b>56.7</b>	<b>E</b>	-	<b>0.83</b>	<b>41.2</b>	<b>D</b>	
<b>47 SECOND AVENUE &amp; 44TH STREET</b>														
Second Avenue	SB	LT	1.07	55.3	E	LT	1.10	67.2	E	L	0.48	10.3	B	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a total of 6 lanes).
44th Street	EB	TR	0.88	53.2	D	TR	0.88	53.2	D	T	1.02	38.3	D	
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>55.1</b>	<b>E</b>	-	<b>1.02</b>	<b>66.0</b>	<b>E</b>	-	<b>0.97</b>	<b>38.5</b>	<b>D</b>	
<b>48 SECOND AVENUE &amp; 49TH STREET</b>														
Second Avenue	SB	TR	0.83	12.8	B	TR	0.85	13.5	B					- Mitigation not required.
49th Street	WB	L	0.97	65.9	E	L	0.99	69.3	E					
	LT		1.03	75.8	E	LT	1.03	75.8	E					
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>27.4</b>	<b>C</b>	-	<b>0.92</b>	<b>28.0</b>	<b>C</b>					
<b>49 SECOND AVENUE &amp; 52ND STREET</b>														
Second Avenue	SB	LT	0.78	11.7	B	LT	0.81	12.2	B					- Mitigation not required.
52nd Street	EB	TR	0.93	57.9	E	TR	0.93	58.4	E					
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>17.1</b>	<b>B</b>	-	<b>0.85</b>	<b>17.5</b>	<b>B</b>					
<b>50 SECOND AVENUE &amp; 53RD STREET</b>														
Second Avenue	SB	TR	0.76	11.2	B	TR	0.78	11.6	B					- Mitigation not required.
53rd Street	WB	LT	1.01	64.5	E	LT	1.02	65.2	E					
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>23.5</b>	<b>C</b>	-	<b>0.87</b>	<b>23.7</b>	<b>C</b>					
<b>51 SECOND AVENUE &amp; 57TH STREET</b>														
Second Avenue	SB	LTR	1.03	49.9	D	LTR	1.06	60.7	E	LT	0.89	23.2	C	- Modify the existing "No Standing" regulations along the west side of the Second Avenue approach to prohibit parking from 10A - 4P 120 ft. from the intersection to allow right turns from the curb lane for midday peak period (for a total of 6 lanes). - Provide strict enforcement of the existing "No Parking Anytime" regulation on the west side of the Second Avenue approach.
57th Street	EB	T	1.09	91.5	F	T	1.09	91.5	F	R	0.80	35.9	D	
		R	0.44	33.8	C	R	0.44	33.8	C	T	1.09	91.5	F	
	WB	L	0.55	40.7	D	L	0.55	40.7	D	R	0.44	33.8	C	
		LT	0.34	18.9	B	LT	0.34	18.9	B	L	0.55	40.7	D	
										LT	0.34	18.9	B	
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>56.4</b>	<b>E</b>	-	<b>1.03</b>	<b>63.6</b>	<b>E</b>	-	<b>0.94</b>	<b>39.1</b>	<b>D</b>	
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>														
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-	R	-	-	-	- Modify the existing "No Standing" regulations along the north side of westbound 57th Street approach to prohibit truck loading/unloading from 10A-4P 120 ft. from the intersection to provide two through lanes and a daylight shared through-right lane (for a total of 3 lanes).
57th Street	EB	L	1.02	58.5	E	L	1.02	58.6	E	L	1.02	58.2	E	
		T	0.29	3.9	A	T	0.29	3.9	A	T	0.29	3.9	A	
	WB	TR	1.17	119.2	F	TR	1.20+	120.0+	F*	TR	0.86	36.7	D	
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>80.4</b>	<b>F</b>	-	<b>1.12</b>	<b>104.0</b>	<b>F</b>	-	<b>0.94</b>	<b>39.5</b>	<b>D</b>	
<b>53 SECOND AVENUE &amp; 59TH STREET</b>														
Second Avenue	SB	LT	1.13	85.3	F	LT	1.17	99.3	F					- Unmitigatable Impact.
59th Street	EB	TR	1.09	81.8	F	TR	1.09	81.8	F					
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>84.2</b>	<b>F</b>	-	<b>1.13</b>	<b>93.8</b>	<b>F</b>					
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
Queensboro Bridge Ramp	WB	L	1.16	110.8	F	L	1.20+	120.0+	F*					
		T	1.19	120.0+	F*	T	1.19	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

**Table B - 15**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	TR	1.12	84.0	F	TR	1.12	85.4	F					- Mitigation not required.
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>83.6</b>	<b>F</b>	-	<b>0.55</b>	<b>85.1</b>	<b>F</b>					
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	T	1.35	193.2	F	- Install "No Standing" regulations for 10A - 3P along the west side of Second Avenue approach to provide a daylight right-turn lane. - Relocate the existing sign on the west side of the Second Avenue approach (No Standing 7A - 10A, 3P - 8P except Sun; No standing except trucks loading and unloading 10A - 3P except Sun) 120 ft. from the intersection.
			-	-	-					R	0.40	12.0	B	
61st Street	WB	LT	1.12	93.9	F	LT	1.12	93.9	F	LT	1.12	93.9	F	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.25</b>	<b>160.9</b>	<b>F</b>	
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	1.17	112.3	F	TR	1.17	114.9	F					- Mitigation not required.
63rd Street	WB	L	1.10	92.4	F	L	1.10	92.4	F					
		T	0.64	23.7	C	T	0.64	23.7	C					
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>89.8</b>	<b>F</b>	-	<b>1.14</b>	<b>91.5</b>	<b>F</b>					
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.66	47.1	D	L	0.68	48.3	D					- Mitigation not required.
		R	0.19	9.8	A	R	0.19	9.8	A					
34th Street	EB	T	0.47	4.6	A	T	0.48	4.7	A					
	WB	T	0.72	29.0	C	T	0.74	29.8	C					
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>17.0</b>	<b>B</b>	-	<b>0.52</b>	<b>17.5</b>	<b>B</b>					
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	56.7	E	L	1.01	56.7	E					- Mitigation not required.
		LTR	0.98	49.1	D	LTR	0.99	50.7	D					
		R	0.70	22.1	C	R	0.70	22.1	C					
35th Street	WB	LT	0.88	41.4	D	LT	0.88	41.6	D					
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>44.5</b>	<b>D</b>	-	<b>0.95</b>	<b>45.0</b>	<b>D</b>					
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.0	A	T	0.29	8.2	A					- Mitigation not required.
37th Street	WB	TR	0.45	29.0	C	TR	0.47	29.4	C					
<b>Overall Intersection</b>	-		<b>0.33</b>	<b>14.1</b>	<b>B</b>	-	<b>0.34</b>	<b>14.3</b>	<b>B</b>					
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.33	15.6	B	TR	0.35	15.9	B					- Mitigation not required.
38th Street	EB	LT	0.91	42.5	D	LT	0.92	44.3	D					
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>28.4</b>	<b>C</b>	-	<b>0.64</b>	<b>29.0</b>	<b>C</b>					
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A	LT	0.21	9.8	A					- Mitigation not required.
39th Street	WB	TR	0.61	26.3	C	TR	0.69	28.5	C					
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>18.9</b>	<b>B</b>	-	<b>0.40</b>	<b>20.5</b>	<b>C</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.14	9.3	A	TR	0.16	9.4	A					- Mitigation not required.
			-	-	-									
40th Street	EB	LT	0.60	29.0	C	LT	0.64	30.3	C					
<b>Overall Intersection</b>	-		<b>0.32</b>	<b>18.5</b>	<b>B</b>	-	<b>0.35</b>	<b>18.9</b>	<b>B</b>					
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.19	9.9	A	L	0.19	9.9	A					- Mitigation not required.
		LR	0.05	8.8	A	LR	0.05	8.8	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.32	22.3	C	T	0.32	22.3	C					
	WB	T	0.13	19.6	B	T	0.13	19.6	B					
<b>Overall Intersection</b>	-		<b>0.24</b>	<b>15.3</b>	<b>B</b>	-	<b>0.24</b>	<b>15.3</b>	<b>B</b>					

**Table B - 15  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>THIRD AVENUE CORRIDOR</b>														
64 <b>THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.89	27.0	C	LTR	0.89	27.3	C	LTR	0.94	32.5	C	- Modify signal timing: shift 1 s green time from NB phase to EB-lead phase; shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 38 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time shifts from 26 s to 27 s].
34th Street	EB	DefL	0.93	72.3	E	DefL	0.97	80.9	F	DefL	0.93	69.3	E	
		T	1.07	80.0	E	T	1.11	92.3	F	T	1.04	68.7	E	
	WB	TR	0.98	54.6	D	TR	1.00	59.7	E	TR	0.96	51.0	D	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>45.1</b>	<b>D</b>	-	<b>1.16</b>	<b>49.3</b>	<b>D</b>	-	<b>1.09</b>	<b>45.1</b>	<b>D</b>	
65 <b>THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.01	41.5	D	LT	1.02	42.4	D					- Mitigation not required.
35th Street	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>89.2</b>	<b>F</b>	-	<b>1.16</b>	<b>89.8</b>	<b>F</b>					
66 <b>THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.60	11.8	B	TR	0.60	11.8	B					- Mitigation not required.
		R	0.69	20.2	C	R	0.69	20.7	C					
36th Street	EB	LT	0.63	26.8	C	LT	0.63	26.8	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>16.9</b>	<b>B</b>	-	<b>0.67</b>	<b>16.9</b>	<b>B</b>					
67 <b>THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	L	0.21	12.9	B	L	0.21	12.9	B					- Mitigation not required.
		T	0.68	16.8	B	T	0.68	16.8	B					
37th Street	WB	T	0.77	24.3	C	T	0.78	24.5	C					
		R	0.48	17.9	B	R	0.48	17.9	B					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>19.3</b>	<b>B</b>	-	<b>0.73</b>	<b>19.4</b>	<b>B</b>					
68 <b>THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	0.79	12.3	B	T	0.79	12.3	B					- Mitigation not required.
		R	0.24	7.6	A	R	0.24	7.7	A					
38th Street	EB	LT	0.65	27.5	C	LT	0.66	27.7	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>15.1</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>					
69 <b>THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.65	26.7	C	L	0.65	26.7	C	L	0.65	26.7	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		T	1.14	92.6	F	T	1.14	92.6	F	T	1.14	92.6	F	
39th Street	WB	TR	0.84	33.4	C	TR	0.84	33.7	C	TR	0.81	31.7	C	
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>76.1</b>	<b>E</b>	-	<b>1.01</b>	<b>76.1</b>	<b>E</b>	-	<b>1.00</b>	<b>75.6</b>	<b>E</b>	
70 <b>THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	1.13	85.8	F	T	1.13	85.8	F					- Mitigation not required.
		R	0.52	22.8	C	R	0.52	22.8	C					
40th Street	EB	LT	0.69	26.8	C	LT	0.70	27.5	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>75.4</b>	<b>E</b>	-	<b>0.93</b>	<b>75.3</b>	<b>E</b>					
71 <b>THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.42	22.5	C	R	0.42	22.5	C					
41st Street	EB	LT	0.62	25.2	C	LT	0.62	25.2	C					
	WB	R	0.84	42.6	D	R	0.84	42.6	D					
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>					
72 <b>THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	0.98	39.4	D	LT	0.98	39.4	D					- Unmitigatable Impact.
		R	0.83	42.8	D	R	0.83	42.8	D					
	EB	L	0.90	53.0	D	L	0.89	50.1	D					
42nd Street		T	0.80	27.8	C	T	0.86	32.7	C					
	WB	T	0.66	30.3	C	T	0.72	32.0	C					
		R	0.95	74.6	E	R	1.01	90.5	F					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>39.8</b>	<b>D</b>	-	<b>0.95</b>	<b>41.3</b>	<b>D</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.86	27.2	C	LT	0.87	27.7	C					- Mitigation not required.
		R	0.37	17.7	B	R	0.38	18.0	B					
34th Street	EB	TR	0.85	27.3	C	TR	0.87	28.9	C					
	WB	LT	0.84	27.6	C	LT	0.86	28.8	C					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>26.9</b>	<b>C</b>	-	<b>0.87</b>	<b>28.0</b>	<b>C</b>					



**Table B - 15  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions					2014 Build with Mitigation					Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS				
<b>74 PARK AVENUE &amp; 34TH STREET</b>																
Park Avenue	NB	LTR	0.89	22.8	C	LTR	0.89	22.8	C	LTR	0.91	25.6	C	- Modify signal timing: shift 1 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].		
	SB	LTR	0.89	23.2	C	LTR	0.89	23.2	C	LTR	0.91	25.9	C			
34th Street	EB	LT	0.78	28.5	C	LT	0.80	29.5	C	LT	0.78	27.8	C			
	R		0.26	18.8	B	R	0.26	18.8	B	R	0.26	18.0	B			
	WB	LTR	1.05	70.4	E	LTR	1.07	78.6	E	LTR	1.04	68.4	E			
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>34.0</b>	<b>C</b>	-	<b>0.97</b>	<b>36.1</b>	<b>D</b>	-	<b>0.97</b>	<b>35.1</b>	<b>D</b>			
<b>75 MADISON AVENUE &amp; 34TH STREET</b>																
Madison Avenue	NB	LTR	0.71	18.2	B	LTR	0.71	18.2	B					- Mitigation not required.		
34th Street	EB	-	-	-	-	-	-	-	-							
	LT		0.55	18.6	B	LT	0.57	18.9	B							
	WB	T	0.66	21.3	C	T	0.68	21.8	C							
	R		0.31	17.2	B	R	0.31	17.2	B							
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>19.2</b>	<b>B</b>	-	<b>0.69</b>	<b>19.4</b>	<b>B</b>							
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>																
Sixth Avenue	NB	T	1.05	55.1	E	T	1.05	55.1	E					- Unmitigatable Impact.		
Broadway	SB	T	0.79	38.7	D	T	0.79	38.7	D							
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*							
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*							
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>97.8</b>	<b>F</b>	-	<b>1.14</b>	<b>104.3</b>	<b>F</b>							
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>																
Seventh Avenue	SB	LTR	0.86	20.3	C	LTR	0.86	20.3	C	LTR	0.88	22.4	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 35 s to 36 s].		
34th Street	EB	TR	1.05	71.7	E	TR	1.08	80.9	F	TR	1.05	70.4	E			
	WB	LT	1.09	85.4	F	LT	1.12	96.9	F	LT	1.09	85.4	F			
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>51.4</b>	<b>D</b>	-	<b>0.98</b>	<b>57.4</b>	<b>E</b>	-	<b>0.98</b>	<b>52.4</b>	<b>D</b>			
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>																
Eighth Avenue	NB	LTR	1.10	83.6	F	LTR	1.10	83.6	F	LT	1.01	53.0	D	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane (for a total of 5 lanes). - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; and EB/WB green time shifts from 40 s to 41 s; LPI remains 7 s].		
34th Street	EB	LT	1.18	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.18	143.8	F			
	WB	TR	1.10	28.5	C	TR	0.84	29.9	C	TR	0.82	27.9	C			
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>87.2</b>	<b>F</b>	-	<b>1.16</b>	<b>90.7</b>	<b>F</b>	-	<b>1.10</b>	<b>70.6</b>	<b>E</b>			
<b>OTHER 42ND STREET CORRIDOR</b>																
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>																
Lexington Avenue	SB	LTR	0.92	23.9	C	LTR	0.93	25.2	C	LTR	0.75	17.0	B	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].		
42nd Street	EB	TR	0.97	49.8	D	TR	1.02	61.7	E	TR	0.94	41.0	D			
	WB	LT	1.08	106.5	F	LT	1.15	120.0+	F*	LT	1.07	96.6	F			
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>53.4</b>	<b>D</b>	-	<b>1.03</b>	<b>65.4</b>	<b>E</b>	-	<b>0.90</b>	<b>45.9</b>	<b>D</b>			
<b>81 PARK AVENUE &amp; 42ND STREET</b>																
Park Avenue	NB	LR	0.17	20.2	C	LR	0.17	20.2	C	L	0.15	22.6	C	- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 41 s green, WB/NB-right only = 7 s green time, and NB = 27 s of green time (each phase has 3 s amber and 2 s all red). [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]		
42nd Street	R		0.74	41.2	D	R	0.74	41.2	D	R	0.60	25.9	C			
	EB	TR	0.74	18.6	B	TR	0.77	19.7	B	TR	0.92	36.7	D			
	WB	LT	0.84	22.6	C	LT	0.88	25.1	C	LT	0.81	18.6	B			
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>22.6</b>	<b>C</b>	-	<b>0.82</b>	<b>24.1</b>	<b>C</b>	-	<b>0.77</b>	<b>26.6</b>	<b>C</b>			
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>																
42nd Street	EB	LT	0.73	18.1	B	LT	0.77	19.4	B	LT	0.74	17.1	B	- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 49 s to 51 s; all-ped time reduces from 31 s to 29 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 29 s is sufficient).		
	WB	TR	1.00	47.2	D	TR	1.03	55.1	E	TR	0.99	41.9	D			
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>33.6</b>	<b>C</b>	-	<b>1.03</b>	<b>38.3</b>	<b>D</b>	-	<b>0.99</b>	<b>30.3</b>	<b>C</b>			
<b>83 42ND STREET &amp; MADISON AVENUE</b>																
Madison Avenue	NB	LTR	0.84	22.5	C	LTR	0.84	22.5	C	LTR	0.86	24.5	C	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 39 s; EB/WB green time shifts from 40 s to 41 s].		
42nd Street	EB	LT	0.92	38.3	D	LT	0.97	46.4	D	LT	0.95	41.2	D			
	WB	T	0.65	21.1	C	T	0.69	22.1	C	T	0.67	21.1	C			
	R		0.13	14.6	B	R	0.13	14.6	B	R	0.12	14.0	B			
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>26.6</b>	<b>C</b>	-	<b>0.90</b>	<b>29.3</b>	<b>C</b>	-	<b>0.90</b>	<b>28.3</b>	<b>C</b>			

**Table B - 15  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
85 SIXTH AVENUE & 42nd STREET Sixth Avenue 42nd Street	NB	LT	1.15	106.1	F	LT	1.15	106.1	F					- Unmitigatable Impact.	
		R	0.95	111.5	F	R	0.95	111.5	F						
		EB	LT	1.09	86.0	F	LT	1.12	97.9	F					
		WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
			R	1.04	85.6	F	R	1.09	102.0	F					
	<b>Overall Intersection</b>	-	<b>1.19</b>	<b>106.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>114.7</b>	<b>F</b>						
86 BROADWAY & 42nd STREET Broadway 42nd Street	SB	LTR	0.97	35.2	D	LTR	0.98	36.6	D					- Unmitigatable Impact.	
	EB	T	0.67	26.5	C	T	0.69	27.0	C						
		R	0.18	19.9	B	R	0.18	19.9	B						
	WB	LT	1.03	65.9	E	LT	1.08	80.1	F						
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>40.9</b>	<b>D</b>	-	<b>1.03</b>	<b>45.6</b>	<b>D</b>						
87 SEVENTH AVENUE & 42nd STREET Seventh Avenue 42nd Street	SB	LTR	0.93	30.2	C	LTR	0.93	30.2	C	LTR	0.95	34.3	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 39 s; EB/WB green time shifts from 40 s to 41 s].	
	EB	TR	1.07	74.5	E	TR	1.09	81.8	F	TR	1.06	72.0	E		
	WB	LT	0.75	26.6	C	LT	0.79	28.8	C	LT	0.77	27.1	C		
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>44.7</b>	<b>D</b>	-	<b>1.01</b>	<b>47.7</b>	<b>D</b>	-	<b>1.01</b>	<b>45.9</b>	<b>D</b>		
	88 EIGHTH AVENUE & 42nd STREET Eighth Avenue 42nd Street	NB	L	0.08	16.6	B	L	0.08	16.6	B					
		LT	1.02	51.3	D	LT	1.02	51.3	D						
		R	0.80	43.1	D	R	0.80	43.1	D						
EB		DefL	0.85	39.3	D	DefL	0.88	45.0	D						
		T	1.14	106.5	F	T	1.20+	120.0+	F*						
WB		TR	1.00	69.3	E	TR	1.07	87.0	F						
<b>Overall Intersection</b>	-	<b>1.11</b>	<b>62.1</b>	<b>E</b>	-	<b>1.17</b>	<b>70.7</b>	<b>E</b>							
89 NINTH AVENUE & 42nd STREET Ninth Avenue 42nd Street	SB	LTR	1.02	50.7	D	LTR	1.02	52.0	D					- Mitigation not required.	
	EB	TR	0.70	28.9	C	TR	0.71	29.1	C						
	WB	DefL	0.79	37.4	D	DefL	0.79	37.3	D						
		T	0.72	26.0	C	T	0.75	27.8	C						
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>41.9</b>	<b>D</b>	-	<b>0.92</b>	<b>42.8</b>	<b>D</b>						
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>															
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>															
Garage Entrance and Exit Driveway	SB	R				R	-	12.1	B					- Mitigation not required.	
<b>Overall Intersection</b>	-			NA		-	-	<b>12.1</b>	<b>B</b>						
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>															
Garage Entrance and Exit Driveway	SB	LR				LR	-	11.7	B					- Mitigation not required.	
38th Street	EB	LT		NA		LT	-	7.7	A						
<b>Overall Intersection</b>	-					-	-	<b>10.0</b>	<b>A</b>						

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 16**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>QUEENS PLAZA NORTH</b>														
<b>6 Queens Plaza North &amp; Crescent Street</b>														
Crescent Street	SB	T	0.82	50.4	D	T	0.83	50.7	D					- Mitigation not required.
		R	0.10	33.1	C	R	0.10	33.1	C					
Queens Plaza North (Service Road)	WB	L	0.08	1.3	A	L	0.08	1.3	A					
		T	0.36	2.3	A	T	0.36	2.3	A					
Queens Plaza North (Mainline)	WB	T	0.99	20.0	B	T	1.02	44.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>0.96</b>	<b>40.0</b>	<b>D</b>						
<b>1 Queens Plaza North &amp; 28th Street</b>														
28th Street	SB	R	0.29	33.0	C	R	0.29	33.0	C					- Mitigation not required.
Queens Plaza North	WB	T	0.16	15.0	B	T	0.16	15.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.21</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.21</b>	<b>20.5</b>	<b>C</b>						
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>														
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to NB phase. [EB/WB green time shifts from 78 s to 77 s; NB green time shifts from 32 s to 33 s].
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Queens Plaza North	EB	T	0.44	11.1	B	T	0.45	11.2	B	T	0.45	11.7	B	
	WB	T	0.65	14.5	B	T	0.67	14.9	B	T	0.68	15.7	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>81.0</b>	<b>F</b>	<b>-</b>	<b>0.86</b>	<b>87.4</b>	<b>F</b>	<b>-</b>	<b>0.86</b>	<b>80.3</b>	<b>F</b>		
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>														
Northern Boulevard	NB	LTR	0.38	19.3	B	LTR	0.38	19.3	B					- Mitigation not required.
	SB	LT	0.48	28.4	C	LT	0.48	28.4	C					
		R	0.96	32.5	C	R	0.99	38.3	D					
Queens Plaza North	EB	L	0.94	50.3	D	L	0.95	51.9	D					
41st Avenue	WB	LTR	0.06	30.2	C	LTR	0.06	30.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.70</b>	<b>37.0</b>	<b>D</b>						
<b>QUEENS PLAZA SOUTH</b>														
<b>7 Queens Plaza South &amp; 27th Street</b>														
Queens Plaza South	EB	T	0.63	15.3	B	T	0.63	15.3	B					- Mitigation not required.
		R	0.69	19.2	B	R	0.69	19.2	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>16.7</b>	<b>B</b>	<b>-</b>	<b>0.69</b>	<b>16.7</b>	<b>B</b>						
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>														
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>														
Jackson Avenue	NB	TR	0.56	31.3	C	TR	0.56	31.3	C					- Mitigation not required.
Northern Boulevard	SB	TR	0.51	30.8	C	TR	0.51	30.8	C					
Queens Boulevard	EB	T	0.52	10.7	B	T	0.52	10.7	B					
	WB	TR	0.63	12.2	B	TR	0.65	12.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>18.4</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>18.4</b>	<b>B</b>						
<b>5 Queens Boulevard &amp; Skillman Avenue</b>														
Skillman Avenue	NB	L	0.36	35.5	D	L	0.36	35.5	D					- Mitigation not required.
		TR	0.41	33.4	C	TR	0.41	33.4	C					
	SB	LTR	0.42	32.6	C	LTR	0.42	32.6	C					
Queens Boulevard	EB	LTR	0.65	10.8	B	LTR	0.65	10.9	B					
	WB	LTR	0.57	15.7	B	LTR	0.59	16.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.56</b>	<b>17.3</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>17.5</b>	<b>B</b>						

**Table B - 16**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation					
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>															
Van Dam Street	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.	
		TR	1.00	82.0	F	TR	1.01	84.0	F						
Queens Boulevard (to Queens Boulevard)	EB	T	0.56	28.5	C	T	0.56	28.5	C						
Queens Boulevard (to Van Dam Street)		T	0.79	52.5	D	T	0.79	52.5	D						
Queens Boulevard (to Thomson Avenue WB)		R	0.09	36.1	D	R	0.09	36.1	D						
Thomson Avenue	EB	T	0.71	24.0	C	T	0.74	25.0	C						
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.58	44.1	D	L	0.58	44.1	D						
Queens Boulevard (to Viaduct)		TR	0.39	1.9	A	TR	0.40	1.9	A						
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>65.7</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>67.2</b>	<b>E</b>							
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>															
Queensboro Bridge Upper Level Off Ramp	SB	L	0.71	19.2	B	L	0.75	20.2	C					- Mitigation not required.	
Thomson Avenue	EB	T	0.81	44.5	D	T	0.81	44.5	D						
	WB	T	0.62	37.3	D	T	0.62	37.3	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.75</b>	<b>30.1</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>30.4</b>	<b>C</b>							
<b>4 Thomson Avenue &amp; Skillman Avenue</b>															
Skillman Avenue	NB	DefL	0.66	49.1	D	DefL	0.66	49.1	D	L	0.70	53.8	D	- Restripe the NB approach from one 19 ft lane to one 9.5 ft left turn lane and one 9.5 ft shared through and right lane for 120 ft. - Restripe the SB approach from one 19 ft lane to one 10 ft shared left and through lane and one 9 ft right turn lane for 120 ft. - Relocate the existing "No Standing" regulations along the west side of SB Skillman Avenue 120 ft. from the intersection to provide a right turn lane. - Modify signal timing: shift 2 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 32 s to 30 s; EB/WB green time shifts from 70 s to 72 s]. [Measures reflect geometric improvements needed for the Saturday Midday peak period.]	
		TR	0.54	42.2	D	TR	0.54	42.2	D	TR	0.57	45.1	D		
	SB	LTR	0.58	44.3	D	LTR	0.58	44.3	D	LT	0.41	40.4	D		
		-	-	-	-	-	-	-	-	R	0.19	35.4	D		
Thomson Avenue	EB	LTR	1.12	85.6	F	LTR	1.15	97.8	F	LTR	1.11	82.1	F		
	WB	LTR	0.58	11.9	B	LTR	0.58	12.0	B	LTR	0.57	10.8	B		
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>55.3</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>62.2</b>	<b>E</b>	<b>-</b>	<b>0.94</b>	<b>53.6</b>	<b>D</b>			
<b>OTHER INTERSECTIONS</b>															
<b>8 Jackson Avenue &amp; 44th Drive</b>															
Jackson Avenue	NB	L	0.12	6.0	A	L	0.12	6.0	A						- Mitigation not required.
		TR	0.73	13.5	B	TR	0.74	13.6	B						
	SB	L	0.65	8.9	A	L	0.65	9.0	A						
		TR	0.43	2.9	A	TR	0.43	2.9	A						
44th Drive	EB	LTR	0.77	53.6	D	LTR	0.77	53.6	D						
	WB	LTR	0.80	53.5	D	LTR	0.80	53.5	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>22.8</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>22.8</b>	<b>C</b>							
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>															
Northern Boulevard	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 85 s to 84 s; NB/SB green time shifts from 25 s to 26 s].	
	NB	T	0.41	6.9	A	T	0.41	6.9	A	T	0.42	7.4	A		
	WB	TR	0.49	7.7	A	TR	0.50	7.8	A	TR	0.51	8.2	A		
31st Street	SB	LTR	0.55	44.1	D	LTR	0.55	44.3	D	LTR	0.53	43.0	D		
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>57.0</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>58.2</b>	<b>E</b>	<b>-</b>	<b>0.86</b>	<b>50.8</b>	<b>D</b>			

**Notes**

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- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>															
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>															
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>	
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
34th Street	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*						
	EB	L	1.07	120.0+	F*	L	1.11	120.0+	F*						
		LT	0.99	120.0+	F*	LT	1.02	120.0+	F*						
		R	1.19	120.0+	F*	R	1.19	120.0+	F*						
Parking Lot Driveway	WB	LTR	0.37	30.2	C	LTR	0.37	30.4	C						
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>							
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>															
F. D. R. Drive Service Road	NB	L	0.63	25.2	C	L	0.72	29.4	C						<b>- Unmitigatable Impact.</b>
		T	0.49	6.4	A	T	0.49	6.4	A						
35th Street/Parking Lot Driveway	SB	TR	0.99	50.9	D	TR	1.20+	120.0+	F*						
	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>94.6</b>	<b>F</b>							
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>															
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.75	15.8	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>	
East 36th Street	EB	R	-	24.2	C	R	-	97.0	F	R	0.42	26.5	C		
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>97.0</b>	<b>F</b>	<b>-</b>	<b>0.63</b>	<b>17.0</b>	<b>B</b>			
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>															
F. D. R. Drive Service Road	SB	TR	0.71	12.1	B	TR	0.89	19.3	B						<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.89</b>	<b>19.3</b>	<b>B</b>							
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>															
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	1.02	39.9	D	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 58 s; EB green time is 22 s; both phases have 3 s of amber and 2 s of all red time].</b>	
East 38th Street	EB	R	-	16.4	C	R	-	30.3	D	R	0.43	31.0	C		
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>16.4</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>30.3</b>	<b>D</b>	<b>-</b>	<b>0.85</b>	<b>39.3</b>	<b>D</b>			
<b>FIRST AVENUE CORRIDOR</b>															
<b>7 FIRST AVENUE &amp; 30TH STREET</b>															
First Avenue	NB	TR	0.69	12.8	B	TR	0.70	13.0	B					<b>- Mitigation not required.</b>	
30th Street	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.01	19.4	B	T	0.01	19.4	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>64.8</b>	<b>E</b>	<b>-</b>	<b>0.96</b>	<b>64.2</b>	<b>E</b>							
<b>8 FIRST AVENUE &amp; 33RD STREET</b>															
First Avenue	NB	LTR	1.01	38.3	D	LTR	1.03	42.7	D					<b>- Mitigation not required.</b>	
33rd Street	WB	TR	0.02	18.3	B	TR	0.02	18.3	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>38.2</b>	<b>D</b>	<b>-</b>	<b>0.63</b>	<b>42.6</b>	<b>D</b>							
<b>9 FIRST AVENUE &amp; 34TH STREET</b>															
First Avenue	NB	LTR	1.17	105.1	F	LTR	1.20+	120.0+	F*	LTR	1.08	69.0	E	<b>Partially Mitigated.</b> <b>- Modify the existing metered parking regulation along the west side of First Avenue: allow 1 HR metered parking from 9A-4P instead of 9A-7P, and provide "No Standing" regulations for 4P-7P 120 ft from the intersection, to gain an additional moving lane (for a total of 6 lanes).</b> <b>- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase; shift 1 s from NB to EB-lead phase. [NB green time shifts from 39 s to 36 s; EB/WB green time shifts from 23 s to 25 s; and EB-lead phase shifts from 7 s to 8 s].</b>	
34th Street	EB	DefL	1.06	105.8	F	DefL	1.09	115.0	F	DefL	1.01	85.5	F		
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.18	119.3	F		
	WB	TR	1.02	75.0	E	TR	1.20+	120.0+	F*	TR	1.20	120.0+	F*		
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>106.3</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>89.1</b>	<b>F</b>			
<b>10 FIRST AVENUE &amp; 35TH STREET</b>															
First Avenue	NB	LT	0.89	15.1	B	LT	0.96	20.7	C	LT	0.96	20.7	C		<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.</b> <b>- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft.</b>
35th Street	WB	TR	1.16	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.83	40.8	D		
		-	-	-	-	-	-	-	-	R	0.82	42.2	D		
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>1.19</b>	<b>61.1</b>	<b>E</b>	<b>-</b>	<b>0.91</b>	<b>24.0</b>	<b>C</b>			
<b>11 FIRST AVENUE &amp; 36TH STREET</b>															
First Avenue	NB	TR	1.07	57.9	E	TR	1.20	113.7	F	T	1.05	51.1	D	<b>- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit bus layover from 3P-7P 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes).</b> <b>- Modify signal timing: shift 3 s green time from EB phase to NB phase. [NB green time shifts from 49 s to 52 s; EB green time shifts from 31 s to 28 s].</b>	
36th Street	EB	LT	0.10	19.0	B	LT	0.15	19.4	B	R	0.30	10.6	B		
		-	-	-	-	-	-	-	-	LT	0.16	21.6	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>56.8</b>	<b>E</b>	<b>-</b>	<b>0.79</b>	<b>110.2</b>	<b>F</b>	<b>-</b>	<b>0.74</b>	<b>48.5</b>	<b>D</b>			

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
12 <b>FIRST AVENUE &amp; 37TH STREET</b> First Avenue	NB	L	0.99	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		T	1.03	47.5	D	T	1.15	91.4	F					
37th Street	WB	TR	0.68	34.1	C	TR	1.01	80.1	F					
<b>Overall Intersection</b>	-	-	<b>0.90</b>	<b>73.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
13 <b>FIRST AVENUE &amp; 38TH STREET</b> First Avenue	NB	TR	0.66	9.7	A	TR	0.75	11.0	B	TR	0.84	16.7	B	- Install "No Standing" regulations from 4P-7P M-F to prohibit parking along the north side of the 38th Street WB approach (adjacent to the project site). - Modify signal timing: shift 5 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 44 s; EB/WB green time shifts from 31 s to 36 s].
38th Street	EB	LT	0.68	28.3	C	LT	1.03	69.6	E	LT	0.88	36.7	D	
	WB	R	0.51	26.6	C	R	1.20+	120.0+	F*	R	0.86	41.6	D	
<b>Overall Intersection</b>	-	-	<b>0.67</b>	<b>14.1</b>	<b>B</b>	-	<b>0.97</b>	<b>40.3</b>	<b>D</b>	-	<b>0.85</b>	<b>23.0</b>	<b>C</b>	
14 <b>FIRST AVENUE &amp; 39TH STREET</b> First Avenue	NB	LT	0.90	15.3	B	LTR	1.10	69.6	E	LTR	1.04	43.7	D	- Modify signal timing: shift 3 s green time from WB phase to NB phase. [NB green time shifts from 4 s to 52 s; WB green time shifts from 31 s to 28 s].
39th Street	WB	-	-	-	-	TR	0.23	21.1	C	TR	0.26	23.7	C	
<b>Overall Intersection</b>	-	-	<b>0.90</b>	<b>15.3</b>	<b>B</b>	-	<b>0.76</b>	<b>68.4</b>	<b>E</b>	-	<b>0.76</b>	<b>43.2</b>	<b>D</b>	
15 <b>FIRST AVENUE &amp; 40TH STREET</b> First Avenue	NB	T	0.74	10.8	B	T	0.84	12.9	B					- Unmitigatable Impact.
40th Street	EB	L	0.68	28.4	C	L	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>14.0</b>	<b>B</b>	-	<b>1.12</b>	<b>63.5</b>	<b>E</b>					
16 <b>FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b> First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.95	25.2	C	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	17.0	C	R	-	120.0+	F*	R	0.57	28.1	C	
<b>Overall Intersection</b>	-	-	-	<b>17.0</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.80</b>	<b>25.4</b>	<b>C</b>	
17 <b>FIRST AVENUE &amp; 42ND STREET</b> First Avenue (left)	NB	LT	0.52	15.8	B	LT	0.72	20.0	C					- Unmitigatable Impact.
First Avenue (right)		T	0.89	30.1	C	T	1.08	75.0	E					
	R	0.09	11.6	B	R	0.35	15.5	B						
42nd Street	EB	DefL	0.93	54.4	D	DefL	0.98	67.2	E					
	T	1.15	113.7	F	T	1.20+	120.0+	F*						
	WB	TR	0.59	25.4	C	TR	0.60	25.6	C					
	R	0.87	47.8	D	R	0.87	47.8	D						
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>47.1</b>	<b>D</b>	-	<b>1.14</b>	<b>61.8</b>	<b>E</b>					
18 <b>FIRST AVENUE &amp; 44TH STREET</b> First Avenue	NB	T	0.53	8.3	A	T	0.57	8.7	A					- Mitigation not required.
44th Street	EB	L	0.37	22.3	C	L	0.37	22.3	C					
<b>Overall Intersection</b>	-	-	<b>0.47</b>	<b>10.0</b>	<b>B</b>	-	<b>0.49</b>	<b>10.3</b>	<b>B</b>					
19 <b>FIRST AVENUE &amp; 45TH STREET</b> First Avenue	NB	L	0.57	12.3	B	L	0.57	12.3	B					- Mitigation not required.
	T	0.66	9.9	A	T	0.72	10.6	B						
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>10.2</b>	<b>B</b>	-	<b>0.72</b>	<b>10.8</b>	<b>B</b>					
20 <b>FIRST AVENUE &amp; 46TH STREET</b> First Avenue	NB	T	0.53	8.3	A	T	0.57	8.7	A					- Mitigation not required.
46th Street	EB	L	0.40	21.9	C	L	0.40	21.9	C					
<b>Overall Intersection</b>	-	-	<b>0.48</b>	<b>11.5</b>	<b>B</b>	-	<b>0.50</b>	<b>11.6</b>	<b>B</b>					
21 <b>FIRST AVENUE &amp; 47TH STREET</b> First Avenue	NB	LT	0.68	10.0	A	LT	0.72	10.5	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>10.0</b>	<b>A</b>	-	<b>0.72</b>	<b>10.5</b>	<b>B</b>					
22 <b>FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b> 48th Street	EB	L	-	12.8	B	L	-	12.8	B					- Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>12.8</b>	<b>B</b>	-	-	<b>12.8</b>	<b>B</b>					

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	1.10	107.3	F	LT	1.10	107.3	F	LT	1.06	90.7	F	<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> <li>- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer.</li> <li>- Modify signal timing: shift 2 s from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].</li> <li>[Measures reflect geometric improvements needed for the AM and midday peak periods.]</li> </ul>
First Avenue (tunnel)		T	1.10	96.4	F	T	1.20+	120.0+	F*	T	1.16	119.5	F	
First Avenue (right)		T	0.82	24.6	C	T	0.83	25.3	C	T	0.79	22.0	C	
49th Street	WB	TR	0.99	57.2	E	TR	1.00	58.7	E	TR	0.99	57.8	E	
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>79.4</b>	<b>E</b>	-	<b>1.12</b>	<b>100.8</b>	<b>F</b>	-	<b>1.06</b>	<b>87.2</b>	<b>F</b>	
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	1.10	74.8	E	TR	1.16	101.7	F					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>
52nd Street	EB	LT	0.79	37.4	D	LT	0.79	37.4	D					
	WB	R	0.27	21.7	C	R	0.27	21.7	C					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>69.3</b>	<b>E</b>	-	<b>1.00</b>	<b>93.1</b>	<b>F</b>					
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	L	0.17	6.6	A	L	0.18	6.6	A					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		T	0.85	13.0	B	T	0.89	14.6	B					
53rd Street	WB	TR	0.82	32.7	C	TR	0.82	32.8	C					
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>16.8</b>	<b>B</b>	-	<b>0.86</b>	<b>18.0</b>	<b>B</b>					
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	L	0.85	37.7	D	L	0.97	56.4	E	L	0.83	36.1	D	<ul style="list-style-type: none"> <li>- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles.</li> <li>- Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.</li> </ul>
		LTR	0.85	24.3	C	LTR	0.78	24.9	C	LTR	0.82	25.8	C	
57th Street	EB	DefL	0.73	56.6	E	DefL	0.73	56.6	E	DefL	0.73	56.6	E	
		T	0.27	22.9	C	T	0.27	22.9	C	T	0.27	22.9	C	
	WB	TR	0.86	37.8	D	TR	0.86	37.8	D	TR	0.86	37.8	D	
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>29.3</b>	<b>C</b>	-	<b>0.92</b>	<b>32.4</b>	<b>C</b>	-	<b>0.84</b>	<b>29.8</b>	<b>C</b>	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.71	22.8	C	L	0.71	22.8	C					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		LTR	0.79	15.3	B	LTR	0.80	15.5	B					
59th Street	EB	DefL	0.50	29.8	C	DefL	0.50	29.8	C					
		T	0.20	21.5	C	T	0.20	21.5	C					
	WB	TR	0.59	27.0	C	TR	0.59	27.0	C					
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>18.8</b>	<b>B</b>	-	<b>0.72</b>	<b>18.9</b>	<b>B</b>					
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	LT	0.63	14.8	B	LT	0.65	15.2	B	LT	0.66	15.3	B	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 1 s green time from EB-lead phase to EB/WB phase. [EB/WB green time shifts from 18 s to 19 s; EB-lead green time shifts from 28 s to 27 s].</li> </ul>
	WB	TR	0.99	70.3	E	TR	1.01	77.8	E	TR	0.97	64.4	E	
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>32.5</b>	<b>C</b>	-	<b>0.99</b>	<b>35.1</b>	<b>D</b>	-	<b>0.99</b>	<b>30.9</b>	<b>C</b>	
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 1 s green time from NB phase to WB phase. [NB green time shifts from 4 s to 46 s; WB green time shifts from 33 s to 34 s].</li> </ul>
35th Street	WB	TR	0.97	49.7	D	TR	1.00	57.4	E	TR	0.97	49.4	D	
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>49.7</b>	<b>D</b>	-	<b>1.00</b>	<b>57.4</b>	<b>E</b>	-	<b>0.98</b>	<b>49.4</b>	<b>D</b>	
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	1.06	92.7	F	TR	1.07	96.8	F	TR	1.02	77.7	E	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 1 s green time from EB phase to NB phase. [EB green time shifts from 33 s to 32 s; NB green time shifts from 47 s to 48 s].</li> </ul>
36th Street	EB	T	0.05	17.2	B	T	0.07	17.4	B	T	0.07	18.0	B	
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>86.6</b>	<b>F</b>	-	<b>0.40</b>	<b>88.1</b>	<b>F</b>	-	<b>0.40</b>	<b>71.2</b>	<b>E</b>	
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 38 s to 36 s; WB green time shifts from 27 s to 29 s].</li> </ul>
	WB	TR	0.48	32.7	C	TR	0.49	33.2	C	TR	0.54	36.3	D	
37th Street	WB	L	0.58	19.8	B	L	0.75	25.9	C	L	0.72	23.0	C	
		LTR	0.88	43.8	D	LTR	0.92	49.8	D	LTR	0.88	42.0	D	
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>31.1</b>	<b>C</b>	-	<b>0.77</b>	<b>35.1</b>	<b>D</b>	-	<b>0.77</b>	<b>31.6</b>	<b>C</b>	

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.02	13.0	B	TR	0.02	13.0	B					- Mitigation not required.
	SB	LT	0.22	15.0	B	LT	0.23	15.2	B					
38th Street	EB	LTR	0.64	21.9	C	LTR	0.79	27.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>20.0</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>24.9</b>	<b>C</b>						
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.09	19.0	B	L	0.09	19.0	B	L	0.09	19.0	B	- Modify the existing "No Standing" regulations along the north side of the WB 39th Street approach to prohibit truck loading/unloading from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 2 lanes).
	SB	TR	0.62	37.4	D	TR	0.62	37.4	D	TR	0.62	37.4	D	
39th Street	WB	LT	0.86	35.7	D	LT	0.97	53.3	D	LT	0.47	17.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>35.0</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>48.9</b>	<b>D</b>	<b>-</b>	<b>0.54</b>	<b>20.8</b>	<b>C</b>		
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	0.93	18.1	B	LT	0.94	19.1	B					- Mitigation not required.
	EB	T	0.95	56.9	E	T	0.95	56.9	E					
30th Street	R	R	0.45	25.7	C	R	0.45	25.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>24.0</b>	<b>C</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	0.83	12.5	B	T	0.84	12.8	B					- Mitigation not required.
	R	R	0.24	7.5	A	R	0.24	7.5	A					
33rd Street	WB	LT	0.77	36.3	D	LT	0.77	36.3	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>15.2</b>	<b>B</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.19	120.0+	F*	<b>Partially Mitigated.</b> - Provide strict enforcement of the existing "No Standing" regulations along the south side of the 34th Street EB approach to gain full utilization of all three moving lanes. - Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low. - Modify signal timing: shift 2 s green time from EB/WB phase to SB phase. [SB green time shifts from 39 s to 41 s; EB/WB green time shifts from 28 s to 26 s].
	LT	L	1.15	94.5	F	LT	1.16	100.9	F	LT	1.11	76.6	E	
	R	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
34th Street	EB	T	1.01	62.0	E	T	1.05	74.1	E	T	1.05	74.1	E	
	R	R	0.82	55.1	E	R	0.85	59.6	E	R	0.76	47.1	D	
	WB	DefL	0.73	49.0	D	DefL	0.76	51.5	D	DefL	0.76	51.8	D	
	T	T	0.41	16.6	B	T	0.43	16.9	B	T	0.47	20.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>90.2</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>100.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>82.3</b>	<b>F</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	1.10	75.2	E	T	1.11	81.5	F	T	1.02	45.0	D	- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain a lane (for a total of 7 lanes). - Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb. - Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection.
	R	R	0.25	14.0	B	R	0.25	14.0	B	R	0.25	14.0	B	
35th Street	EB	R	1.04	67.0	E	R	1.04	67.0	E	R	1.04	67.0	E	
	WB	-	-	-	-	-	-	-	-	L	0.28	19.6	B	
	LT	LT	0.26	18.1	B	LT	0.30	18.6	B	T	0.16	17.0	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>68.8</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>72.9</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>46.9</b>	<b>D</b>		
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	1.06	70.5	E	L	1.09	78.0	E					<b>Unmitigable Impact.</b> (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)
	T	T	0.80	16.3	B	T	0.82	16.7	B					
36th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.16</b>	<b>99.4</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>100.6</b>	<b>F</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	1.11	79.9	E	T	1.12	86.1	F	T	1.10	73.7	E	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
	R	R	0.15	7.3	A	R	0.15	7.3	A	R	0.15	6.7	A	
37th Street	WB	LT	0.51	28.9	C	LT	0.53	29.2	C	LT	0.55	30.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>73.7</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>79.1</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>68.3</b>	<b>E</b>		
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	L	0.04	12.1	B	L	0.20	13.6	B	L	0.19	12.9	B	- Modify the existing "No Standing" regulations along the north side of 38th Street to prohibit truck loading/unloading from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 49 to 50 s; EB green time shifts from 31 s to 30 s].
	T	T	1.15	96.0	F	T	1.16	102.8	F	T	1.14	90.0	F	
38th Street	EB	TR	1.16	113.6	F	TR	1.20+	120.0+	F*	TR	0.86	34.9	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>99.5</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>109.4</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>75.4</b>	<b>E</b>		
<b>42 SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	1.17	103.9	F	T	1.20	117.0	F	T	1.16	95.0	F	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading/unloading from 10A-7P 120 ft. from the intersection. - Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
	R	R	0.44	12.6	B	R	0.44	12.6	B	R	0.42	10.9	B	
39th Street	WB	LT	0.69	39.6	D	LT	0.82	47.9	D	LT	0.60	37.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>93.3</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>104.9</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>85.0</b>	<b>F</b>		



**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
43 SECOND AVENUE & 40TH STREET Second Avenue 40th Street	SB	-	-	-	-	-	-	-	-	-	-	-	- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 1 s green time from SB phase to EB phase. [SB green time shifts from 49 to 48 s; EB green time shifts from 31 s to 32 s].	
	LT	1.01	41.9	D	LT	1.06	58.1	E	LT	0.90	20.4	C		
	TR	1.14	108.4	F	TR	1.15	111.7	F	TR	1.12	97.2	F		
	<b>Overall Intersection</b>	-	<b>1.07</b>	<b>57.4</b>	<b>E</b>	-	<b>1.10</b>	<b>70.3</b>	<b>E</b>	-	<b>0.99</b>	<b>37.7</b>		<b>D</b>
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LT	1.11	74.9	E	LT	1.16	95.3	F	LT	1.09	65.8	E	- Modify the existing "No Standing" regulations along the south side of 41st Street: prohibit truck loading/unloading and parking from 4P-7P 120 ft. from the intersection. - Modify signal timing: shift 3 s green time from EB phase to SB phase. [SB green time shifts from 49 to 52 s; EB green time shifts from 31 s to 28 s].
	R	0.05	5.9	A	R	0.05	5.9	A	R	0.05	4.5	A		
	EB	TR	0.76	44.2	D	TR	0.76	44.2	D	TR	0.76	46.0	D	
	<b>Overall Intersection</b>	-	<b>0.98</b>	<b>72.5</b>	<b>E</b>	-	<b>1.01</b>	<b>91.5</b>	<b>F</b>	-	<b>0.98</b>	<b>64.2</b>	<b>E</b>	
45 SECOND AVENUE & 42ND STREET Second Avenue 42nd Street	SB	LTR	0.90	20.4	C	LTR	0.93	23.5	C	LTR	0.97	35.6	D	<b>Partially Mitigated.</b> - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
	EB	TR	1.14	104.6	F	TR	1.20+	120.0+	F*	TR	1.17	115.1	F	
	WB	DefL	0.86	57.1	E	DefL	0.92	68.0	E	DefL	0.87	56.6	E	
	T	1.13	109.1	F	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*		
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>45.2</b>	<b>D</b>	-	<b>1.14</b>	<b>69.4</b>	<b>E</b>	-	<b>1.14</b>	<b>68.3</b>	<b>E</b>	
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	T	1.13	82.2	F	T	1.16	97.9	F	T	1.12	78.0	E	- Modify the existing "No Standing" regulations along the north side of 43rd Street: allow truck loading/unloading and parking from 7A-4P instead of from 7A-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 2 lanes). - Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
	R	0.85	38.5	D	R	0.85	38.5	D	R	0.60	14.3	B		
	WB	LT	0.73	41.5	D	LT	0.73	41.5	D	LT	0.25	21.9	C	
	<b>Overall Intersection</b>	-	<b>0.97</b>	<b>77.7</b>	<b>E</b>	-	<b>0.99</b>	<b>91.8</b>	<b>F</b>	-	<b>0.80</b>	<b>71.8</b>	<b>E</b>	
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	L	0.37	7.3	A	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a total of 6 lanes).
	EB	TR	0.88	49.7	D	TR	0.88	49.7	D	T	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.11</b>	<b>120.0+</b>	<b>F*</b>	
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	T	0.82	13.9	B	T	0.85	15.0	B				- Mitigation not required.	
	R	0.59	12.7	B	R	0.59	12.7	B						
	WB	L	0.83	47.0	D	L	0.84	48.0	D					
	LT	0.87	44.9	D	LT	0.87	44.9	D						
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>20.1</b>	<b>C</b>	-	<b>0.85</b>	<b>20.9</b>	<b>C</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.90	15.6	B	LT	0.93	17.6	B				- Mitigation not required.	
	EB	TR	0.98	61.3	E	TR	0.98	61.7	E					
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>23.3</b>	<b>C</b>	-	<b>0.95</b>	<b>24.8</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	T	1.06	56.4	E	T	1.10	72.1	E	T	0.99	25.5	C	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 7 lanes).
	R	0.44	13.9	B	R	0.44	13.9	B	R	0.44	13.9	B		
	WB	LT	1.04	72.4	E	LT	1.04	73.1	E	LT	1.04	73.1	E	
	<b>Overall Intersection</b>	-	<b>1.05</b>	<b>57.2</b>	<b>E</b>	-	<b>1.08</b>	<b>69.3</b>	<b>E</b>	-	<b>1.01</b>	<b>34.0</b>	<b>C</b>	
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.98	38.0	D	LTR	1.02	46.4	D	LTR	0.99	39.5	D	- Modify signal timing: shift 1 s green time from WB-lag phase to SB phase. [SB green time shifts from 39 s to 40 s; WB-lag green time shifts from 9 s to 8 s; EB/WB green time remains 22 s; and LPI remains 5 s].
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	L	0.80	41.1	D	L	0.80	41.1	D	L	0.82	43.6	D	
	LT	0.48	22.7	C	LT	0.48	22.7	C	LT	0.51	24.4	C		
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>68.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>72.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>68.7</b>	<b>E</b>	
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	R	-	-	-				- Mitigation not required.	
	EB	DefL	1.08	77.9	E	DefL	1.08	79.8	E					
	T	0.81	25.9	C	T	0.86	33.8	C						
	WB	TR	0.88	34.3	C	TR	0.96	42.3	D					
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>48.8</b>	<b>D</b>	-	<b>1.13</b>	<b>54.0</b>	<b>D</b>						
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	1.12	83.8	F	LT	1.16	100.0	F				- Unmitigatable Impact.	
	EB	TR	1.12	100.2	F	TR	1.12	100.2	F					
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>89.3</b>	<b>F</b>	-	<b>1.14</b>	<b>100.0</b>	<b>F</b>					

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		LT	1.16	120.0+	F*	LT	1.17	120.0+	F*					
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	1.09	86.1	F	T	1.09	86.1	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.89	24.9	C	T	0.91	26.1	C					- Mitigation not required.
		R	0.48	20.0	C	R	0.48	20.0	C					
60th Street	WB	LT	0.01	12.9	B	LT	0.01	12.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.45</b>	<b>25.7</b>	<b>C</b>						
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.16	115.5	F	TR	1.17	117.6	F					- Mitigation not required.
61st Street	WB	LT	0.99	120.0+	F*	LT	0.99	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>117.3</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>118.8</b>	<b>F</b>						
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	0.95	31.5	C	TR	0.95	32.4	C					- Mitigation not required.
63rd Street	WB	L	1.14	112.0	F	L	1.14	112.0	F					
		T	0.95	46.1	D	T	0.95	46.1	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>48.4</b>	<b>D</b>	<b>-</b>	<b>1.04</b>	<b>48.8</b>	<b>D</b>						
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.12	120.0+	F*	L	1.19	120.0+	F*					- Unmitigatable Impact.
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
34th Street	EB	T	0.64	7.4	A	T	0.66	7.7	A					
	WB	T	0.86	45.9	D	T	0.92	55.1	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>58.6</b>	<b>E</b>	<b>-</b>	<b>1.11</b>	<b>63.8</b>	<b>E</b>						
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.96	45.5	D	L	0.96	45.5	D	L	0.94	40.9	D	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 45 s to 46 s; EB green time shifts from 35 s to 34 s].
		LTR	1.16	113.8	F	LTR	1.17	119.4	F	LTR	1.15	109.5	F	
		R	0.90	42.2	D	R	0.90	42.2	D	R	0.88	38.4	D	
35th Street	WB	LT	0.60	25.2	C	LT	0.60	25.2	C	LT	0.62	26.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>59.5</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>61.1</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>56.3</b>	<b>E</b>		
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.38	9.0	A	T	0.41	9.3	A					- Mitigation not required.
37th Street	WB	TR	0.35	25.8	C	TR	0.37	26.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>12.4</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>12.6</b>	<b>B</b>						
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.42	16.7	B	TR	0.46	17.2	B	TR	0.47	17.9	B	- Modify signal timing: shift 1 s green time from NB phase to EB phase. [NB green time shifts from 40 s to 39 s; EB green time shifts from 40 s to 41 s].
38th Street	EB	LT	1.11	90.3	F	LT	1.12	95.7	F	LT	1.10	85.1	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>0.79</b>	<b>59.6</b>	<b>E</b>	<b>-</b>	<b>0.79</b>	<b>54.1</b>	<b>D</b>		
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.27	10.3	B	LT	0.27	10.3	B					- Mitigation not required.
39th Street	WB	TR	0.50	23.9	C	TR	0.54	24.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>16.4</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>16.9</b>	<b>B</b>						
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.15	9.4	A	T	0.15	9.4	A	T	0.16	9.9	A	- Modify signal timing: shift 1 s green time from NB phase to EB phase. [NB green time shifts from 49 s to 48 s; EB green time shifts from 31 s to 32 s].
		R	0.29	11.2	B	R	0.29	11.2	B	R	0.30	11.8	B	
40th Street	EB	LT	1.10	94.8	F	LT	1.11	98.2	F	LT	1.08	85.9	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.61</b>	<b>60.8</b>	<b>E</b>	<b>-</b>	<b>0.61</b>	<b>63.0</b>	<b>E</b>	<b>-</b>	<b>0.61</b>	<b>55.9</b>	<b>E</b>		
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.23	10.4	B	L	0.23	10.4	B					- Mitigation not required.
		LR	0.07	8.9	A	LR	0.07	8.9	A					
		R	0.06	8.9	A	R	0.06	8.9	A					
41st Street	EB	T	0.35	22.8	C	T	0.35	22.8	C					
	WB	T	0.03	18.4	B	T	0.03	18.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.28</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.28</b>	<b>14.7</b>	<b>B</b>						

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>THIRD AVENUE CORRIDOR</b>														
64 <b>THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.92	28.9	C	LTR	0.93	29.1	C	LTR	0.97	36.5	D	- Modify signal timing; shift 2 s green time from NB to EB/WB phase. [NB green time shifts from 40 s to 38 s; EB-lead green time remains at 11 s; EB/WB green time shifts from 26 s to 28 s].
34th Street	EB	DefL	1.00	76.4	E	DefL	1.02	77.6	E	DefL	0.99	79.8	E	
		T	0.98	51.8	D	T	1.02	63.3	E	T	0.97	46.7	D	
	WB	TR	1.01	68.1	E	TR	1.05	80.8	F	TR	0.98	59.0	E	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>42.6</b>	<b>D</b>	-	<b>0.98</b>	<b>47.1</b>	<b>D</b>	-	<b>0.98</b>	<b>45.2</b>	<b>D</b>	
65 <b>THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.12	79.0	E	LT	1.12	80.1	F					- Mitigation not required.
35th Street	WB	TR	0.99	57.4	E	TR	0.99	57.7	E					
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>75.0</b>	<b>E</b>	-	<b>1.07</b>	<b>76.0</b>	<b>E</b>					
66 <b>THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.57	11.3	B	TR	0.57	11.4	B	TR	0.59	11.6	B	- Increase the percentage of right-turning vehicles in the the shared through-right lane by providing improved lane marking and advanced signage to inform right-turning traffic to use the shared through-right lane more effectively. (Mitigated results show delays with 5% of the total right-turn traffic in the shared through-right lane.)
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20	120.0+	F*	
36th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>83.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>84.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>77.1</b>	<b>E</b>	
67 <b>THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	-	-	-	-	-	-	-	-					- Mitigation not required.
		LT	1.09	72.7	E	LT	1.09	73.5	E					
37th Street	WB	T	1.00	52.4	D	T	1.01	54.7	D					
		R	0.48	19.3	B	R	0.48	19.3	B					
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>59.0</b>	<b>E</b>	-	<b>1.05</b>	<b>60.2</b>	<b>E</b>					
68 <b>THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	1.01	40.8	D	T	1.01	40.9	D	T	1.01	40.9	D	- Modify the existing "No Standing" regulations along the north side of the EB 38th Street approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to provide a daylight left-turn lane (for a total of 3 lanes).
		R	0.76	28.7	C	R	0.77	30.2	C	R	0.77	30.2	C	
38th Street	EB	LT	1.12	99.1	F	LT	1.13	103.1	F	L	0.84	48.7	D	
		-	-	-	-	-	-	-	-	T	0.67	27.5	C	
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>56.6</b>	<b>E</b>	-	<b>1.06</b>	<b>58.0</b>	<b>E</b>	-	<b>0.94</b>	<b>38.2</b>	<b>D</b>	
69 <b>THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.59	28.9	C	L	0.65	32.6	C	L	0.65	32.6	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		T	1.20	120.0+	F*	T	1.20	120.0+	F*	T	1.20	120.0+	F*	
39th Street	WB	TR	0.80	34.1	C	TR	0.83	35.7	D	TR	0.80	33.8	C	
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>99.8</b>	<b>F</b>	-	<b>1.02</b>	<b>100.3</b>	<b>F</b>	-	<b>1.01</b>	<b>99.8</b>	<b>F</b>	
70 <b>THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.48	25.3	C	R	0.62	32.5	C					
40th Street	EB	LT	0.80	36.7	D	LT	0.81	37.1	D					
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>115.6</b>	<b>F</b>	-	<b>1.04</b>	<b>116.2</b>	<b>F</b>					
71 <b>THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	- Install "No Standing" regulations along the north side of the WB 41st Street approach to prohibit commercial parking from 4P-7P 120 ft from the intersection to provide a 16 ft. moving lane.
		R	0.15	19.9	B	R	0.19	21.0	C	R	0.19	21.0	C	
41st Street	EB	LT	0.59	27.1	C	LT	0.59	27.1	C	LT	0.59	27.1	C	
	WB	R	0.71	37.0	D	R	0.86	54.6	D	R	0.58	28.8	C	
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>	
72 <b>THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.13	99.0	F	LT	1.13	99.1	F					- Unmitigatable Impact.
		-	-	-	-	-	-	-	-					
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
42nd Street	EB	L	0.48	24.8	C	L	0.47	25.7	C					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	1.10	120.0+	F*	R	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.75	15.2	B	LT	0.76	15.5	B	LT	0.78	16.7	B	- Modify signal timing; shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].
		R	0.51	14.8	B	R	0.52	15.1	B	R	0.53	16.2	B	
34th Street	EB	TR	1.05	68.7	E	TR	1.07	77.4	E	TR	1.05	67.1	E	
	WB	LT	0.82	33.9	C	LT	0.90	42.4	D	LT	0.87	37.2	D	
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>36.0</b>	<b>D</b>	-	<b>0.90</b>	<b>40.6</b>	<b>D</b>	-	<b>0.90</b>	<b>36.9</b>	<b>D</b>	

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	0.98	38.2	D	LTR	0.98	38.2	D					- Mitigation not required.
	SB	LTR	0.58	12.3	B	LTR	0.58	12.3	B					
34th Street	EB	LT	0.82	30.5	C	LT	0.84	31.9	C					
		R	0.18	17.5	B	R	0.18	17.5	B					
	WB	LT	0.57	22.5	C	LT	0.60	23.1	C					
		R	0.18	17.6	B	R	0.18	17.6	B					
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>26.0</b>	<b>C</b>	-	<b>0.92</b>	<b>26.5</b>	<b>C</b>					
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	0.75	15.3	B	LTR	0.75	15.3	B					- Mitigation not required.
34th Street	EB	-	-	-	C	-	-	-	-					
		LT	0.61	22.7	C	LT	0.63	23.0	C					
	WB	T	0.61	23.5	C	T	0.64	24.2	C					
		R	0.24	18.3	B	R	0.24	18.3	B					
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>19.3</b>	<b>B</b>	-	<b>0.70</b>	<b>19.6</b>	<b>B</b>					
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	0.49	5.5	A	T	0.49	5.5	A	T	0.51	7.1	A	- Modify signal timing: Restore the 90-second cycle length with the existing phasing plan, with modified splits. [Sixth Avenue green time is 22 s; Broadway green time is 24 s; 34th Street green time is 29 s].
Broadway	SB	T	0.97	56.2	E	T	0.97	56.2	E	T	0.94	53.1	D	
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	TR	1.14	110.5	F	TR	1.19	120.0+	F*	TR	1.09	90.8	F	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>79.1</b>	<b>E</b>	-	<b>0.81</b>	<b>88.1</b>	<b>F</b>	-	<b>0.81</b>	<b>70.3</b>	<b>E</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	1.00	39.0	D	LTR	1.00	39.0	D	LTR	0.82	19.3	B	- Modify the existing "No Standing" regulations along the west side of Seventh Avenue to prohibit truck loading/unloading from 4P-7P M-F 120 ft from the intersection to gain an additional moving lane (for a total of 5 lanes). - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.13</b>	<b>110.7</b>	<b>F</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.12	92.8	F	LTR	1.12	92.8	F	LT	1.07	75.9	E	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane (for a total of 5 lanes). - Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 31 s; and EB/WB green time shifts from 40 s to 42 s].
34th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	WB	TR	0.72	23.3	C	TR	0.75	24.4	C	TR	0.71	21.9	C	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>109.3</b>	<b>F</b>	
<b>OTHER 42ND STREET CORRIDOR</b>														
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>														
Lexington Avenue	SB	LTR	1.10	76.3	E	LTR	1.12	83.4	F	LTR	0.88	22.1	C	- <b>Partially Mitigated.</b> - Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].
42nd Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20	120.0+	F*	
	WB	LT	1.13	105.9	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>98.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.06</b>	<b>78.9</b>	<b>E</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>														
Park Avenue	NB	LR	0.21	20.8	C	LR	0.21	20.8	C	L	0.22	25.1	C	- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 39 s green, WB/NB-right only = 11 s green time, and NB = 25 s of green time (each phase has 3 s amber and 2 s all red).
42nd Street		R	0.90	65.1	E	R	0.90	65.1	E	R	0.70	30.9	C	
	EB	TR	0.71	17.6	B	TR	0.76	19.0	B	TR	0.95	42.1	D	
	WB	LT	1.10	84.8	F	LT	1.20+	120.0+	F*	LT	1.11	81.4	F	
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>50.1</b>	<b>D</b>	-	<b>1.10</b>	<b>73.8</b>	<b>E</b>	-	<b>0.82</b>	<b>57.1</b>	<b>E</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>														
42nd Street	EB	LT	1.11	90.2	F	LT	1.19	120.0+	F*	LT	1.06	68.6	E	- Modify signal timing: shift 5 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 45 s; all-ped time reduces from 40 s to 35 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 35 s is sufficient).
	WB	TR	1.09	82.5	F	TR	1.20+	120.0+	F*	TR	1.09	78.9	E	
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>86.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.09</b>	<b>73.9</b>	<b>E</b>	
<b>83 42ND STREET &amp; MADISON AVENUE</b>														
Madison Avenue	NB	LTR	1.05	58.4	E	LTR	1.05	59.0	E					- Mitigation not required.
42nd Street	EB	LT	0.78	29.1	C	LT	0.84	32.4	C					
	WB	T	0.84	32.5	C	T	0.95	44.2	D					
		R	0.18	19.7	B	R	0.18	19.7	B					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>45.3</b>	<b>D</b>	-	<b>1.01</b>	<b>48.7</b>	<b>D</b>					
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>														
Sixth Avenue	NB	LT	1.12	82.6	F	LT	1.12	82.6	F					- <b>Unmitigatable Impact.</b>
42nd Street		R	1.17	120.0+	F*	R	1.17	120.0+	F*					
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
		R	1.05	89.6	F	R	1.17	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>111.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

**Table B - 17**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>86 BROADWAY &amp; 42nd STREET</b>														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	<b>Partially Mitigated.</b> - Modify signal timing: shift 1 s green time from EB/WB phase to SB phase; shift 4 s green time from EB/WB phase to WB-lead phase. [SB green time shifts from 44 s to 45 s; WB-lead green time shifts from 7 s to 11 s; EB/WB green time shifts from 29 s to 24 s].
42nd Street	EB	T	0.55	26.6	C	T	0.59	27.4	C	T	0.71	34.6	C	
	R		0.08	20.8	C	R	0.08	20.8	C	R	0.10	25.0	C	
	WB	LT	1.10	92.3	F	LT	1.2	120.0+	F*	LT	1.19	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>113.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>														
Seventh Avenue	SB	LTR	0.91	28.1	C	LTR	0.91	28.1	C	LTR	0.79	22.4	C	- Modify the existing "No Standing" regulations along the east side of the Seventh Avenue approach to prohibit truck loading/unloading from 4P-7P M-F 120 ft. from the intersection to gain an additional moving lane (for a total of 5 lanes). - Modify signal timing: shift 4 s green time from SB phase to EB/WB phase. [SB green time shifts from 46 s to 42 s; EB/WB green time shifts from 34 s to 38 s].
42nd Street	EB	T	0.52	22.3	C	T	0.55	22.9	C	T	0.50	19.3	B	
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>73.1</b>	<b>E</b>	-	<b>1.15</b>	<b>85.7</b>	<b>F</b>	-	<b>1.01</b>	<b>61.6</b>	<b>E</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	LT	1.12	89.9	F	LT	1.12	89.9	F					<b>- Unmitigatable Impact.</b>
42nd Street	R		1.18	120.0+	F*	R	1.18	120.0+	F*					
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.09	85.5	F	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 32 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 32 s].
42nd Street	EB	TR	1.17	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.10	95.3	F	
	WB	DefL	0.92	66.8	E	DefL	0.92	66.3	E	DefL	0.87	54.7	D	
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>103.9</b>	<b>F</b>	
<b>GARAGE ENTRANCE/EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R				R	-	13.3	B					- Mitigation not required.
<b>Overall Intersection</b>	-			NA		-	-	<b>13.3</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR				LR	-	14.6	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	8.3	A					
<b>Overall Intersection</b>	-					-	-	<b>10.5</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 18**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>QUEENS PLAZA NORTH</b>														
<b>6 Queens Plaza North &amp; Crescent Street</b>														
Crescent Street	SB	T	1.15	120.0+	F*	T	1.15	120.0+	F*					
		R	0.17	34.2	C	R	0.17	34.2	C					
Queens Plaza North (Service Road)	WB	L	0.08	1.3	A	L	0.08	1.3	A					
		T	0.41	2.6	A	T	0.41	2.6	A					
Queens Plaza North (Mainline)	WB	T	1.09	68.1	E	T	1.12	81.7	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>88.8</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>97.5</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>97.5</b>	<b>F</b>	<b>-</b>	Mitigation not required. [The Proposed Action is expected to generate fewer than five vehicles through the SB-T lane group in the peak hour.]
<b>1 Queens Plaza North &amp; 28th Street</b>														
28th Street	SB	R	0.30	39.1	D	R	0.30	39.1	D					
Queens Plaza North	WB	T	0.13	11.0	B	T	0.13	11.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.18</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.18</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.18</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	Mitigation not required.
<b>2 Queens Plaza North &amp; JFK Commuter Plaza</b>														
JFK Commuter Plaza	NB	L	1.17	120.0+	F*	L	1.20	120.0+	F*					
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Queens Plaza North	EB	T	0.70	9.4	A	T	0.71	9.5	A					
	WB	T	0.86	41.7	D	T	0.89	47.6	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>77.9</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>84.5</b>	<b>F</b>	<b>-</b>	<b>1.03</b>	<b>84.5</b>	<b>F</b>	<b>-</b>	Unmitigatable Impact.
<b>9 Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>														
Northern Boulevard	NB	LTR	0.93	55.9	E	LTR	0.93	55.9	E					
	SB	LT	1.04	120.0+	F*	LT	1.04	120.0+	F*					
		R	0.97	34.9	C	R	1.00	42.1	D					
Queens Plaza North	EB	L	1.08	84.4	F	L	1.09	90.0	F					
41st Avenue	WB	LTR	0.04	40.5	D	LTR	0.04	40.5	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>74.8</b>	<b>E</b>	<b>-</b>	<b>0.87</b>	<b>78.6</b>	<b>E</b>	<b>-</b>	<b>0.87</b>	<b>78.6</b>	<b>E</b>	<b>-</b>	Unmitigatable Impact.
<b>QUEENS PLAZA SOUTH</b>														
<b>7 Queens Plaza South &amp; 27th Street</b>														
Queens Plaza South	EB	T	0.84	22.3	C	T	0.84	22.3	C					
		R	0.75	22.7	C	R	0.66	18.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>22.4</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>21.1</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>21.1</b>	<b>C</b>	<b>-</b>	Mitigation not required.
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>														
<b>10 Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>														
Jackson Avenue	NB	TR	0.56	26.2	C	TR	0.56	26.3	C	TR	0.59	28.0	C	
Northern Boulevard	SB	TR	0.48	24.4	C	TR	0.48	24.4	C	TR	0.49	25.9	C	
Queens Boulevard	EB	T	0.84	22.3	C	T	0.79	22.4	C	T	0.77	20.0	B	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>108.3</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>114.5</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>105.8</b>	<b>F</b>	<b>-</b>	Modify signal timing: shift 2 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 52 s to 50 s; EB/WB green time shifts from 58 s to 60 s].
<b>5 Queens Boulevard &amp; Skillman Avenue</b>														
Skillman Avenue	NB	L	0.52	75.9	E	L	0.52	75.9	E					
		TR	0.78	65.0	E	TR	0.78	65.0	E					
	SB	LTR	1.01	104.2	F	LTR	1.01	104.2	F					
Queens Boulevard	EB	LTR	1.07	120.0+	F*	LTR	1.08	120.0+	F*					
	WB	LTR	0.88	54.4	D	LTR	0.91	59.8	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>91.4</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>95.1</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>95.1</b>	<b>F</b>	<b>-</b>	Unmitigatable Impact.

**Table B - 18**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation					
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>															
Van Dam Street	NB	L	1.17	120.0+	F*	L	1.17	120.0+	F*	L	1.17	120.0+	F*	<b>Partially Mitigated.</b> - Inform TEA(s) to process EB Thompson Ave. right turns during the EB/WB Queens Blvd./NB Van Dam St. Left-Only phase. - Provide strict enforcement of the existing No Parking 10am-6pm except Sunday parking regulation on the east curb of the NB approach.	
		TR	1.05	107.0	F	TR	1.06	110.0	F	TR	0.99	90.0	F		
Queens Boulevard (to Queens Boulevard)	EB	T	1.12	111.4	F	T	1.12	111.4	F	T	1.12	111.4	F		
Queens Boulevard (to Van Dam Street)		T	0.95	84.8	F	T	0.95	84.8	F	T	0.95	84.8	F		
Queens Boulevard (to Thomson Avenue WB)		R	0.13	48.1	D	R	0.13	48.1	D	R	0.13	48.1	D		
Thomson Avenue	EB	T	1.17	113.6	D	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*		
		R	1.18	120.0+	F*	R	1.20+	120.0+	F*	R	1.05	68.4	E		
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.45	48.5	A	L	0.45	48.5	D	L	0.45	48.5	D		
Queens Boulevard (to Viaduct)		TR	0.34	1.8	F	TR	0.35	1.9	A	TR	0.35	1.9	A		
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>100.0</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>109.2</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>98.7</b>	<b>F</b>			
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>															
Queensboro Bridge Upper Level Off Ramp	SB	L	1.13	112.7	F	L	1.19	120.0+	F*					<b>- Unmitigatable Impact.</b>	
Thomson Avenue	EB	T	0.98	76.5	E	T	0.98	76.5	E						
	WB	T	0.56	47.3	D	T	0.56	47.3	D						
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>94.3</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>112.2</b>	<b>F</b>	<b>-</b>	<b>1.12</b>	<b>93.1</b>	<b>F</b>			
<b>4 Thomson Avenue &amp; Skillman Avenue</b>															
Skillman Avenue	NB	DefL	0.99	119.6	F	DefL	0.99	119.6	F	L	0.99	119.6	F	<b>- Unmitigatable Impact.</b> - Restripe the NB approach from one 19 ft lane to one 9.5 ft left turn lane and one 9.5 ft shared through and right lane for 120 ft. - Restripe the SB approach from one 19 ft lane to one 10 ft shared left and through lane and one 9 ft right turn lane for 120 ft. - Relocate the existing "No Standing" regulations along the west side of SB Skillman Avenue 120 ft. from the intersection to provide a right turn lane. [Measures reflect geometric improvements needed for the Saturday Midday peak period.]	
		TR	0.59	58.9	E	TR	0.59	58.9	E	TR	0.59	58.9	E		
	SB	LTR	0.86	80.7	F	LTR	0.86	80.7	F	LT	0.43	52.8	D		
		-	-	-	-	-	-	-	-	R	0.44	52.9	D		
Thomson Avenue	EB	LTR	1.18	115.2	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	WB	LTR	0.68	13.8	B	LTR	0.68	13.8	B	LTR	0.68	13.8	B		
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>81.6</b>	<b>F</b>	<b>-</b>	<b>1.12</b>	<b>94.5</b>	<b>F</b>	<b>-</b>	<b>1.12</b>	<b>93.1</b>	<b>F</b>			
<b>OTHER INTERSECTIONS</b>															
<b>8 Jackson Avenue &amp; 44th Drive</b>															
Jackson Avenue	NB	L	0.28	25.5	C	L	0.28	25.5	C						<b>- Mitigation not required.</b>
		TR	0.62	28.2	C	TR	0.63	28.3	C						
	SB	L	0.59	11.7	B	L	0.59	11.8	B						
		TR	0.52	8.9	A	TR	0.52	8.9	A						
44th Drive	EB	LTR	0.65	38.0	D	LTR	0.65	38.0	D						
	WB	LTR	0.89	53.7	D	LTR	0.89	53.7	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>28.1</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>28.1</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>28.1</b>	<b>C</b>			
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>															
Northern Boulevard	NB	LT	1.19	120.0+	F*	LT	1.20	120.0+	F*	LT	1.15	120.0+	F*	<b>- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 85 s to 84 s; NB/SB green time shifts from 25 s to 26 s].</b>	
	NB	T	0.60	8.9	A	T	0.60	9.0	A	T	0.61	9.5	A		
	WB	TR	0.65	9.7	A	TR	0.66	9.9	A	TR	0.67	10.4	B		
31st Street	SB	LT	1.11	120.0+	F*	LT	1.13	120.0+	F*	LT	1.08	115.2	F		
		R	0.32	41.5	D	R	0.32	41.5	D	R	0.31	40.4	D		
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>30.3</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>31.1</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>29.0</b>	<b>C</b>			

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.85	26.1	C	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		TR	0.12	5.7	A	TR	0.16	5.9	A					
	SB	LTR	0.56	19.2	B	LTR	0.69	22.1	C					
34th Street	EB	LT	0.71	38.0	D	LT	0.74	39.4	D					
		R	0.48	18.0	B	R	0.48	18.0	B					
Parking Lot Driveway	WB	LTR	0.13	26.0	C	LTR	0.13	26.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.75</b>	<b>22.7</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>56.2</b>	<b>E</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.15	9.5	A	L	0.27	17.0	B					- Mitigation not required.
		T	0.39	5.5	A	T	0.39	5.5	A					
	SB	TR	0.52	22.3	C	TR	0.68	25.4	C					
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C	LTR	0.01	29.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>15.6</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>19.0</b>	<b>B</b>						
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	-	-	-	-	T	0.48	10.9	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the Weekday AM & PM peak period; otherwise mitigation is not needed.]
East 36th Street	EB	R	-	11.6	B	R	-	14.8	B	R	0.51	29.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>11.6</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>14.8</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>14.2</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.49	8.8	A	TR	0.59	10.1	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>8.8</b>	<b>A</b>	<b>-</b>	<b>0.59</b>	<b>10.1</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	-	-	-	-	TR	0.64	13.5	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the Weekday AM peak period; otherwise mitigation is not needed.]
East 38th Street	EB	R	-	12.3	B	R	-	15.5	C	R	0.37	25.1	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>12.3</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>15.5</b>	<b>C</b>	<b>-</b>	<b>0.54</b>	<b>14.9</b>	<b>B</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.50	10.7	B	TR	0.52	10.9	B					- Mitigation not required.
30th Street	EB	L	0.42	24.6	C	L	0.42	24.6	C					
		T	0.27	22.7	C	T	0.27	22.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>13.4</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>13.4</b>	<b>B</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.76	11.7	B	LTR	0.78	12.2	B					- Mitigation not required.
33rd Street	WB	TR	0.08	18.9	B	TR	0.08	18.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>12.3</b>	<b>B</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.61	16.3	B	LTR	0.63	16.6	B					- Unmitigatable Impact.
34th Street	EB	LT	0.99	54.5	D	DeFL	0.71	39.1	D					
	WB	TR	0.54	29.7	C	T	1.20+	120.0+	F*					
			-	-	-	TR	0.76	35.7	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>0.96</b>	<b>56.4</b>	<b>E</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.40	7.4	A	LT	0.46	7.8	A	LT	0.46	7.8	A	- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block. - Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 80 ft. to the east to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday peak periods; otherwise mitigation is not needed.]
35th Street	WB	TR	0.23	20.3	C	TR	0.40	22.5	C	TR	0.19	19.8	B	
										R	0.38	23.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.34</b>	<b>8.9</b>	<b>A</b>	<b>-</b>	<b>0.43</b>	<b>10.0</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>9.9</b>	<b>A</b>		
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.5	A	TR	0.52	8.3	A					- Mitigation not required.
36th Street	EB	LT	0.23	20.4	C	LT	0.27	20.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>8.9</b>	<b>A</b>	<b>-</b>	<b>0.42</b>	<b>9.7</b>	<b>A</b>						
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.44	7.7	A	LT	0.52	8.3	A					- Mitigation not required.
37th Street	WB	TR	0.26	20.6	C	TR	0.30	21.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>9.5</b>	<b>A</b>	<b>-</b>	<b>0.43</b>	<b>10.1</b>	<b>B</b>						



**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.42	7.5	A	TR	0.50	8.1	A	TR	0.54	11.1	B	- Modify signal timing: shift 4 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 45 s; EB/WB green time shifts from 31 s to 35 s].
38th Street	EB	L	0.65	31.2	C	L	0.96	65.4	E	L	0.82	40.4	D	
		LT	0.23	20.8	C	LT	0.37	23.1	C	LT	0.33	19.7	B	
	WB	R	0.09	19.1	B	R	0.36	23.1	C	R	0.31	19.5	B	
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>11.7</b>	<b>B</b>	-	<b>0.68</b>	<b>18.0</b>	<b>B</b>	-	<b>0.66</b>	<b>16.2</b>	<b>B</b>	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.51	8.2	A	LTR	0.65	9.6	A					- Mitigation not required.
39th Street	WB	-	-	-	-	TR	0.18	20.3	C					
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>8.2</b>	<b>A</b>	-	<b>0.47</b>	<b>10.0</b>	<b>B</b>					
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.57	8.9	A	T	0.66	10.0	A					- Mitigation not required.
40th Street	EB	L	0.25	20.5	C	L	0.58	27.5	C					
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>10.3</b>	<b>B</b>	-	<b>0.63</b>	<b>12.3</b>	<b>B</b>					
<b>16 FIRST AVENUE &amp; 41ST STREET</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.55	12.8	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	11.7	B	R	-	120.0+	F*	R	0.29	22.1	C	
<b>Overall Intersection</b>	-		-	<b>11.7</b>	<b>B</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.44</b>	<b>13.2</b>	<b>B</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.29	13.1	B	LT	0.38	14.2	B	LT	0.44	17.9	B	- Modify signal timing: shift 5 s from NB phase to EB/WB phase. [NB green time shifts from 44 s to 39 s; WB green time shifts from 31 s to 36 s].
First Avenue (right)		T	0.36	14.4	B	T	0.46	15.9	B	T	0.51	20.0	B	
		R	0.11	11.7	B	R	0.67	24.7	C	R	0.78	36.8	D	
42nd Street	EB	DefL	1.04	90.2	F	DefL	1.18	120.0+	F*	DefL	1.00	75.5	E	
		T	0.99	65.9	E	T	1.15	117.0	F	T	1.00	62.8	E	
	WB	TR	0.40	22.3	C	TR	0.41	22.6	C	TR	0.35	18.5	B	
		R	0.49	27.3	C	R	0.67	38.3	D	R	0.53	26.2	C	
<b>Overall Intersection</b>	-		<b>0.64</b>	<b>39.8</b>	<b>D</b>	-	<b>0.88</b>	<b>56.8</b>	<b>E</b>	-	<b>0.89</b>	<b>37.9</b>	<b>D</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.25	6.5	A	T	0.27	6.6	A					- Mitigation not required.
44th Street	EB	L	0.74	39.6	D	L	0.74	39.6	D					
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>12.5</b>	<b>B</b>	-	<b>0.45</b>	<b>12.2</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	LT	0.34	7.0	A	LT	0.36	7.1	A					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.34</b>	<b>7.0</b>	<b>A</b>	-	<b>0.36</b>	<b>7.1</b>	<b>A</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.34	7.1	A	T	0.37	7.3	A					- Mitigation not required.
46th Street	EB	L	0.44	23.5	C	L	0.44	23.5	C					
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>10.9</b>	<b>B</b>	-	<b>0.40</b>	<b>10.8</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.29	6.7	A	LT	0.31	6.8	A					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.29</b>	<b>6.7</b>	<b>A</b>	-	<b>0.31</b>	<b>6.8</b>	<b>A</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET</b>														
48th Street	EB	L	-	18.0	C	L	0.42	18.0	C					- Mitigation not required.
<b>Overall Intersection</b>	-		-	<b>18.0</b>	<b>C</b>	-	<b>0.42</b>	<b>18.0</b>	<b>C</b>					
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	0.66	13.2	B	LT	0.66	13.2	B	LT	0.66	13.2	B	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the AM and midday peak periods; otherwise mitigation is not needed.]
First Avenue (tunnel)		T	0.57	9.2	A	T	0.61	9.8	A	T	0.61	9.8	A	
First Avenue (right)		T	0.45	8.9	A	T	0.46	9.0	A	T	0.46	9.0	A	
49th Street	WB	T	0.61	28.7	C	T	0.62	28.8	C	T	0.57	27.3	C	
		R	0.27	22.2	C	R	0.27	22.2	C	R	0.25	21.7	C	
<b>Overall Intersection</b>	-		<b>0.64</b>	<b>12.8</b>	<b>B</b>	-	<b>0.64</b>	<b>13.0</b>	<b>B</b>	-	<b>0.63</b>	<b>12.8</b>	<b>B</b>	

**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions					2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>24 FIRST AVENUE &amp; 52ND STREET</b>															
First Avenue	NB	TR	0.54	8.4	A	TR	0.57	8.7	A					- Mitigation not required.	
52nd Street	EB	LT	0.61	29.7	C	LT	0.61	29.7	C						
	WB	R	0.10	19.2	B	R	0.10	19.2	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>11.0</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>11.1</b>	<b>B</b>							
<b>25 FIRST AVENUE &amp; 53RD STREET</b>															
First Avenue	NB	LT	0.60	9.0	A	LT	0.62	9.3	A					- Mitigation not required.	
53rd Street	WB	TR	0.54	24.2	C	TR	0.54	24.2	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>12.7</b>	<b>B</b>							
<b>26 FIRST AVENUE &amp; 57TH STREET</b>															
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.80	41.1	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection. [Measures reflect geometric improvements needed for the Weekday peak periods; otherwise mitigation is not needed.]	
		LTR	0.84	25.7	C	LTR	0.89	27.8	C	LTR	0.78	23.5	C		
57th Street	EB	DefL	0.66	42.7	D	DefL	0.66	42.7	D	DefL	0.66	42.7	D		
		T	0.29	22.4	C	T	0.29	22.4	C	T	0.29	22.4	C		
	WB	TR	1.05	84.8	F	TR	1.05	84.8	F	TR	1.05	84.8	F		
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>38.4</b>	<b>D</b>	<b>-</b>	<b>0.96</b>	<b>39.6</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>38.0</b>	<b>D</b>			
<b>27 FIRST AVENUE &amp; 59TH STREET</b>															
First Avenue	NB	L	0.39	11.8	B	L	0.39	11.8	B					- Mitigation not required.	
		LTR	0.56	11.5	B	LTR	0.57	11.6	B						
59th Street	EB	LT	0.39	25.2	C	LT	0.39	25.2	C						
	WB	TR	0.21	21.4	C	TR	0.21	21.4	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>13.4</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>13.4</b>	<b>B</b>							
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>															
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>															
34th Street	EB	LT	0.87	25.1	C	LT	0.90	28.0	C					- Mitigation not required.	
	WB	TR	0.55	34.0	C	TR	0.55	34.1	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>27.9</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>29.9</b>	<b>C</b>							
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B	LT	0.17	10.5	B					- Mitigation not required.	
35th Street	WB	TR	0.38	20.8	C	TR	0.41	21.3	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>15.4</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>15.9</b>	<b>B</b>							
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	TR	0.46	13.4	B	TR	0.47	13.5	B					- Mitigation not required.	
36th Street	EB	T	0.15	18.1	B	T	0.18	18.4	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>14.6</b>	<b>B</b>							
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>															
Queens Midtown Tunnel Approach Street	SB	TR	0.02	14.1	B	TR	0.07	14.6	B					- Mitigation not required.	
37th Street	WB	L	0.00	11.8	B	L	0.15	13.1	B						
		LTR	0.21	13.4	B	LTR	0.22	13.6	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.12</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>0.15</b>	<b>13.6</b>	<b>B</b>							
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B	TR	0.03	13.0	B					- Mitigation not required.	
	SB	LT	0.06	13.4	B	LT	0.09	13.6	B						
38th Street	EB	LTR	0.30	15.4	B	LTR	0.41	16.7	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.18</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.25</b>	<b>16.3</b>	<b>B</b>							
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B	L	0.02	12.9	B					- Mitigation not required.	
	SB	TR	0.06	13.3	B	TR	0.06	13.3	B						
39th Street	WB	LT	0.67	26.3	C	LT	0.85	39.8	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>0.46</b>	<b>36.2</b>	<b>D</b>							

**Table B - 19  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>SECOND AVENUE CORRIDOR</b>														
35 SECOND AVENUE & 30TH STREET														
Second Avenue	SB	LT	0.71	10.4	B	LT	0.73	10.6	B					
30th Street	EB	TR	0.69	33.4	C	TR	0.69	33.4	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>12.8</b>	<b>B</b>		
36 SECOND AVENUE & 33RD STREET														
Second Avenue	SB	TR	0.72	10.5	B	TR	0.74	10.7	B					
33rd Street	WB	LT	0.17	20.2	C	LT	0.17	20.2	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>11.2</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>11.3</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>11.3</b>	<b>B</b>		
37 SECOND AVENUE & 34TH STREET														
Second Avenue	SB	L	0.72	25.4	C	L	0.72	25.4	C					
		LTR	0.65	14.4	B	LTR	0.67	14.6	B					
34th Street	EB	T	0.88	41.1	D	T	0.92	45.6	D					- Mitigation not required.
		R	0.68	43.4	D	R	0.68	43.4	D					
	WB	DefL	0.43	35.9	D	DefL	0.44	36.2	D					
		T	0.26	16.3	B	T	0.27	16.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>22.2</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>23.3</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>23.3</b>	<b>C</b>		
38 SECOND AVENUE & 35TH STREET														
Second Avenue	SB	TR	0.58	15.6	B	TR	0.59	15.7	B	TR	0.59	15.7	B	
35th Street	EB	R	0.61	24.2	C	R	0.61	24.2	C	R	0.61	24.2	C	- Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb.
	WB	-	-	-	-	-	-	-	-	L	0.21	18.1	B	
		LT	0.21	17.5	B	LT	0.24	17.9	B	T	0.13	16.7	B	- Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection.
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.60</b>	<b>17.1</b>	<b>B</b>	<b>[Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]</b>	
39 SECOND AVENUE & 36TH STREET														
Second Avenue	SB	L	0.09	7.0	A	L	0.11	7.2	A					
		T	0.79	13.7	B	T	0.81	14.0	B					
36th Street	EB	TR	0.87	32.7	C	TR	0.87	32.9	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>20.1</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>20.3</b>	<b>C</b>		
40 SECOND AVENUE & 37TH STREET														
Second Avenue	SB	T	1.19	112.1	F	T	1.20+	120.0+	F*	T	1.17	102.2	F	
		R	0.27	7.7	A	R	0.27	7.7	A	R	0.25	6.5	A	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [WB green time shifts from 31 s to 29 s; SB green time shifts from 49 s to 51 s].
37th Street	WB	LT	0.34	21.6	C	LT	0.36	21.8	C	LT	0.38	23.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>97.8</b>	<b>F</b>	<b>-</b>	<b>0.88</b>	<b>107.2</b>	<b>F</b>	<b>-</b>	<b>0.88</b>	<b>89.4</b>	<b>F</b>		
41 SECOND AVENUE & 38TH STREET														
Second Avenue	SB	LT	0.70	10.2	B	LT	0.74	10.8	B					
38th Street	EB	TR	0.69	29.0	C	TR	0.76	31.5	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>13.6</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>14.7</b>	<b>B</b>		
42 SECOND AVENUE & 39TH STREET														
Second Avenue	SB	T	0.85	13.9	B	T	0.88	15.0	B					
		R	0.56	13.2	B	R	0.58	13.9	B					
39th Street	WB	LT	0.43	24.1	C	LT	0.52	26.1	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>15.9</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>15.9</b>	<b>B</b>		
43 SECOND AVENUE & 40TH STREET														
Second Avenue	SB	L	0.09	6.2	A	L	0.19	7.0	A					
		T	0.77	11.6	B	T	0.80	12.2	B					
40th Street	EB	TR	0.88	44.2	D	TR	0.89	45.3	D					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.83</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.83</b>	<b>17.4</b>	<b>B</b>		
44 SECOND AVENUE & 41ST STREET														
Second Avenue	SB	LTR	0.69	10.1	B	LTR	0.72	10.6	B					
41st Street	EB	TR	0.50	27.9	C	TR	0.50	27.9	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>11.2</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>11.5</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>11.5</b>	<b>B</b>		
45 SECOND AVENUE & 42ND STREET														
Second Avenue	SB	LTR	0.92	19.8	B	LTR	0.96	24.2	C					
		-	-	-	-	-	-	-	-					
42nd Street	EB	TR	0.52	21.2	C	TR	0.60	22.7	C					- Mitigation not required.
	WB	LT	0.39	19.5	B	LT	0.46	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>20.0</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>23.4</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>23.4</b>	<b>C</b>		

**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	TR	0.76	11.1	B	TR	0.78	11.6	B					- Mitigation not required.
	WB	LT	0.49	26.3	C	LT	0.49	26.3	C					
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>12.1</b>	<b>B</b>	-	<b>0.67</b>	<b>12.6</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	0.68	7.3	A	LT	0.71	7.6	A					- Mitigation not required.
	EB	TR	0.68	36.4	D	TR	0.68	36.4	D					
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>9.7</b>	<b>A</b>	-	<b>0.70</b>	<b>9.9</b>	<b>A</b>					
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	TR	0.78	11.5	B	TR	0.81	12.1	B					- Mitigation not required.
	WB	L	0.87	50.6	D	L	0.88	51.8	D					
	LT		0.83	45.5	D	LT	0.83	45.5	D					
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>17.8</b>	<b>B</b>	-	<b>0.84</b>	<b>18.2</b>	<b>B</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.68	9.9	A	LT	0.70	10.3	B					- Mitigation not required.
	EB	TR	0.72	35.8	D	TR	0.73	37.0	D					
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>12.3</b>	<b>B</b>	-	<b>0.72</b>	<b>12.7</b>	<b>B</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	TR	0.67	9.9	A	TR	0.70	10.2	B					- Mitigation not required.
	WB	LT	0.62	25.8	C	LT	0.63	26.0	C					
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>13.6</b>	<b>B</b>	-	<b>0.67</b>	<b>13.9</b>	<b>B</b>					
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.70	17.4	B	LTR	0.72	17.8	B					- Mitigation not required.
	EB	TR	1.07	89.2	F	TR	1.07	89.2	F					
	WB	LT	0.86	44.9	D	LT	0.86	44.9	D					
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>38.1</b>	<b>D</b>	-	<b>0.86</b>	<b>37.9</b>	<b>D</b>						
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET 57th Street	EB	L	0.49	14.2	B	L	0.50	15.3	B	L	0.52	12.3	B	- Modify signal timing: shift 5 s green time from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 34 s to 29 s; EB/WB green time shifts from 28 s to 33 s].
		LT	0.78	15.2	B	LT	0.80	16.1	B	LT	0.82	17.6	B	
	WB	TR	1.02	73.6	E	TR	1.07	90.5	F	TR	0.92	47.2	D	
		R	1.03	83.2	F	R	1.19	120.0+	F*	R	1.02	72.7	E	
	<b>Overall Intersection</b>	-	<b>0.95</b>	<b>48.1</b>	<b>D</b>	-	<b>1.04</b>	<b>68.9</b>	<b>E</b>	-	<b>1.01</b>	<b>39.6</b>	<b>D</b>	
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	0.83	13.0	B	LT	0.86	14.0	B					- Mitigation not required.
	EB	TR	0.87	36.4	D	TR	0.87	36.4	D					
	<b>Overall Intersection</b>	-	<b>0.85</b>	<b>19.3</b>	<b>B</b>	-	<b>0.86</b>	<b>19.9</b>	<b>B</b>					
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	0.73	25.5	C	L	0.73	25.5	C	L	0.75	27.4	C	- Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37 s to 36 s; WB green time shifts from 40 s to 41 s].
		LT	0.84	23.3	C	LT	0.85	23.5	C	LT	0.87	25.4	C	
	WB	L	0.93	39.2	D	L	0.99	51.3	D	L	0.97	44.7	D	
		T	0.56	19.2	B	T	0.56	19.2	B	T	0.55	18.3	B	
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>26.9</b>	<b>C</b>	-	<b>0.92</b>	<b>30.4</b>	<b>C</b>	-	<b>0.92</b>	<b>29.6</b>	<b>C</b>	
54A SECOND AVENUE & 60TH STREET Second Avenue 60th Street	SB	TR	0.95	29.6	C	TR	0.96	31.5	C	TR	0.99	37.0	D	- Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37 s to 36 s; WB green time shifts from 40 s to 41 s]. [Signal timing measure is necessary to match the modified signal at Second Avenue & Queensboro Bridge Ramp; otherwise mitigation is not needed.]
	WB	LT	0.01	12.9	B	LT	0.01	12.9	B	LT	0.01	12.4	B	
	<b>Overall Intersection</b>	-	<b>0.46</b>	<b>29.6</b>	<b>C</b>	-	<b>0.47</b>	<b>31.4</b>	<b>C</b>	-	<b>0.47</b>	<b>36.9</b>	<b>D</b>	
55 SECOND AVENUE & 61ST STREET Second Avenue 61st Street	SB	TR	1.08	67.7	E	TR	1.09	70.8	E					- Mitigation not required.
	WB	LT	0.71	23.0	C	LT	0.71	23.0	C					
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>57.2</b>	<b>E</b>	-	<b>0.90</b>	<b>59.6</b>	<b>E</b>					
56 SECOND AVENUE & 63RD STREET Second Avenue 63rd Street	SB	TR	0.82	20.3	C	TR	0.83	20.6	C					- Mitigation not required.
	WB	L	0.95	50.5	D	L	0.95	50.5	D					
	LT		0.86	28.6	C	LT	0.86	28.6	C					
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>27.6</b>	<b>C</b>	-	<b>0.89</b>	<b>27.7</b>	<b>C</b>						

**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
57 QUEENS MIDTOWN TUNNEL EXIT STREET & 34TH STREET														
Queens Midtown Tunnel Exit Street	SB	L	0.33	36.1	D	L	0.35	36.5	D	L	0.35	36.5	D	- Modify signal timing: shift 2 s green time from EB-lag/SB-right phase to EB/WB phase. [EB/WB green time shifts from 31 s to 33 s; EB-lag/SB-right green time shifts from 30 s to 28 s; SB green time remains at 13 s].
		LR	0.15	33.1	C	LR	0.16	33.3	C	LR	0.16	33.3	C	
		R	0.46	13.3	B	R	0.46	13.3	B	R	0.48	14.7	B	
34th Street	EB	T	0.42	4.6	A	T	0.43	4.7	A	T	0.43	4.7	A	
	WB	T	0.89	46.3	D	T	0.93	52.6	D	T	0.88	42.9	D	
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>19.3</b>	<b>B</b>	-	<b>0.65</b>	<b>21.1</b>	<b>C</b>	-	<b>0.65</b>	<b>18.9</b>	<b>B</b>	
58 QUEENS MIDTOWN TUNNEL EXIT STREET & 35TH STREET														
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C	L	0.72	23.1	C					- Mitigation not required.
		LTR	0.93	40.1	D	LTR	0.94	41.8	D					
		R	0.19	12.1	B	R	0.19	12.1	B					
35th Street	WB	LT	0.44	21.2	C	LT	0.44	21.2	C					
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>29.3</b>	<b>C</b>	-	<b>0.72</b>	<b>30.1</b>	<b>C</b>					
59 QUEENS MIDTOWN TUNNEL EXIT STREET & 37TH STREET														
Queens Midtown Tunnel Exit Street	NB	T	0.25	7.9	A	T	0.27	8.1	A					- Mitigation not required.
37th Street	WB	TR	0.53	30.7	C	TR	0.56	31.4	C					
<b>Overall Intersection</b>	-		<b>0.34</b>	<b>15.8</b>	<b>B</b>	-	<b>0.36</b>	<b>15.9</b>	<b>B</b>					
60 QUEENS MIDTOWN TUNNEL EXIT STREET & 38TH STREET														
Queens Midtown Tunnel Exit Street	NB	TR	0.37	16.1	B	TR	0.41	16.5	B					
38th Street	EB	LT	0.74	27.1	C	LT	0.76	27.9	C					
<b>Overall Intersection</b>	-		<b>0.56</b>	<b>20.5</b>	<b>C</b>	-	<b>0.58</b>	<b>20.9</b>	<b>C</b>					
61 QUEENS MIDTOWN TUNNEL EXIT STREET & 39TH STREET														
Queens Midtown Tunnel Exit Street	NB	LT	0.20	9.8	A	LT	0.21	9.8	A					- Mitigation not required.
39th Street	WB	TR	0.45	23.3	C	TR	0.47	23.7	C					
<b>Overall Intersection</b>	-		<b>0.30</b>	<b>16.3</b>	<b>B</b>	-	<b>0.31</b>	<b>16.4</b>	<b>B</b>					
62 QUEENS MIDTOWN TUNNEL EXIT STREET & 40TH STREET														
Queens Midtown Tunnel Exit Street	NB	TR	0.16	9.4	A	TR	0.15	9.4	A					
40th Street	EB	LT	0.86	43.7	D	LT	0.87	45.8	D					
<b>Overall Intersection</b>	-		<b>0.43</b>	<b>27.9</b>	<b>C</b>	-	<b>0.44</b>	<b>29.1</b>	<b>C</b>					
63 QUEENS MIDTOWN TUNNEL EXIT STREET & 41ST STREET														
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B	L	0.25	10.6	B					- Mitigation not required.
		LR	0.07	9.0	A	LR	0.07	9.0	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.17	20.0	C	T	0.17	20.0	C					
	WB	T	0.13	19.6	B	T	0.13	19.6	B					
<b>Overall Intersection</b>	-		<b>0.22</b>	<b>13.3</b>	<b>B</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>					
<b>THIRD AVENUE CORRIDOR</b>														
64 THIRD AVENUE & 34TH STREET														
Third Avenue	NB	LTR	0.66	16.3	B	LTR	0.67	16.3	B					- Mitigation not required.
34th Street	EB	DefL	0.76	33.2	C	DefL	0.80	37.1	D					
		T	0.51	18.3	B	T	0.53	18.6	B					
	WB	TR	0.62	28.6	C	TR	0.63	28.9	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>20.5</b>	<b>C</b>	-	<b>0.72</b>	<b>20.9</b>	<b>C</b>					
65 THIRD AVENUE & 35TH STREET														
Third Avenue	NB	LT	0.51	8.2	A	LT	0.51	8.2	A					- Mitigation not required.
35th Street	WB	TR	0.53	24.5	C	TR	0.53	24.5	C					
<b>Overall Intersection</b>	-		<b>0.52</b>	<b>11.6</b>	<b>B</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>					
66 THIRD AVENUE & 36TH STREET														
Third Avenue	NB	TR	0.51	10.8	B	TR	0.51	10.8	B					
		R	0.65	17.9	B	R	0.65	18.0	B					
36th Street	EB	LT	0.68	28.0	C	LT	0.68	28.0	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>17.0</b>	<b>B</b>	-	<b>0.66</b>	<b>17.1</b>	<b>B</b>					

**Table B - 19  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
67 <b>THIRD AVENUE &amp; 37TH STREET</b> Third Avenue 37th Street	NB	LT	0.52	14.4	B	LT	0.52	14.4	B					- Mitigation not required.
	WB	T	0.54	18.7	B	T	0.55	18.8	B					
		R	0.35	16.1	B	R	0.35	16.1	B					
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>						
68 <b>THIRD AVENUE &amp; 38TH STREET</b> Third Avenue 38th Street	NB	T	0.57	8.9	A	T	0.57	8.9	A					- Mitigation not required.
		R	0.28	8.0	A	R	0.28	8.1	A					
	EB	LT	0.67	27.9	C	LT	0.67	28.1	C					
<b>Overall Intersection</b>	-	<b>0.61</b>	<b>13.5</b>	<b>B</b>	-	<b>0.61</b>	<b>13.5</b>	<b>B</b>						
69 <b>THIRD AVENUE &amp; 39TH STREET</b> Third Avenue 39th Street	NB	LT	0.84	17.1	B	LT	0.84	17.1	B	LT	0.84	17.1	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	WB	TR	0.62	24.3	C	TR	0.64	24.6	C	TR	0.62	24.0	C	
<b>Overall Intersection</b>	-	<b>0.75</b>	<b>18.6</b>	<b>B</b>	-	<b>0.75</b>	<b>18.7</b>	<b>B</b>	-	<b>0.74</b>	<b>18.6</b>	<b>B</b>		
70 <b>THIRD AVENUE &amp; 40TH STREET</b> Third Avenue 40th Street	NB	TR	0.62	13.4	B	TR	0.63	13.6	B					- Mitigation not required.
	EB	LT	0.54	21.7	C	LT	0.61	23.7	C					
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>14.8</b>	<b>B</b>	-	<b>0.62</b>	<b>15.3</b>	<b>B</b>						
71 <b>THIRD AVENUE &amp; 41ST STREET</b> Third Avenue 41st Street	NB	TR	0.59	15.2	B	TR	0.59	15.2	B	TR	0.64	18.2	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 37 s; EB/WB green time shifts from 40 s to 43 s].
	EB	L	0.36	17.3	B	L	0.42	18.8	B	L	0.39	16.3	B	
		T	0.08	13.5	B	T	0.08	13.5	B	T	0.07	11.9	B	
	WB	R	0.80	35.7	D	R	0.94	57.3	E	R	0.87	42.5	D	
<b>Overall Intersection</b>	-	<b>0.69</b>	<b>18.1</b>	<b>B</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>		
72 <b>THIRD AVENUE &amp; 42ND STREET</b> Third Avenue 42nd Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	EB	L	0.82	40.2	D	L	0.80	38.0	D					
		T	0.73	26.4	C	T	0.82	31.0	C					
	WB	T	0.69	35.8	D	T	0.77	39.1	D					
<b>Overall Intersection</b>	-	<b>1.06</b>	<b>102.5</b>	<b>F</b>	-	<b>1.11</b>	<b>103.3</b>	<b>F</b>						
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b> Lexington Avenue 34th Street	SB	LT	0.93	23.3	C	LT	0.93	24.4	C	LT	0.98	32.6	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
		R	0.51	13.1	B	R	0.52	13.2	B	R	0.55	15.2	B	
	EB	TR	0.93	41.1	D	TR	0.96	45.7	D	TR	0.91	36.8	D	
	WB	LT	1.17	118.4	F	LT	1.20+	120.0+	F*	LT	1.13	103.9	F	
<b>Overall Intersection</b>	-	<b>1.03</b>	<b>44.8</b>	<b>D</b>	-	<b>1.06</b>	<b>50.9</b>	<b>D</b>	-	<b>1.05</b>	<b>45.8</b>	<b>D</b>		
74 <b>PARK AVENUE &amp; 34TH STREET</b> Park Avenue 34th Street	NB	LTR	0.52	11.7	B	LTR	0.52	11.7	B					- Mitigation not required.
	SB	LTR	0.46	11.0	B	LTR	0.46	11.0	B					
	EB	LTR	0.60	22.6	C	LTR	0.62	23.0	C					
	WB	LTR	0.76	26.6	C	LTR	0.77	27.1	C					
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>19.4</b>	<b>B</b>	-	<b>0.63</b>	<b>19.8</b>	<b>B</b>						
75 <b>MADISON AVENUE &amp; 34TH STREET</b> Madison Avenue 34th Street	NB	LTR	0.51	11.2	B	LTR	0.51	11.2	B					- Mitigation not required.
	EB	T	0.46	20.2	C	LT	0.57	22.0	C					
	WB	TR	0.70	24.5	C	TR	0.71	24.9	C					
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>18.8</b>	<b>B</b>	-	<b>0.60</b>	<b>19.5</b>	<b>B</b>						
77 <b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b> Sixth Avenue Broadway 34th Street	NB	T	0.42	5.4	A	T	0.42	5.4	A	T	0.43	6.0	A	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 31 s; EB/WB green time shifts from 27 s to 28 s; SB green time remains at 21 s].
	SB	T	0.82	41.6	D	T	0.82	41.6	D	T	0.82	41.6	D	
	EB	TR	1.19	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.18	146.8	F	
	WB	TR	1.14	120.0+	F*	TR	1.16	120.0+	F*	TR	1.13	176.4	F	
<b>Overall Intersection</b>	-	<b>0.68</b>	<b>87.3</b>	<b>F</b>	-	<b>0.70</b>	<b>94.6</b>	<b>F</b>	-	<b>0.70</b>	<b>85.8</b>	<b>F</b>		

**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	0.77	16.0	B	LTR	0.77	16.0	B	LTR	0.81	18.7	B	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.21	131.5	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.21	163.2	F	
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>97.1</b>	<b>F</b>	-	<b>1.02</b>	<b>108.0</b>	<b>F</b>	-	<b>1.00</b>	<b>88.5</b>	<b>F</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	0.95	35.2	D	LTR	0.95	35.2	D	LTR	0.97	40.9	D	<b>Partially Mitigated.</b> - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; and LPI remains 7 s].
34th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.36	248.9	F	
	WB	TR	1.10	87.6	E	TR	1.13	97.1	F	TR	1.10	85.7	F	
<b>Overall Intersection</b>	-		<b>1.17</b>	<b>99.9</b>	<b>F</b>	-	<b>1.20</b>	<b>109.6</b>	<b>F</b>	-	<b>1.19</b>	<b>104.1</b>	<b>F</b>	
<b>OTHER 42ND STREET CORRIDOR</b>														
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>														
Lexington Avenue	SB	LTR	1.00	37.3	D	LTR	1.01	47.3	D	LTR	0.81	18.0	B	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
42nd Street	EB	TR	1.11	115.2	F	TR	1.16	120.0+	F*	TR	1.10	107.4	F	
	WB	LT	0.54	21.5	C	LT	0.58	22.3	C	LT	0.55	20.5	C	
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>58.0</b>	<b>E</b>	-	<b>1.08</b>	<b>69.0</b>	<b>E</b>	-	<b>0.94</b>	<b>46.6</b>	<b>D</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>														
Park Avenue	NB	LR	0.62	40.6	D	LR	0.62	40.6	D	LR	0.75	58.8	E	<b>- Unmitigatable Impact.</b> - Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 39 s green, WB/NB-right only = 7 s green time, and NB = 29 s of green time (each phase has 3 s amber and 2 [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]
		R	0.73	38.8	D	R	0.73	38.8	D	R	0.54	21.5	C	
42nd Street	EB	TR	0.55	13.8	B	TR	0.59	14.3	B	TR	0.73	23.9	C	
	WB	LT	1.07	71.0	E	LT	1.13	91.9	F	LT	1.09	74.6	E	
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>43.6</b>	<b>D</b>	-	<b>0.97</b>	<b>53.2</b>	<b>D</b>	-	<b>0.96</b>	<b>48.2</b>	<b>D</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>														
42nd Street	EB	LT	0.70	22.2	C	LT	0.74	23.5	C	LT	0.70	21.2	C	- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).
	WB	TR	1.11	88.0	F	TR	1.14	101.5	F	TR	1.08	77.3	E	
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>58.2</b>	<b>E</b>	-	<b>1.14</b>	<b>65.9</b>	<b>E</b>	-	<b>1.08</b>	<b>51.7</b>	<b>D</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>														
Madison Avenue	NB	LTR	0.59	12.3	B	LTR	0.60	12.3	B	LTR	0.62	14.1	B	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
42nd Street	EB	LT	0.96	48.4	D	LT	1.04	69.0	E	LT	0.97	48.3	D	
	WB	T	0.66	24.5	C	T	0.70	25.8	C	T	0.67	23.5	C	
		R	0.35	23.1	C	R	0.35	23.1	C	R	0.33	20.8	C	
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>26.7</b>	<b>C</b>	-	<b>0.79</b>	<b>33.9</b>	<b>C</b>	-	<b>0.78</b>	<b>27.5</b>	<b>C</b>	
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>														
Sixth Avenue	NB	LT	0.73	18.4	B	LT	0.73	18.4	B	LT	0.77	20.4	C	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
		R	0.49	17.7	B	R	0.49	17.7	B	R	0.52	19.7	B	
42nd Street	EB	LT	0.94	46.4	D	LT	1.01	61.2	E	LT	0.94	44.3	D	
	WB	T	0.47	20.5	C	T	0.49	20.9	C	T	0.47	19.2	B	
		R	0.53	25.9	C	R	0.59	27.8	C	R	0.56	25.2	C	
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>24.5</b>	<b>C</b>	-	<b>0.85</b>	<b>27.8</b>	<b>C</b>	-	<b>0.85</b>	<b>25.2</b>	<b>C</b>	
<b>86 BROADWAY &amp; 42ND STREET</b>														
Broadway	SB	LTR	0.52	14.9	B	LTR	0.53	15.1	B	LTR	0.55	16.0	B	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 39 s; WB-lead green time remains at 7 s; EB/WB green time shifts from 33 s to 34 s].
42nd Street	EB	T	0.56	23.7	C	T	0.59	24.3	C	T	0.57	23.3	C	
		R	0.09	18.1	B	R	0.09	18.1	B	R	0.08	17.4	B	
	WB	DefL	0.55	22.5	C	DefL	0.54	22.3	C	DefL	0.53	21.3	C	
		T	0.85	36.3	D	T	0.94	48.3	D	T	0.90	41.3	D	
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>22.7</b>	<b>C</b>	-	<b>0.73</b>	<b>25.7</b>	<b>C</b>	-	<b>0.72</b>	<b>24.1</b>	<b>C</b>	
<b>87 SEVENTH AVENUE &amp; 42ND STREET</b>														
Seventh Avenue	SB	LTR	0.54	10.6	B	LTR	0.54	10.6	B					- Mitigation not required.
42nd Street	EB	TR	0.74	27.8	C	TR	0.77	28.9	C					
	WB	LT	0.42	20.7	C	LT	0.45	21.2	C					
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>17.3</b>	<b>B</b>	-	<b>0.64</b>	<b>17.8</b>	<b>B</b>					

**Table B - 19**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 Build Conditions				2014 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	L	0.02	14.0	B	L	0.02	14.0	B					- Mitigation not required.
		LTR	0.86	24.4	C	LTR	0.86	24.4	C					
42nd Street	EB	DefL	0.74	25.1	C	DefL	0.73	24.5	C					
		T	0.45	14.6	B	T	0.48	14.9	B					
	WB	TR	0.39	25.8	C	TR	0.41	26.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>23.2</b>	<b>C</b>						
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	0.57	18.7	B	LTR	0.57	18.7	B	LTR	0.60	20.8	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase.[SB green time shifts from 35 s to 33 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 31 s].
42nd Street	EB	TR	0.95	48.0	D	TR	0.98	54.0	D	TR	0.92	42.1	D	
	WB	DefL	0.75	32.8	C	DefL	0.75	32.1	C	DefL	0.73	29.8	C	
		T	0.99	61.8	E	T	1.10	95.4	F	T	0.99	58.0	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>32.8</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>39.4</b>	<b>D</b>	<b>-</b>	<b>0.82</b>	<b>32.1</b>	<b>C</b>		
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R		NA		R	-	10.3	B					- Mitigation not required.
				NA										
<b>Overall Intersection</b>	<b>-</b>				<b>-</b>	<b>-</b>	<b>10.3</b>	<b>B</b>						
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR		NA		LR	-	11.2	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.6	A					
<b>Overall Intersection</b>	<b>-</b>				<b>-</b>	<b>-</b>	<b>9.4</b>	<b>A</b>						

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).



**Table B - 20**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (SATURDAY MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 No Build Conditions				2014 Build with Mitigation				
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>QUEENS PLAZA NORTH</b>														
6 <b>Queens Plaza North &amp; Crescent Street</b>														
Crescent Street	SB	T	0.92	61.0	E	T	0.92	61.7	E					- Mitigation not required.
		R	0.11	33.2	C	R	0.11	33.2	C					
Queens Plaza North (Service Road)	WB	L	0.05	1.2	A	L	0.05	1.2	A					
		T	0.21	1.6	A	T	0.21	1.6	A					
Queens Plaza North (Mainline)	WB	T	0.96	14.6	B	T	0.99	20.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>24.2</b>	<b>C</b>		<b>-</b>	<b>0.97</b>	<b>28.5</b>	<b>C</b>					
1 <b>Queens Plaza North &amp; 28th Street</b>														
28th Street	SB	R	0.16	30.3	C	R	0.16	30.3	C					- Mitigation not required.
Queens Plaza North	WB	T	0.13	14.8	B	T	0.13	14.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.14</b>	<b>18.5</b>	<b>B</b>		<b>-</b>	<b>0.14</b>	<b>18.5</b>	<b>B</b>					
2 <b>Queens Plaza North &amp; JFK Commuter Plaza</b>														
JFK Commuter Plaza	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to NB phase. [EB/WB green time shifts from 78 s to 77 s; NB green time shifts from 32 s to 33 s].
		LTR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Queens Plaza North	EB	T	0.41	4.2	A	T	0.41	4.2	A	T	0.42	4.7	A	
	WB	T	0.75	19.6	B	T	0.78	20.5	C	T	0.79	21.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>110.1</b>	<b>F</b>		<b>-</b>	<b>0.97</b>	<b>118.0</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>109.0</b>	<b>F</b>	
9 <b>Queens Plaza North / 41st Avenue &amp; Northern Boulevard</b>														
Northern Boulevard	NB	LTR	0.58	24.0	C	LTR	0.58	24.0	C					- Mitigation not required.
	SB	LT	0.49	29.0	C	LT	0.49	29.0	C					
		R	0.91	24.5	C	R	0.93	27.5	C					
Queens Plaza North	EB	L	0.93	48.6	D	L	0.94	49.8	D					
41st Avenue	WB	LTR	0.05	30.0	C	LTR	0.05	30.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>31.1</b>	<b>C</b>		<b>-</b>	<b>0.67</b>	<b>32.7</b>	<b>C</b>					
<b>QUEENS PLAZA SOUTH</b>														
7 <b>Queens Plaza South &amp; 27th Street</b>														
Queens Plaza South	EB	T	0.51	13.0	B	T	0.51	13.0	B					- Mitigation not required.
		R	0.47	13.5	B	R	0.47	13.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>13.2</b>	<b>B</b>		<b>-</b>	<b>0.51</b>	<b>13.2</b>	<b>B</b>					
<b>QUEENS BOULEVARD / THOMSON AVENUE</b>														
10 <b>Queens Boulevard &amp; Jackson Avenue/Northern Boulevard</b>														
Jackson Avenue	NB	TR	0.40	26.1	C	TR	0.40	26.2	C					- Mitigation not required.
Northern Boulevard	SB	TR	0.34	25.6	C	TR	0.34	25.6	C					
Queens Boulevard	EB	T	0.45	9.8	A	T	0.45	9.8	A					
	WB	TR	0.64	12.3	B	TR	0.66	12.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>15.4</b>	<b>B</b>		<b>-</b>	<b>0.56</b>	<b>15.5</b>	<b>B</b>					
5 <b>Queens Boulevard &amp; Skillman Avenue</b>														
Skillman Avenue	NB	L	0.20	32.4	C	L	0.20	32.4	C					- Mitigation not required.
		TR	0.27	30.5	C	TR	0.27	30.5	C					
	SB	LTR	0.27	30.2	C	LTR	0.27	30.2	C					
Queens Boulevard	EB	TR	0.78	14.2	B	TR	0.79	14.3	B					
	WB	TR	0.57	15.6	B	LTR	0.58	15.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>16.8</b>	<b>B</b>		<b>-</b>	<b>0.60</b>	<b>17.0</b>	<b>B</b>					

**Table B - 20**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**QUEENS PLAZA SECONDARY STUDY AREA**  
**COMPARISON OF YEAR 2014 WEEKDAY NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (SATURDAY MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 No Build Conditions				2014 Build with Mitigation				
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>12 Queens Boulevard / Thomson Avenue &amp; Van Dam Street</b>														
Van Dam Street	NB	L	1.13	120.0+	F*	L	1.13	120.0+	F*	L	1.13	120.0+	F*	- Inform TEA(s) to process EB Thomson Ave. right turns during the EB/WB Queens Blvd./NB Van Dam St. Left-Only phase.
		TR	0.95	69.0	E	TR	0.96	70.8	E	TR	0.96	70.8	E	
Queens Boulevard (to Queens Boulevard)	EB	T	0.52	27.4	C	T	0.52	27.4	C	T	0.52	27.4	C	
Queens Boulevard (to Van Dam Street)		T	0.94	70.1	E	T	0.94	70.1	E	T	0.94	70.1	E	
Queens Boulevard (to Thomson Avenue WB)		R	0.03	35.0	C	R	0.03	35.0	C	R	0.03	35.0	C	
Thomson Avenue	EB	T	0.59	20.6	C	T	0.61	21.2	C	T	0.61	21.2	C	
		R	1.06	83.3	F	R	1.09	90.7	F	R	0.86	26.9	C	
Queens Boulevard (to Thomson Avenue WB)	WB	L	0.92	75.2	E	L	0.92	75.2	E	L	0.92	75.2	E	
Queens Boulevard (to Viaduct)		TR	0.31	1.6	A	TR	0.33	1.7	A	TR	0.33	1.7	A	
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>59.0</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>59.7</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>51.2</b>	<b>D</b>		
<b>3 Thomson Avenue &amp; Queensboro Bridge Upper Level On-Off Ramp</b>														
Queensboro Bridge Upper Level Off Ramp	SB	L	0.80	22.1	C	L	0.83	23.4	C					- Mitigation not required.
Thomson Avenue	EB	T	0.42	33.8	C	T	0.42	33.8	C					
	WB	T	0.29	28.9	C	T	0.29	28.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.67</b>	<b>25.0</b>	<b>C</b>	<b>-</b>	<b>0.69</b>	<b>25.9</b>	<b>C</b>	<b>-</b>					
<b>4 Thomson Avenue &amp; Skillman Avenue</b>														
Skillman Avenue	NB	DefL	0.66	49.9	D	DefL	0.66	49.9	D	L	0.65	49.8	D	- Restripe the NB approach from one 19 ft lane to one 9.5 ft left turn lane and one 9.5 ft shared through and right lane for 120 ft. - Restripe the SB approach from one 19 ft lane to one 10 ft shared left and through lane and one 9 ft right turn lane for 120 ft. - Relocate the existing "No Standing" regulations along the west side of SB Skillman Avenue 120 ft. from the intersection to provide a right turn lane. - Modify signal timing: shift 2 s green time from NB/SB phase to EB/WB phase. [EB/WB green time shifts from 70 s to 72 s; NB/SB green time shifts from 32 s to 30 s].
		TR	0.18	33.4	C	TR	0.18	33.4	C	TR	0.19	35.1	D	
	SB	LTR	0.39	39.5	D	LTR	0.39	39.5	D	LT	0.17	36.3	D	
		-	-	-	-	-	-	-	-	R	0.25	38.2	D	
Thomson Avenue	EB	LTR	1.06	64.1	E	LTR	1.09	75.2	E	LTR	1.06	62.7	E	
	WB	LTR	0.52	4.6	A	LTR	0.52	4.6	A	LTR	0.50	3.6	A	
<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>40.8</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>47.3</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>40.0</b>	<b>D</b>		
<b>OTHER INTERSECTIONS</b>														
<b>8 Jackson Avenue &amp; 44th Drive</b>														
Jackson Avenue	NB	L	0.07	5.6	A	L	0.07	5.6	A					- Mitigation not required.
		TR	0.64	10.9	B	TR	0.64	10.9	B					
	SB	L	0.38	3.6	A	L	0.38	3.6	A					
		TR	0.40	2.7	A	TR	0.40	2.7	A					
44th Drive	EB	LTR	0.37	38.4	D	LTR	0.37	38.4	D					
	WB	LTR	0.82	55.9	E	LTR	0.82	55.9	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.72</b>	<b>19.1</b>	<b>B</b>	<b>-</b>					
<b>11 Northern Boulevard / 31st Street &amp; 40th Avenue</b>														
Northern Boulevard	NB	LT	0.98	103.4	F	LT	0.99	107.5	F	LT	0.92	87.7	F	- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 85 s to 84 s; NB/SB green time shifts from 25 s to 26 s].
	NB	T	0.49	7.6	A	T	0.49	7.6	A	T	0.50	8.1	A	
	WB	TR	0.51	7.9	A	TR	0.52	8.0	A	TR	0.53	8.4	A	
31st Street	SB	LTR	0.43	41.8	D	LTR	0.44	41.9	D	LTR	0.42	40.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>16.0</b>	<b>B</b>	<b>-</b>	<b>0.63</b>	<b>16.3</b>	<b>B</b>	<b>-</b>	<b>0.63</b>	<b>15.5</b>	<b>B</b>		

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 21**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>													
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.11	97.3	F	L	1.20+	120.0+	F*
		TR	1.04	69.2	E	TR	0.64	17.7	B	LTR	1.20+	120.0+	F*
34th Street	SB	LTR	1.18	114.3	F	LTR	1.17	113.1	F	LTR	1.20+	120.0+	F*
	EB	-	-	-	-	-	-	-	-	L	1.07	120.0+	F*
		LT	1.01	81.3	F	LT	1.00	78.8	E	LT	0.99	120.0+	F*
Parking Lot Driveway	WB	R	1.05	71.5	E	R	1.15	107.6	F	R	1.19	120.0+	F*
		LTR	0.30	28.4	C	LTR	0.07	25.2	C	LTR	0.37	30.2	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>106.3</b>	<b>F</b>	-	<b>1.16</b>	<b>96.2</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.16	120.0+	F*	L	0.36	20.1	C	L	0.63	25.8	C
		T	0.82	20.6	C	T	0.37	5.3	A	T	0.51	6.6	A
35th Street/Parking Lot Driveway	SB	TR	1.14	108.6	F	TR	1.05	67.4	E	TR	1.10	85.6	F
	WB	LTR	0.01	28.9	C	LTR	0.03	29.2	C	LTR	0.01	28.9	C
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>94.1</b>	<b>F</b>	-	<b>0.57</b>	<b>46.8</b>	<b>D</b>	-	<b>0.69</b>	<b>54.5</b>	<b>D</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 36th Street	EB	R	-	34.6	D	R	-	14.3	B	R	-	36.8	E
<b>Overall Intersection</b>	-	-	-	<b>34.6</b>	<b>D</b>	-	-	<b>14.3</b>	<b>B</b>	-	-	<b>36.8</b>	<b>E</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>													
F. D. R. Drive Service Road	SB	TR	1.06	56.2	E	TR	0.74	12.9	B	TR	0.76	13.6	B
<b>Overall Intersection</b>	-	-	<b>1.06</b>	<b>56.2</b>	<b>E</b>	-	<b>0.74</b>	<b>12.9</b>	<b>B</b>	-	<b>0.76</b>	<b>13.6</b>	<b>B</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 38th Street	EB	R	-	51.9	F	R	-	21.9	C	R	-	22.6	C
<b>Overall Intersection</b>	-	-	-	<b>51.9</b>	<b>F</b>	-	-	<b>21.9</b>	<b>C</b>	-	-	<b>22.6</b>	<b>C</b>
<b>FIRST AVENUE CORRIDOR</b>													
<b>7 FIRST AVENUE &amp; 30TH STREET</b>													
First Avenue	NB	TR	0.90	21.3	C	TR	0.49	10.7	B	TR	0.69	12.9	B
30th Street	EB	L	0.86	40.2	D	L	0.91	48.4	D	L	1.20+	120.0+	F*
		T	0.03	18.3	B	T	0.09	20.3	C	T	0.01	19.4	B
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>25.3</b>	<b>C</b>	-	<b>0.66</b>	<b>20.5</b>	<b>C</b>	-	<b>0.95</b>	<b>64.7</b>	<b>E</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>													
First Avenue	NB	LTR	1.08	64.0	E	LTR	0.87	15.1	B	LTR	1.02	39.2	D
33rd Street	WB	TR	0.03	18.3	B	TR	0.06	18.7	B	TR	0.02	18.3	B
<b>Overall Intersection</b>	-	-	<b>0.67</b>	<b>63.8</b>	<b>E</b>	-	<b>0.55</b>	<b>15.1</b>	<b>B</b>	-	<b>0.63</b>	<b>39.1</b>	<b>D</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>													
First Avenue	NB	-	-	-	-	L	0.42	19.7	B	-	-	-	-
34th Street		LTR	0.93	26.5	C	TR	0.86	22.9	C	LTR	1.19	115.0	F
	EB	-	-	-	-	DefL	0.58	26.9	C	DefL	1.12	120.0+	F*
		LT	1.02	57.7	E	T	0.90	36.4	D	T	1.20+	120.0+	F*
	WB	TR	0.78	35.4	D	TR	0.79	35.4	D	TR	1.10	99.4	F
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>36.5</b>	<b>D</b>	-	<b>0.88</b>	<b>29.0</b>	<b>C</b>	-	<b>1.20+</b>	<b>118.5</b>	<b>F</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>													
First Avenue	NB	LT	0.91	17.9	B	LT	0.45	7.7	A	LT	0.92	16.6	B
35th Street	WB	TR	1.19	120.0+	F*	TR	0.61	26.2	C	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>43.2</b>	<b>D</b>	-	<b>0.51</b>	<b>12.1</b>	<b>B</b>	-	<b>1.08</b>	<b>42.4</b>	<b>D</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>													
First Avenue	NB	TR	1.10	72.8	E	TR	0.46	7.9	A	TR	1.11	73.9	E
36th Street	EB	LT	0.96	91.2	F	LT	0.29	21.1	C	LT	0.10	19.0	B
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>74.0</b>	<b>E</b>	-	<b>0.40</b>	<b>9.6</b>	<b>A</b>	-	<b>0.71</b>	<b>72.4</b>	<b>E</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>													
First Avenue	NB	LT	1.01	41.4	D	LT	1.05	55.1	E	L	1.20+	120.0+	F*
		-	-	-	-	-	-	-	-	T	1.07	61.3	E
37th Street	WB	TR	0.84	48.0	D	TR	0.81	38.6	D	TR	0.74	37.4	D
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>42.2</b>	<b>D</b>	-	<b>0.95</b>	<b>51.9</b>	<b>D</b>	-	<b>1.19</b>	<b>120.0+</b>	<b>F*</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>													
First Avenue	NB	TR	0.61	9.2	A	TR	0.53	8.4	A	TR	0.70	10.2	B
38th Street	EB	-	-	-	-	L	0.86	44.8	D	-	-	-	-
		LT	0.69	28.2	C	LT	0.37	23.2	C	LT	0.96	53.3	D
	WB	R	0.52	25.9	C	R	0.64	32.3	C	R	1.08	104.3	F
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>15.0</b>	<b>B</b>	-	<b>0.66</b>	<b>17.3</b>	<b>B</b>	-	<b>0.85</b>	<b>26.9</b>	<b>C</b>

**TABLE B - 21**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)						
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>14 FIRST AVENUE &amp; 39TH STREET</b>															
First Avenue	NB	LTR	0.89	15.6	B	LTR	0.69	10.3	B	LTR	1.01	36.5	D		
39th Street	WB	TR	0.00	18.1	B	TR	0.00	18.1	B	TR	0.00	18.1	B		
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>15.6</b>	<b>B</b>	-		<b>0.42</b>	<b>10.3</b>	<b>B</b>	-		<b>0.61</b>	<b>36.5</b>	<b>D</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>															
First Avenue	NB	T	0.75	11.1	B	T	0.70	10.5	B	T	0.79	11.7	B		
40th Street	EB	L	0.35	21.7	C	L	0.62	28.5	C	L	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>12.4</b>	<b>B</b>	-		<b>0.67</b>	<b>13.3</b>	<b>B</b>	-		<b>1.01</b>	<b>45.1</b>	<b>D</b>
<b>16 FIRST AVENUE &amp; 41ST STREET</b>	<b>(UNSIGNALIZED INTERSECTION)</b>														
41st Street	WB	R	-	120.0+	F*	R	-	120.0+	F*	R	-	120.0+	F*		
<b>Overall Intersection</b>	-		-	<b>120.0+</b>	<b>F*</b>	-		<b>120.0+</b>	<b>F*</b>	-		<b>120.0+</b>	<b>F*</b>		
<b>17 FIRST AVENUE &amp; 42ND STREET</b>															
First Avenue (left)	NB	LT	0.44	15.0	B	LT	0.39	14.3	B	LT	0.62	17.8	B		
First Avenue (right)		T	0.65	21.9	C	T	0.82	31.0	C	T	0.98	47.3	D		
		R	0.18	13.0	B	R	0.25	14.0	B	R	0.15	12.5	B		
42nd Street	EB	DefL	1.05	95.4	F	DefL	0.99	68.7	E	DefL	0.98	67.2	E		
		T	1.20+	120.0+	F*	T	1.03	75.5	E	T	1.19	120.0+	F*		
	WB	TR	1.15	112.5	F	TR	0.73	30.1	C	TR	0.60	25.6	C		
		R	1.07	93.0	F	R	0.83	43.0	D	R	0.87	47.8	D		
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>89.4</b>	<b>F</b>	-		<b>0.91</b>	<b>42.8</b>	<b>D</b>	-		<b>1.07</b>	<b>54.3</b>	<b>D</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>															
First Avenue	NB	T	1.07	62.9	E	T	0.43	7.6	A	T	0.55	8.5	A		
44th Street	EB	L	0.45	23.7	C	L	0.82	46.8	D	L	0.37	22.3	C		
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>57.1</b>	<b>E</b>	-		<b>0.58</b>	<b>12.7</b>	<b>B</b>	-		<b>0.48</b>	<b>10.1</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>															
First Avenue	NB	L	0.97	54.0	D	L	0.76	23.2	C	L	0.57	12.3	B		
		T	1.09	70.0	E	T	0.49	8.2	A	T	0.69	10.3	B		
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>67.3</b>	<b>E</b>	-		<b>0.76</b>	<b>10.6</b>	<b>B</b>	-		<b>0.69</b>	<b>10.5</b>	<b>B</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>															
First Avenue	NB	T	0.56	8.8	A	T	0.41	7.4	A	T	0.55	8.5	A		
46th Street	EB	L	0.90	48.2	D	L	0.38	22.0	C	L	0.40	21.9	C		
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>17.0</b>	<b>B</b>	-		<b>0.40</b>	<b>10.5</b>	<b>B</b>	-		<b>0.49</b>	<b>11.5</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>															
First Avenue	NB	LT	1.02	44.7	D	LT	0.46	7.8	A	LT	0.70	10.3	B		
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>44.7</b>	<b>D</b>	-		<b>0.46</b>	<b>7.8</b>	<b>A</b>	-		<b>0.70</b>	<b>10.3</b>	<b>B</b>
<b>22 FIRST AVENUE &amp; 48TH STREET</b>	<b>(UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	0.15	7.7	A	L	0.38	17.8	C	L	0.46	12.8	B		
<b>Overall Intersection</b>	-		-	<b>7.7</b>	<b>A</b>	-		<b>17.8</b>	<b>C</b>	-		<b>12.8</b>	<b>B</b>		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>															
First Avenue (left)	NB	LT	0.99	54.6	D	LT	1.07	71.8	E	LT	1.10	107.3	F		
First Avenue (tunnel)		T	1.00	41.8	D	T	0.84	15.5	B	T	1.14	113.6	F		
First Avenue (right)		T	0.76	16.2	B	T	1.00	43.6	D	T	0.83	25.9	C		
49th Street	WB	TR	1.06	76.6	E	TR	1.07	77.2	E	TR	0.99	57.2	E		
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>48.5</b>	<b>D</b>	-		<b>1.06</b>	<b>47.4</b>	<b>D</b>	-		<b>1.08</b>	<b>87.4</b>	<b>F</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>															
First Avenue	NB	TR	0.93	17.1	B	TR	0.79	11.9	B	TR	1.13	87.2	F		
52nd Street	EB	LT	0.69	33.5	C	LT	0.73	35.7	D	LT	0.79	37.4	D		
	WB	R	0.19	20.5	C	R	0.25	21.4	C	R	0.27	21.7	C		
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>18.5</b>	<b>B</b>	-		<b>0.77</b>	<b>14.4</b>	<b>B</b>	-		<b>0.98</b>	<b>80.2</b>	<b>F</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>															
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.17	6.6	A		
		LT	1.11	73.6	E	LT	0.81	12.2	B	T	0.87	13.7	B		
53rd Street	WB	TR	0.94	51.2	D	TR	0.66	27.4	C	TR	0.82	32.7	C		
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>69.9</b>	<b>E</b>	-		<b>0.75</b>	<b>15.1</b>	<b>B</b>	-		<b>0.85</b>	<b>17.3</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>															
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.91	44.9	D		
		LTR	1.04	56.6	E	LT	1.00	45.2	D	LTR	0.77	24.6	C		
		-	-	-	-	R	0.23	19.2	B	-	-	-	-		
57th Street	EB	DefL	0.59	28.4	C	DefL	0.46	29.1	C	DefL	0.73	56.6	E		
		T	0.39	23.4	C	T	0.34	23.2	C	T	0.27	22.9	C		
	WB	TR	0.31	21.2	C	TR	0.42	23.5	C	TR	0.86	37.8	D		
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>49.2</b>	<b>D</b>	-		<b>0.75</b>	<b>40.3</b>	<b>D</b>	-		<b>0.89</b>	<b>30.5</b>	<b>C</b>

**TABLE B - 21  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>27 FIRST AVENUE &amp; 59TH STREET</b>													
First Avenue	NB	L	1.05	77.3	E	L	0.66	22.6	C	L	0.71	22.8	C
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.80	15.4	B
59th Street	EB	DefL	0.42	27.3	C	DefL	0.38	25.5	C	DefL	0.50	29.8	C
		T	0.17	21.3	C	T	0.18	21.4	C	T	0.20	21.5	C
	WB	TR	0.48	24.9	C	TR	0.48	25.1	C	TR	0.59	27.0	C
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>111.5</b>	<b>F</b>	-	<b>0.71</b>	<b>18.8</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>													
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>													
34th Street	EB	L	0.44	15.4	B	DefL	1.00	120.0+	F*	-	-	-	-
		T	0.72	17.0	B	T	1.15	100.4	F	LT	0.64	15.0	B
	WB	T	0.99	105.0	F	TR	1.20+	120.0+	F*	TR	0.99	71.6	E
		R	0.37	34.3	C	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>42.9</b>	<b>D</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>32.9</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.22	10.8	B	-	-	-	-
35th Street	WB	TR	0.79	31.2	C	TR	0.66	26.4	C	TR	1.01	59.4	E
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>30.2</b>	<b>C</b>	-	<b>0.41</b>	<b>19.3</b>	<b>B</b>	-	<b>1.01</b>	<b>59.4</b>	<b>E</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.87	30.2	C	TR	0.51	14.1	B	TR	1.10	106.7	F
36th Street	EB	T	0.11	17.8	B	T	0.18	18.5	B	T	0.05	17.2	B
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>28.2</b>	<b>C</b>	-	<b>0.37</b>	<b>15.0</b>	<b>B</b>	-	<b>0.39</b>	<b>99.4</b>	<b>F</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.82	51.2	D	-	-	-	-	-	-	-	-
		T	0.88	41.3	D	-	-	-	-	-	-	-	-
	SB	R	0.04	14.3	B	TR	0.02	14.1	B	TR	0.48	32.7	C
37th Street	WB	TR	0.20	13.4	B	L	0.57	26.7	C	L	0.62	20.8	C
		-	-	-	-	LTR	0.77	30.5	C	LTR	0.88	44.1	D
<b>Overall Intersection</b>	-		<b>0.52</b>	<b>34.3</b>	<b>C</b>	-	<b>0.41</b>	<b>29.1</b>	<b>C</b>	-	<b>0.74</b>	<b>31.4</b>	<b>C</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.90	46.0	D	TR	0.01	12.9	B	TR	0.02	13.0	B
	SB	LT	0.56	32.5	C	LT	0.08	13.6	B	LT	0.22	15.0	B
38th Street	EB	LTR	0.94	49.9	D	LTR	0.50	18.2	B	LTR	0.71	24.2	C
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>46.9</b>	<b>D</b>	-	<b>0.29</b>	<b>17.7</b>	<b>B</b>	-	<b>0.47</b>	<b>21.9</b>	<b>C</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.02	13.0	B	L	0.09	19.0	B
	SB	TR	0.34	19.5	B	TR	0.06	13.4	B	TR	0.62	37.4	D
39th Street	WB	LT	0.85	39.7	D	LT	0.64	23.4	C	LT	0.94	46.0	D
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>29.0</b>	<b>C</b>	-	<b>0.35</b>	<b>21.9</b>	<b>C</b>	-	<b>0.80</b>	<b>43.1</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>													
<b>35 SECOND AVENUE &amp; 30TH STREET</b>													
Second Avenue	SB	LT	1.15	92.5	F	LT	0.69	10.9	B	LT	0.93	18.4	B
30th Street	EB	T	0.76	40.1	D	T	0.40	23.0	C	T	0.95	56.9	E
		R	0.44	25.4	C	R	0.45	26.3	C	R	0.45	25.7	C
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>87.3</b>	<b>F</b>	-	<b>0.59</b>	<b>12.6</b>	<b>B</b>	-	<b>0.94</b>	<b>23.4</b>	<b>C</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>													
Second Avenue	SB	T	0.88	13.9	B	T	1.10	68.5	E	T	0.83	12.6	B
		R	0.72	24.9	C	R	0.52	13.7	B	R	0.24	7.5	A
33rd Street	WB	LT	0.88	49.9	D	L	0.66	35.4	D	LT	0.77	36.3	D
		-	-	-	-	T	0.29	22.4	C	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>17.9</b>	<b>B</b>	-	<b>0.93</b>	<b>62.7</b>	<b>E</b>	-	<b>0.81</b>	<b>15.0</b>	<b>B</b>
<b>37 SECOND AVENUE &amp; 34TH STREET</b>													
Second Avenue	SB	L	1.08	83.8	F	L	0.90	45.6	D	L	1.20+	120.0+	F*
		LT	0.92	22.0	C	LT	0.82	17.8	B	LT	1.15	96.5	F
		R	0.88	45.5	D	R	0.62	24.3	C	R	1.20+	120.0+	F*
34th Street	EB	TR	0.90	42.3	D	T	1.18	120.0+	F*	T	1.03	66.7	E
		-	-	-	-	R	0.87	64.7	E	R	0.85	59.6	E
	WB	DefL	0.66	39.9	D	L	0.77	54.0	D	DefL	0.74	49.7	D
		T	0.48	19.4	B	T	0.76	28.0	C	T	0.41	16.6	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>33.5</b>	<b>C</b>	-	<b>1.00</b>	<b>46.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>96.5</b>	<b>F</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>													
Second Avenue	SB	T	1.17	107.1	F	T	0.63	16.5	B	T	1.11	79.1	E
		R	0.97	57.2	E	R	0.93	51.5	D	R	0.25	14.0	B
35th Street	EB	R	0.93	42.8	D	R	0.99	52.1	D	R	1.04	67.0	E
	WB	LT	0.74	42.6	D	LT	0.44	20.5	C	LT	0.28	18.3	B
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>87.5</b>	<b>F</b>	-	<b>0.97</b>	<b>30.7</b>	<b>C</b>	-	<b>1.07</b>	<b>71.3</b>	<b>E</b>

**TABLE B - 21  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>													
Second Avenue	SB	L	1.12	101.0	F	L	0.81	18.3	B	L	1.06	70.9	E
		T	1.20+	120.0+	F*	T	0.67	11.4	B	T	0.81	16.5	B
36th Street	EB	TR	0.86	41.6	D	TR	0.95	42.4	D	TR	1.20+	120.0+	F*
	WB	L	1.00	57.2	E	-	-	-	-	-	-	-	-
	<b>Overall Intersection</b>	-	<b>1.08</b>	<b>107.2</b>	<b>F</b>	-	<b>0.87</b>	<b>22.7</b>	<b>C</b>	-	<b>1.16</b>	<b>99.3</b>	<b>F</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>													
Second Avenue	SB	T	1.00	101.4	F	T	0.94	19.3	B	T	1.12	83.9	F
		R	0.04	5.8	A	R	0.21	7.3	A	R	0.15	7.3	A
37th Street	WB	LT	0.64	27.2	C	LT	0.58	26.7	C	LT	0.51	28.9	C
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>89.4</b>	<b>F</b>	-	<b>0.80</b>	<b>19.8</b>	<b>B</b>	-	<b>0.88</b>	<b>77.2</b>	<b>E</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>													
Second Avenue	SB	L	0.31	18.6	B	-	-	-	-	L	0.12	12.8	B
		T	1.06	101.6	F	LT	0.81	12.2	B	T	1.16	100.6	F
38th Street	EB	TR	0.55	25.1	C	TR	0.76	31.4	C	TR	1.19	120.0+	F*
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>86.9</b>	<b>F</b>	-	<b>0.79</b>	<b>15.8</b>	<b>B</b>	-	<b>1.17</b>	<b>104.6</b>	<b>F</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>													
Second Avenue	SB	T	0.91	20.4	C	T	1.11	77.0	E	T	1.19	110.6	F
		R	0.88	35.6	D	R	1.17	120.0+	F*	R	0.44	12.6	B
39th Street	WB	L	0.42	25.3	C	-	-	-	-	-	-	-	-
		T	0.46	23.1	C	LT	0.99	69.3	E	LT	0.81	46.7	D
	<b>Overall Intersection</b>	-	<b>0.73</b>	<b>22.3</b>	<b>C</b>	-	<b>1.10</b>	<b>81.4</b>	<b>F</b>	-	<b>1.08</b>	<b>99.3</b>	<b>F</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>													
Second Avenue	SB	-	-	-	-	L	0.47	15.4	B	-	-	-	-
		LT	0.97	25.1	C	T	1.15	100.3	F	LT	1.03	46.6	D
40th Street	EB	TR	0.97	60.3	E	TR	0.87	48.4	D	TR	1.14	108.8	F
	<b>Overall Intersection</b>	-	<b>0.97</b>	<b>29.9</b>	<b>C</b>	-	<b>1.04</b>	<b>92.0</b>	<b>F</b>	-	<b>1.08</b>	<b>60.9</b>	<b>E</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>													
Second Avenue	SB	LT	1.03	84.1	F	LTR	0.83	12.9	B	LT	1.13	82.1	F
		R	0.25	7.8	A	-	-	-	-	R	0.05	5.9	A
41st Street	EB	TR	0.46	26.0	C	TR	0.71	40.7	D	TR	0.76	44.2	D
	<b>Overall Intersection</b>	-	<b>0.79</b>	<b>78.9</b>	<b>E</b>	-	<b>0.78</b>	<b>14.5</b>	<b>B</b>	-	<b>0.99</b>	<b>79.2</b>	<b>E</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>													
Second Avenue	SB	LTR	1.01	42.5	D	LTR	1.06	57.6	E	LTR	0.91	21.7	C
42nd Street	EB	TR	0.90	34.8	C	TR	0.80	28.9	C	TR	1.18	119.5	F
	WB	-	-	-	-	-	-	-	-	DefL	0.89	63.4	E
		LT	1.11	92.7	F	LT	1.19	120.0+	F*	T	1.20+	120.0+	F*
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>48.9</b>	<b>D</b>	-	<b>1.12</b>	<b>62.2</b>	<b>E</b>	-	<b>1.06</b>	<b>54.9</b>	<b>D</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>													
Second Avenue	SB	T	0.91	15.5	B	TR	1.06	54.0	D	T	1.14	88.3	F
		R	0.79	23.2	C	-	-	-	-	R	0.85	38.5	D
43rd Street	WB	LT	0.54	27.5	C	LT	0.45	25.4	C	LT	0.73	41.5	D
	<b>Overall Intersection</b>	-	<b>0.76</b>	<b>16.8</b>	<b>B</b>	-	<b>0.82</b>	<b>52.7</b>	<b>D</b>	-	<b>0.98</b>	<b>83.2</b>	<b>F</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>													
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-
		LT	0.91	12.2	B	LT	1.09	62.4	E	LT	1.20+	120.0+	F*
44th Street	EB	TR	0.66	34.3	C	TR	0.88	53.2	D	TR	0.88	49.7	D
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>13.7</b>	<b>B</b>	-	<b>1.02</b>	<b>61.2</b>	<b>E</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>													
Second Avenue	SB	T	0.97	29.9	C	TR	0.84	13.2	B	T	0.83	14.3	B
		R	0.58	13.3	B	-	-	-	-	R	0.59	12.7	B
49th Street	WB	L	0.86	49.9	D	L	0.98	66.4	E	L	0.83	47.0	D
		LT	0.74	33.9	C	LT	1.03	75.8	E	LT	0.87	44.9	D
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>30.6</b>	<b>C</b>	-	<b>0.91</b>	<b>27.6</b>	<b>C</b>	-	<b>0.84</b>	<b>20.4</b>	<b>C</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>													
Second Avenue	SB	LT	0.94	18.0	B	LT	0.80	12.0	B	LT	0.91	16.4	B
52nd Street	EB	TR	0.91	53.7	D	TR	0.93	57.9	E	TR	0.98	61.3	E
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>21.5</b>	<b>C</b>	-	<b>0.85</b>	<b>17.3</b>	<b>B</b>	-	<b>0.94</b>	<b>23.8</b>	<b>C</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>													
Second Avenue	SB	T	0.97	22.6	C	TR	0.77	11.5	B	T	1.08	62.8	E
		R	0.54	16.3	B	-	-	-	-	R	0.44	13.9	B
53rd Street	WB	LT	1.03	67.5	E	LT	1.01	64.5	E	LT	1.04	72.4	E
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>30.4</b>	<b>C</b>	-	<b>0.87</b>	<b>23.5</b>	<b>C</b>	-	<b>1.06</b>	<b>62.0</b>	<b>E</b>

**TABLE B - 21  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>51 SECOND AVENUE &amp; 57TH STREET</b>													
Second Avenue	SB	LT	0.87	29.0	C	LTR	1.05	56.7	E	LTR	1.00	41.2	D
		R	0.53	25.5	C	-	-	-	-	-	-	-	-
57th Street	EB	T	1.02	87.4	F	T	1.09	91.5	F	TR	1.20+	120.0+	F*
		R	0.51	44.5	D	R	0.44	33.8	C	-	-	-	-
	WB	L	1.13	99.1	F	L	0.55	40.7	D	L	0.80	41.1	D
		LT	1.08	78.3	E	LT	0.34	18.9	B	LT	0.48	22.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>53.4</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>60.9</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>69.7</b>	<b>E</b>	<b>-</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET [Unsignalized in AM]</b>													
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-	R	-	-	-
57th Street	EB	L	-	-	-	L	1.02	58.6	E	DefL	1.08	79.4	E
		T	0.50	13.0	B	T	0.29	3.9	A	T	0.85	31.9	C
	WB	T	0.96	71.4	F	TR	1.20+	120.0+	F*	TR	0.92	37.3	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>95.1</b>	<b>F</b>	<b>-</b>	<b>1.08</b>	<b>51.2</b>	<b>D</b>	<b>-</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>													
Second Avenue	SB	LT	1.05	47.4	D	LT	1.15	94.3	F	LT	1.14	90.6	F
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.09	81.8	F	TR	1.12	100.2	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>110.2</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>90.3</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>93.8</b>	<b>F</b>	<b>-</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.16	120.0+	F*
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	T	1.19	120.0+	F*	T	1.09	86.1	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>													
Second Avenue	SB	T	0.91	49.5	D	TR	1.12	84.8	F	T	0.91	26.0	C
		R	0.15	13.8	B	-	-	-	-	R	0.48	20.0	C
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B	LT	0.01	12.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>48.2</b>	<b>D</b>	<b>-</b>	<b>0.55</b>	<b>84.4</b>	<b>F</b>	<b>-</b>	<b>0.45</b>	<b>25.5</b>	<b>C</b>	<b>-</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>													
Second Avenue	SB	T	0.79	19.4	B	TR	1.20+	120.0+	F*	TR	1.16	116.2	F
		R	0.38	15.2	B	-	-	-	-	-	-	-	-
61st Street	WB	LT	1.14	100.3	F	LT	1.12	93.9	F	LT	0.99	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.09</b>	<b>117.8</b>	<b>F</b>	<b>-</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>													
Second Avenue	SB	T	0.70	17.6	B	TR	1.17	113.8	F	TR	0.95	31.9	C
		R	0.37	15.2	B	-	-	-	-	-	-	-	-
63rd Street	WB	L	1.11	101.6	F	L	1.10	92.4	F	L	1.14	112.0	F
		T	1.14	106.2	F	T	0.64	23.7	C	T	0.95	46.1	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>	<b>-</b>	<b>1.14</b>	<b>90.8</b>	<b>F</b>	<b>-</b>	<b>1.03</b>	<b>48.6</b>	<b>D</b>	<b>-</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.67	47.5	D	L	1.14	120.0+	F*
		R	0.51	14.1	B	R	0.19	9.8	A	R	1.20+	120.0+	F*
34th Street	EB	T	0.61	7.1	A	T	0.48	4.7	A	T	0.65	7.5	A
	WB	T	1.20+	120.0+	F*	T	0.73	29.4	C	T	0.89	51.0	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>56.0</b>	<b>E</b>	<b>-</b>	<b>0.52</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>1.10</b>	<b>60.5</b>	<b>E</b>	<b>-</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	56.7	E	L	0.96	45.5	D
		LTR	1.20+	120.0+	F*	LTR	0.98	49.7	D	LTR	1.16	115.4	F
		R	1.05	79.8	E	R	0.70	22.1	C	R	0.90	42.2	D
35th Street	WB	LT	1.16	118.7	F	LT	0.88	41.4	D	LT	0.61	25.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>59.9</b>	<b>E</b>	<b>-</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	1.20+	120.0+	F*	T	0.28	8.1	A	T	0.39	9.1	A
37th Street	WB	TR	0.99	76.4	E	TR	0.45	29.1	C	TR	0.36	25.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>119.3</b>	<b>F</b>	<b>-</b>	<b>0.33</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>12.4</b>	<b>B</b>	<b>-</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.37	16.1	B	TR	0.34	15.7	B	TR	0.43	16.8	B
38th Street	EB	LT	0.52	20.1	C	LT	0.94	46.9	D	LT	1.13	98.5	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>17.3</b>	<b>B</b>	<b>-</b>	<b>0.64</b>	<b>30.5</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>62.1</b>	<b>E</b>	<b>-</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.21	9.8	A	LT	0.27	10.3	B
39th Street	WB	TR	0.81	32.7	C	TR	0.63	26.9	C	TR	0.53	24.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>0.38</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>16.8</b>	<b>B</b>	<b>-</b>

**TABLE B - 21  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.1	B	TR	0.14	9.3	A	T	0.15	9.4	A
		-	-	-	-	-	-	-	-	R	0.29	11.2	B
40th Street	EB	LT	0.64	30.8	C	LT	0.63	30.0	C	LT	1.10	95.4	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.40</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>19.0</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>61.2</b>	<b>E</b>	<b>-</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.19	9.9	A	L	0.23	10.4	B
		LR	0.08	9.0	A	LR	0.05	8.8	A	LR	0.07	8.9	A
		R	0.04	8.8	A	R	0.04	8.8	A	R	0.06	8.9	A
41st Street	EB	T	0.25	21.1	C	T	0.32	22.3	C	T	0.35	22.8	C
	WB	T	0.20	20.4	C	T	0.13	19.6	B	T	0.03	18.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.28</b>	<b>14.7</b>	<b>B</b>	<b>-</b>
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.93	31.1	C	LTR	0.89	27.3	C	LTR	0.93	29.2	C
34th Street	EB	DefL	0.64	26.8	C	DefL	0.96	79.7	E	DefL	1.02	79.2	E
		T	0.89	38.2	D	T	1.10	89.0	F	T	1.00	57.1	E
	WB	TR	1.20+	120.0+	F*	TR	0.99	56.9	E	TR	1.04	75.2	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>70.6</b>	<b>E</b>	<b>-</b>	<b>1.15</b>	<b>47.9</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>45.1</b>	<b>D</b>	<b>-</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.02	42.4	D	LT	1.12	80.1	F
35th Street	WB	TR	1.11	88.2	F	TR	1.20+	120.0+	F*	TR	0.99	58.0	E
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>116.7</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>89.8</b>	<b>F</b>	<b>-</b>	<b>1.07</b>	<b>76.0</b>	<b>E</b>	<b>-</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.84	16.9	B	TR	0.61	11.8	B	TR	0.57	11.4	B
		R	0.93	45.5	D	R	0.69	20.2	C	R	1.20+	120.0+	F*
36th Street	EB	LT	0.62	27.6	C	LT	0.63	26.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>22.5</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>1.20+</b>	<b>83.7</b>	<b>F</b>	<b>-</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	L	0.24	13.6	B	L	0.21	12.9	B	-	-	-	-
		T	0.87	22.1	C	T	0.68	16.9	B	LT	1.09	74.2	E
37th Street	WB	T	1.10	84.1	F	T	0.77	24.3	C	T	1.00	53.2	D
		R	1.08	94.0	F	R	0.48	17.9	B	R	0.48	19.3	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>48.0</b>	<b>D</b>	<b>-</b>	<b>0.73</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>1.04</b>	<b>60.1</b>	<b>E</b>	<b>-</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.87	15.0	B	T	0.79	12.3	B	T	1.01	40.8	D
		R	0.26	8.0	A	R	0.26	7.8	A	R	0.78	31.4	C
38th Street	EB	LT	0.74	32.3	C	LT	0.66	27.7	C	LT	1.13	103.5	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>15.2</b>	<b>B</b>	<b>-</b>	<b>1.06</b>	<b>58.1</b>	<b>E</b>	<b>-</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>													
Third Avenue	NB	L	0.43	13.3	B	L	0.65	26.7	C	L	0.65	32.6	C
		T	1.08	68.6	E	T	1.14	92.6	F	T	1.20	120.0+	F*
39th Street	WB	TR	1.02	62.0	E	TR	0.85	34.5	C	TR	0.83	35.4	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>64.0</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>76.2</b>	<b>E</b>	<b>-</b>	<b>1.02</b>	<b>99.9</b>	<b>F</b>	<b>-</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>													
Third Avenue	NB	T	0.86	18.5	B	T	1.13	85.8	F	T	1.20+	120.0+	F*
		R	0.92	81.0	F	R	0.52	22.8	C	R	0.62	32.5	C
40th Street	EB	LT	0.39	18.4	B	LT	0.69	27.0	C	LT	0.80	36.8	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>75.3</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>115.9</b>	<b>F</b>	<b>-</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>													
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
		R	0.45	29.4	C	R	0.42	22.5	C	R	0.19	21.0	C
41st Street	EB	LT	0.71	31.6	C	LT	0.62	25.2	C	LT	0.59	27.1	C
	WB	R	1.02	78.1	E	R	0.84	42.6	D	R	0.86	54.6	D
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>													
Third Avenue	NB	LT	1.12	82.2	F	LT	0.98	39.4	D	LT	1.13	99.0	F
		R	0.69	33.1	C	R	0.83	42.8	D	R	1.20+	120.0+	F*
42nd Street	EB	L	0.40	26.4	C	DefL	0.90	51.5	D	L	0.48	25.1	C
		T	1.20+	120.0+	F*	T	0.84	30.7	C	T	1.20+	120.0+	F*
	WB	T	1.20+	120.0+	F*	T	0.69	31.2	C	T	1.20+	120.0+	F*
		R	1.10	120.0+	F*	R	1.02	92.6	F	R	1.20	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.96</b>	<b>41.2</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>



**TABLE B - 21  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER 34TH STREET CORRIDOR</b>													
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>													
Lexington Avenue	SB	LT	0.76	23.2	C	LT	0.87	27.6	C	LT	0.76	15.3	B
		R	0.40	20.2	C	R	0.38	17.9	B	R	0.52	15.2	B
34th Street	EB	TR	0.67	18.8	B	TR	0.86	28.5	C	TR	1.06	72.6	E
	WB	LT	0.93	35.1	D	LT	0.85	28.2	C	LT	0.87	38.5	D
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>25.6</b>	<b>C</b>	-	<b>0.87</b>	<b>27.6</b>	<b>C</b>	-	<b>0.89</b>	<b>38.2</b>	<b>D</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>													
Park Avenue	NB	LTR	1.06	70.0	E	LTR	0.89	22.8	C	LTR	0.98	38.2	D
	SB	LTR	1.10	88.1	F	LTR	0.89	23.2	C	LTR	0.58	12.3	B
34th Street	EB	LT	0.57	22.6	C	LT	0.79	29.3	C	LT	0.83	31.1	C
		R	0.36	20.3	C	R	0.26	18.8	B	R	0.18	17.5	B
	WB	LT	0.97	49.9	D	LTR	1.06	75.2	E	LT	0.59	22.9	C
		R	0.31	20.4	C	-	-	-	-	R	0.18	17.6	B
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>57.1</b>	<b>E</b>	-	<b>0.97</b>	<b>35.2</b>	<b>D</b>	-	<b>0.91</b>	<b>26.3</b>	<b>C</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>													
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	0.71	18.2	B	LTR	0.75	15.3	B
34th Street	EB	DefL	0.58	28.3	C	-	-	-	-	-	-	-	-
		T	0.63	24.1	C	LT	0.56	18.8	B	LT	0.62	22.8	C
	WB	T	0.72	26.8	C	T	0.67	21.6	C	T	0.63	23.9	C
		R	0.54	27.0	C	R	0.31	17.2	B	R	0.24	18.3	B
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>39.2</b>	<b>D</b>	-	<b>0.69</b>	<b>19.3</b>	<b>B</b>	-	<b>0.70</b>	<b>19.5</b>	<b>B</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>													
Sixth Avenue	NB	T	0.61	6.7	A	T	1.05	55.1	E	T	0.49	5.5	A
Broadway	SB	T	0.88	45.9	D	T	0.79	38.7	D	T	0.97	56.2	E
34th Street	EB	TR	1.11	100.7	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.17	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>69.8</b>	<b>E</b>	-	<b>1.14</b>	<b>102.1</b>	<b>F</b>	-	<b>0.80</b>	<b>83.9</b>	<b>F</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>													
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.86	20.3	C	LTR	1.00	39.0	D
34th Street	EB	TR	1.19	120.0+	F*	TR	1.07	78.2	E	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*	LT	1.11	91.7	F	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>85.9</b>	<b>F</b>	-	<b>0.97</b>	<b>55.1</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>													
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.10	83.6	F	LTR	1.12	92.8	F
34th Street	EB	LT	1.12	95.6	F	LT	1.20	120.0+	F*	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	0.83	29.3	C	TR	0.74	24.1	C
<b>Overall Intersection</b>	-		<b>1.20</b>	<b>113.1</b>	<b>F</b>	-	<b>1.15</b>	<b>89.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER 42ND STREET CORRIDOR</b>													
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>													
Lexington Avenue	SB	LTR	0.92	23.4	C	LTR	0.93	25.4	C	LTR	1.11	81.9	F
42nd Street	EB	TR	1.10	90.6	F	TR	0.99	54.2	D	TR	1.20+	120.0+	F*
	WB	LT	1.05	70.5	E	LT	1.12	119.6	F	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>52.0</b>	<b>D</b>	-	<b>1.01</b>	<b>59.2</b>	<b>E</b>	-	<b>1.17</b>	<b>110.6</b>	<b>F</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>													
Park Avenue	NB	LR	0.15	20.1	C	LR	0.17	20.2	C	LR	0.21	20.8	C
		R	0.43	25.3	C	R	0.74	41.2	D	R	0.90	65.1	E
42nd Street	EB	TR	0.80	20.6	C	TR	0.76	19.1	B	TR	0.73	18.0	B
	WB	LT	0.83	21.8	C	LT	0.86	23.9	C	LT	1.15	103.5	F
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>21.4</b>	<b>C</b>	-	<b>0.81</b>	<b>23.4</b>	<b>C</b>	-	<b>1.05</b>	<b>58.4</b>	<b>E</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>													
42nd Street	EB	LT	0.84	27.8	C	LT	0.75	18.7	B	LT	1.13	98.4	F
	WB	TR	0.97	43.4	D	TR	1.02	51.5	D	TR	1.14	101.2	F
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>36.1</b>	<b>D</b>	-	<b>1.02</b>	<b>36.1</b>	<b>D</b>	-	<b>1.14</b>	<b>99.9</b>	<b>F</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>													
Madison Avenue	NB	LTR	1.10	80.2	F	LTR	0.84	22.5	C	LTR	1.05	58.4	E
42nd Street	EB	LT	1.00	55.6	E	LT	0.95	42.0	D	LT	0.80	29.9	C
	WB	T	1.09	81.2	F	T	0.67	21.7	C	T	0.88	35.9	D
		R	0.01	14.9	B	R	0.13	14.6	B	R	0.18	19.7	B
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>73.7</b>	<b>E</b>	-	<b>0.89</b>	<b>27.8</b>	<b>C</b>	-	<b>0.98</b>	<b>46.1</b>	<b>D</b>
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>													
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.15	106.1	F	LT	1.12	82.6	F
		R	0.60	53.1	D	R	0.95	111.5	F	R	1.17	120.0+	F*
42nd Street	EB	LT	1.09	86.9	F	LT	1.11	91.7	F	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
		R	1.11	111.3	F	R	1.07	95.4	F	R	1.10	104.3	F
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>116.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>110.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>118.5</b>	<b>F</b>

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**2014 AS-OF-RIGHT BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>													
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	0.97	35.5	D	LTR	1.20+	120.0+	F*
42nd Street	EB	T	0.96	53.8	D	T	0.68	26.7	C	T	0.57	26.8	C
		R	0.14	22.6	C	R	0.18	19.9	B	R	0.08	20.8	C
	WB	L	0.86	120.0+	F*	-	-	-	-	-	-	-	-
		T	1.11	120.0+	F*	LT	1.06	74.0	E	LT	1.14	106.8	F
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.02</b>	<b>43.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>119.0</b>	<b>F</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>													
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.93	30.2	C	LTR	0.91	28.1	C
42nd Street	EB	T	0.69	26.4	C	TR	1.08	77.9	E	T	0.53	22.5	C
		R	0.71	33.2	C	-	-	-	-	R	1.20+	120.0+	F*
	WB	LT	0.66	26.0	C	LT	0.77	27.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>27.2</b>	<b>C</b>	-	<b>1.00</b>	<b>46.1</b>	<b>D</b>	-	<b>1.15</b>	<b>77.9</b>	<b>E</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>													
Eighth Avenue	NB	L	0.04	16.3	B	L	0.08	16.6	B	-	-	-	-
		LT	1.09	93.9	F	LT	1.02	51.3	D	LT	1.12	89.9	F
		R	1.00	87.4	F	R	0.80	43.1	D	R	1.18	120.0+	F*
42nd Street	EB	DefL	0.88	45.1	D	DefL	0.87	42.4	D	-	-	-	-
		T	1.20+	120.0+	F*	T	1.17	120.0+	F*	LT	1.20+	120.0+	F*
		WB	TR	1.20+	120.0+	F*	TR	1.04	78.5	E	TR	1.20+	120.0+
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>66.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>89 NINTH AVENUE &amp; 42nd STREET</b>													
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.02	51.4	D	LTR	1.20+	120.0+	F*
42nd Street	EB	TR	1.06	76.3	E	TR	0.71	29.0	C	TR	1.18	120.0+	F*
		WB	DefL	0.79	34.3	C	DefL	0.79	37.4	D	DefL	0.97	88.6
		T	1.20+	120.0+	F*	T	0.74	26.9	C	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>42.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	

**GARAGE ENTRANCE / EXIT LOCATIONS**

<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>											
Garage Entrance and Exit Driveway	SB	R	-	11.9	B	R	-	11.0	B	R	-	11.8	B
<b>Overall Intersection</b>	-	-	-	<b>11.9</b>	<b>B</b>	-	-	<b>11.0</b>	<b>B</b>	-	-	<b>11.8</b>	<b>B</b>
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>											
Garage Entrance and Exit Driveway	SB	LR	-	12.0	B	LR	-	11.6	B	LR	-	12.7	B
38th Street	EB	LT	-	8.0	A	LT	-	7.7	A	LT	-	7.7	A
<b>Overall Intersection</b>	-	-	-	<b>8.7</b>	<b>A</b>	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>11.7</b>	<b>B</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>					
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>					
F. D. R. Drive Service Road	NB	L	1.18	111.4	F
		TR	0.21	6.3	A
	SB	LTR	0.69	22.2	C
34th Street	EB	LT	0.71	38.0	D
		R	0.48	18.0	B
Parking Lot Driveway	WB	LTR	0.13	26.0	C
	<b>Overall Intersection</b>	-	<b>1.15</b>	<b>39.9</b>	<b>D</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>					
F. D. R. Drive Service Road	NB	L	0.33	17.0	B
		T	0.39	5.5	A
	SB	TR	0.64	24.4	C
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C
	<b>Overall Intersection</b>	-	<b>0.49</b>	<b>18.1</b>	<b>B</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNIGNALIZED INTERSECTION)</b>					
East 36th Street	EB	R	-	13.0	B
	<b>Overall Intersection</b>	-	-	<b>13.0</b>	<b>B</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>					
F. D. R. Drive Service Road	SB	TR	0.58	9.8	A
	<b>Overall Intersection</b>	-	<b>0.58</b>	<b>9.8</b>	<b>A</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNIGNALIZED INTERSECTION)</b>					
East 38th Street	EB	R	-	17.6	C
	<b>Overall Intersection</b>	-	-	<b>17.6</b>	<b>C</b>
<b>FIRST AVENUE CORRIDOR</b>					
<b>7 FIRST AVENUE &amp; 30TH STREET</b>					
First Avenue	NB	TR	0.51	10.8	B
30th Street	EB	L	0.42	24.6	C
		T	0.27	22.7	C
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>13.4</b>	<b>B</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>					
First Avenue	NB	LTR	0.77	11.9	B
33rd Street	WB	TR	0.08	18.9	B
	<b>Overall Intersection</b>	-	<b>0.50</b>	<b>12.1</b>	<b>B</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>					
First Avenue	NB	LTR	0.62	16.5	B
34th Street	EB	DefL	0.81	56.6	E
		T	1.20+	120.0+	F*
	WB	TR	0.67	32.7	C
	<b>Overall Intersection</b>	-	<b>0.94</b>	<b>53.7</b>	<b>D</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>					
First Avenue	NB	LT	0.44	7.7	A
35th Street	WB	TR	0.39	22.4	C
	<b>Overall Intersection</b>	-	<b>0.42</b>	<b>9.9</b>	<b>A</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>					
First Avenue	NB	TR	0.50	8.1	A
36th Street	EB	LT	0.24	20.5	C
	<b>Overall Intersection</b>	-	<b>0.39</b>	<b>9.3</b>	<b>A</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>					
First Avenue	NB	LT	0.51	8.3	A
37th Street	WB	TR	0.26	20.6	C
	<b>Overall Intersection</b>	-	<b>0.42</b>	<b>9.8</b>	<b>A</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>					
First Avenue	NB	TR	0.53	8.4	A
38th Street	EB	L	1.05	90.1	F
		LT	0.39	23.5	C
	WB	R	0.47	25.6	C
	<b>Overall Intersection</b>	-	<b>0.73</b>	<b>22.6</b>	<b>C</b>

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>					
First Avenue	NB	LTR	0.63	9.4	A
	WB	TR	0.00	18.1	B
<b>Overall Intersection</b>	-	<b>0.38</b>	<b>9.4</b>	<b>A</b>	
<b>15 FIRST AVENUE &amp; 40TH STREET</b>					
First Avenue	NB	T	0.65	9.8	A
40th Street	EB	L	0.56	26.9	C
<b>Overall Intersection</b>	-	<b>0.61</b>	<b>12.0</b>	<b>B</b>	
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>					
41st Street	WB	R	-	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>120.0+</b>	<b>F*</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>					
First Avenue (left)	NB	LT	0.45	15.1	B
First Avenue (right)		T	0.53	17.3	B
		R	0.34	15.3	B
42nd Street	EB	LT	1.20+	120.0+	F*
		-	-	-	-
	WB	TR	0.41	22.6	C
		R	0.67	38.3	D
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>115.2</b>	<b>F</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>					
First Avenue	NB	T	0.28	6.7	A
44th Street	EB	L	0.74	39.6	D
<b>Overall Intersection</b>	-	<b>0.46</b>	<b>12.0</b>	<b>B</b>	
<b>19 FIRST AVENUE &amp; 45TH STREET</b>					
First Avenue	NB	LT	0.37	7.2	A
<b>Overall Intersection</b>	-	<b>0.37</b>	<b>7.2</b>	<b>A</b>	
<b>20 FIRST AVENUE &amp; 46TH STREET</b>					
First Avenue	NB	T	0.39	7.4	A
46th Street	EB	L	0.44	23.5	C
<b>Overall Intersection</b>	-	<b>0.41</b>	<b>10.8</b>	<b>B</b>	
<b>21 FIRST AVENUE &amp; 47TH STREET</b>					
First Avenue	NB	LT	0.32	6.9	A
<b>Overall Intersection</b>	-	<b>0.32</b>	<b>6.9</b>	<b>A</b>	
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>					
48th Street	EB	L	-	18.0	C
<b>Overall Intersection</b>	-	-	<b>18.0</b>	<b>C</b>	
<b>23 FIRST AVENUE &amp; 49TH STREET</b>					
First Avenue (left)	NB	LT	0.66	13.2	B
First Avenue (tunnel)		T	0.60	9.7	A
First Avenue (right)		T	0.50	9.5	A
49th Street	WB	T	0.61	28.7	C
		R	0.27	22.2	C
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>13.0</b>	<b>B</b>	
<b>24 FIRST AVENUE &amp; 52ND STREET</b>					
First Avenue	NB	TR	0.57	8.7	A
52nd Street	EB	LT	0.61	29.7	C
	WB	R	0.10	19.2	B
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>11.1</b>	<b>B</b>	
<b>25 FIRST AVENUE &amp; 53RD STREET</b>					
First Avenue	NB	LT	0.63	9.3	A
53rd Street	WB	TR	0.54	24.2	C
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>12.6</b>	<b>B</b>	
<b>26 FIRST AVENUE &amp; 57TH STREET</b>					
First Avenue	NB	LTR	0.91	29.0	C
57th Street	EB	DefL	0.66	42.7	D
		T	0.29	22.4	C
	WB	TR	1.05	84.8	F
<b>Overall Intersection</b>	-	<b>0.97</b>	<b>40.3</b>	<b>D</b>	

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>					
First Avenue	NB	L	0.39	11.8	B
		LTR	0.57	11.5	B
59th Street	EB	LT	0.39	25.2	C
	WB	TR	0.21	21.4	C
<b>Overall Intersection</b>	-	<b>0.50</b>	<b>13.4</b>	<b>B</b>	
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>					
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>					
34th Street	EB	LT	0.91	28.6	C
	WB	TR	0.55	34.0	C
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>30.3</b>	<b>C</b>	
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B
35th Street	WB	TR	0.39	20.9	C
<b>Overall Intersection</b>	-	<b>0.26</b>	<b>15.5</b>	<b>B</b>	
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.47	13.5	B
36th Street	EB	T	0.15	18.1	B
<b>Overall Intersection</b>	-	<b>0.33</b>	<b>14.3</b>	<b>B</b>	
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Approach Street	SB	TR	0.02	14.1	B
37th Street	WB	L	0.02	11.9	B
		LTR	0.21	13.5	B
<b>Overall Intersection</b>	-	<b>0.12</b>	<b>13.4</b>	<b>B</b>	
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B
	SB	LT	0.06	13.4	B
38th Street	EB	LTR	0.44	17.2	B
<b>Overall Intersection</b>	-	<b>0.25</b>	<b>16.8</b>	<b>B</b>	
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B
	SB	TR	0.06	13.3	B
39th Street	WB	LT	0.94	51.8	D
<b>Overall Intersection</b>	-	<b>0.50</b>	<b>47.0</b>	<b>D</b>	
<b>SECOND AVENUE CORRIDOR</b>					
<b>35 SECOND AVENUE &amp; 30TH STREET</b>					
Second Avenue	SB	LT	0.72	10.5	B
30th Street	EB	TR	0.69	33.4	C
<b>Overall Intersection</b>	-	<b>0.71</b>	<b>12.8</b>	<b>B</b>	
<b>36 SECOND AVENUE &amp; 33RD STREET</b>					
Second Avenue	SB	TR	0.73	10.6	B
33rd Street	WB	LT	0.17	20.2	C
<b>Overall Intersection</b>	-	<b>0.51</b>	<b>11.2</b>	<b>B</b>	
<b>37 SECOND AVENUE &amp; 34TH STREET</b>					
Second Avenue	SB	L	0.74	26.5	C
		LTR	0.67	14.6	B
34th Street	EB	T	0.92	46.1	D
		R	0.68	43.4	D
	WB	DefL	0.43	36.2	D
		T	0.27	16.4	B
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>23.5</b>	<b>C</b>	
<b>38 SECOND AVENUE &amp; 35TH STREET</b>					
Second Avenue	SB	TR	0.59	15.7	B
35th Street	EB	R	0.61	24.2	C
	WB	LT	0.21	17.6	B
<b>Overall Intersection</b>	-	<b>0.60</b>	<b>17.2</b>	<b>B</b>	

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>39 SECOND AVENUE &amp; 36TH STREET</b>					
Second Avenue	SB	L	0.09	7.0	A
		T	0.81	14.1	B
36th Street	EB	TR	0.87	32.7	C
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>20.3</b>	<b>C</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>					
Second Avenue	SB	T	1.20+	120.0+	F*
		R	0.27	7.7	A
37th Street	WB	LT	0.34	21.7	C
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>111.4</b>	<b>F</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>					
Second Avenue	SB	LT	0.75	10.9	B
38th Street	EB	TR	0.79	32.7	C
	<b>Overall Intersection</b>	-	<b>0.76</b>	<b>15.2</b>	<b>B</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>					
Second Avenue	SB	T	0.88	15.3	B
		R	0.58	13.9	B
39th Street	WB	LT	0.59	28.1	C
	<b>Overall Intersection</b>	-	<b>0.77</b>	<b>16.4</b>	<b>B</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>					
Second Avenue	SB	L	0.20	7.1	A
		T	0.80	12.3	B
40th Street	EB	TR	0.89	46.3	D
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>17.7</b>	<b>B</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>					
Second Avenue	SB	LTR	0.73	10.6	B
41st Street	EB	TR	0.50	27.9	C
	<b>Overall Intersection</b>	-	<b>0.64</b>	<b>11.6</b>	<b>B</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>					
Second Avenue	SB	LTR	0.97	25.3	C
42nd Street	EB	TR	0.62	23.1	C
	WB	LT	0.55	22.0	C
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>24.4</b>	<b>C</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>					
Second Avenue	SB	TR	0.79	11.7	B
43rd Street	WB	LT	0.49	26.3	C
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>12.6</b>	<b>B</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>					
Second Avenue	SB	LT	0.71	7.7	A
44th Street	EB	TR	0.68	36.4	D
	<b>Overall Intersection</b>	-	<b>0.70</b>	<b>9.9</b>	<b>A</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>					
Second Avenue	SB	TR	0.81	12.2	B
49th Street	WB	L	0.87	50.6	D
		LT	0.83	45.5	D
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>18.2</b>	<b>B</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>					
Second Avenue	SB	LT	0.71	10.3	B
52nd Street	EB	TR	0.72	35.8	D
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>12.6</b>	<b>B</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>					
Second Avenue	SB	TR	0.71	10.3	B
53rd Street	WB	LT	0.62	25.8	C
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>13.8</b>	<b>B</b>

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>51 SECOND AVENUE &amp; 57TH STREET</b>					
Second Avenue	SB	LTR	0.73	18.0	B
57th Street	EB	TR	1.07	89.2	F
	WB	LT	0.86	44.9	D
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>37.8</b>	<b>D</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>					
57th Street	EB	L	0.50	15.3	B
		LT	0.80	16.5	B
	WB	TR	1.10	100.2	F
		R	1.20+	120.0+	F*
	<b>Overall Intersection</b>	-	<b>0.87</b>	<b>81.4</b>	<b>F</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>					
Second Avenue	SB	LT	0.87	14.4	B
59th Street	EB	TR	0.87	36.4	D
	<b>Overall Intersection</b>	-	<b>0.87</b>	<b>20.1</b>	<b>C</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>					
Second Avenue	SB	L	0.73	25.5	C
		LT	0.85	23.5	C
Queensboro Bridge Ramp	WB	L	1.03	59.5	E
		T	0.56	19.2	B
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>32.7</b>	<b>C</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>					
Second Avenue	SB	TR	0.96	31.2	C
60th Street	WB	LT	0.01	12.9	B
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>31.2</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>					
Second Avenue	SB	TR	1.08	70.0	E
61st Street	WB	LT	0.71	23.0	C
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>58.9</b>	<b>E</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>					
Second Avenue	SB	TR	0.83	20.5	C
63rd Street	WB	L	0.95	50.5	D
		LT	0.86	28.6	C
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>27.6</b>	<b>C</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>					
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.33	36.2	D
		LR	0.15	33.2	C
		R	0.46	13.3	B
34th Street	EB	T	0.44	4.7	A
	WB	T	0.93	53.2	D
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>21.2</b>	<b>C</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C
		LTR	0.93	40.6	D
		R	0.19	12.1	B
35th Street	WB	LT	0.44	21.2	C
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>29.5</b>	<b>C</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.0	A
37th Street	WB	TR	0.54	30.9	C
	<b>Overall Intersection</b>	-	<b>0.35</b>	<b>15.6</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.40	16.4	B
38th Street	EB	LT	0.82	31.8	C
	<b>Overall Intersection</b>	-	<b>0.61</b>	<b>22.7</b>	<b>C</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A
39th Street	WB	TR	0.49	24.0	C
	<b>Overall Intersection</b>	-	<b>0.32</b>	<b>16.8</b>	<b>B</b>

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.15	9.4	A
		-	-	-	-
40th Street	EB	LT	0.89	47.4	D
<b>Overall Intersection</b>		-	<b>0.44</b>	<b>30.1</b>	<b>C</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>					
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B
		LR	0.07	9.0	A
		R	0.04	8.8	A
41st Street	EB	T	0.17	20.0	C
	WB	T	0.13	19.6	B
<b>Overall Intersection</b>		-	<b>0.22</b>	<b>13.3</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>					
<b>64 THIRD AVENUE &amp; 34TH STREET</b>					
Third Avenue	NB	LTR	0.67	16.4	B
34th Street	EB	DefL	0.82	39.6	D
		T	0.53	18.7	B
	WB	TR	0.63	28.9	C
<b>Overall Intersection</b>		-	<b>0.73</b>	<b>21.2</b>	<b>C</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>					
Third Avenue	NB	LT	0.51	8.2	A
35th Street	WB	TR	0.53	24.5	C
<b>Overall Intersection</b>		-	<b>0.52</b>	<b>11.6</b>	<b>B</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>					
Third Avenue	NB	TR	0.51	10.8	B
		R	0.65	17.9	B
36th Street	EB	LT	0.68	28.0	C
<b>Overall Intersection</b>		-	<b>0.66</b>	<b>17.1</b>	<b>B</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>					
Third Avenue	NB	LT	0.53	14.5	B
		-	-	-	-
37th Street	WB	T	0.54	18.7	B
		R	0.35	16.1	B
<b>Overall Intersection</b>		-	<b>0.54</b>	<b>15.8</b>	<b>B</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>					
Third Avenue	NB	T	0.57	8.9	A
		R	0.34	8.8	A
38th Street	EB	LT	0.69	28.5	C
<b>Overall Intersection</b>		-	<b>0.62</b>	<b>13.7</b>	<b>B</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>					
Third Avenue	NB	LT	0.84	17.1	B
		-	-	-	-
39th Street	WB	TR	0.66	25.3	C
<b>Overall Intersection</b>		-	<b>0.76</b>	<b>18.9</b>	<b>B</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>					
Third Avenue	NB	TR	0.63	13.6	B
		-	-	-	-
40th Street	EB	LT	0.62	23.9	C
<b>Overall Intersection</b>		-	<b>0.62</b>	<b>15.4</b>	<b>B</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>					
Third Avenue	NB	TR	0.59	15.2	B
	EB	L	0.42	18.8	B
41st Street		T	0.08	13.5	B
	WB	R	0.94	57.3	E
<b>Overall Intersection</b>		-	<b>0.76</b>	<b>21.2</b>	<b>C</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>					
Third Avenue	NB	LTR	1.20+	120.0+	F*
42nd Street	EB	L	0.79	37.4	D
		T	0.85	33.4	C
	WB	T	0.81	41.1	D
		R	1.20+	120.0+	F*
<b>Overall Intersection</b>		-	<b>1.18</b>	<b>107.3</b>	<b>F</b>



**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER 34TH STREET CORRIDOR</b>					
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>					
Lexington Avenue	SB	LT	0.94	24.6	C
		R	0.54	13.5	B
34th Street	EB	TR	0.96	47.5	D
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>53.1</b>	<b>D</b>	
<b>74 PARK AVENUE &amp; 34TH STREET</b>					
Park Avenue	NB	LTR	0.52	11.7	B
	SB	LTR	0.46	11.0	B
34th Street	EB	LTR	0.63	23.1	C
	WB	LTR	0.78	27.4	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>19.9</b>	<b>B</b>	
<b>75 MADISON AVENUE &amp; 34TH STREET</b>					
Madison Avenue	NB	LTR	0.51	11.2	B
34th Street	EB	LT	0.57	22.1	C
	WB	TR	0.72	25.0	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>19.6</b>	<b>B</b>	
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>					
Sixth Avenue	NB	T	0.42	5.4	A
Broadway	SB	T	0.82	41.6	D
34th Street	EB	TR	1.20+	120.0+	F*
	WB	TR	1.18	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>97.5</b>	<b>F</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>					
Seventh Avenue	SB	LTR	0.77	16.0	B
34th Street	EB	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>112.4</b>	<b>F</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>					
Eighth Avenue	NB	LTR	0.95	35.2	D
34th Street	EB	LT	1.20+	120.0+	F*
	WB	TR	1.14	101.6	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>113.3</b>	<b>F</b>	
<b>OTHER 42ND STREET CORRIDOR</b>					
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>					
Lexington Avenue	SB	LTR	1.04	55.4	E
42nd Street	EB	TR	1.16	120.0+	F*
	WB	LT	0.60	22.6	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>71.7</b>	<b>E</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>					
Park Avenue	NB	LR	0.62	40.6	D
		R	0.73	38.8	D
42nd Street	EB	TR	0.59	14.3	B
	WB	LT	1.15	99.8	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>57.2</b>	<b>E</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>					
42nd Street	EB	LT	0.70	22.2	C
	WB	TR	1.16	107.1	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.16</b>	<b>70.0</b>	<b>E</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>					
Madison Avenue	NB	LTR	0.59	12.3	B
42nd Street	EB	LT	1.05	71.1	E
	WB	T	0.72	26.3	C
		R	0.35	23.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>34.6</b>	<b>C</b>	
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>					
Sixth Avenue	NB	LT	0.73	18.4	B
		R	0.49	17.7	B
42nd Street	EB	LT	1.01	62.3	E
	WB	T	0.50	21.0	C
		R	0.61	28.6	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>28.0</b>	<b>C</b>	

**TABLE B - 22**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY AS OF RIGHT TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>					
Broadway	SB	LTR	0.53	15.1	B
42nd Street	EB	T	0.58	24.2	C
		R	0.09	18.1	B
	WB	DefL	0.54	22.3	C
		T	0.95	51.8	D
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>26.5</b>	<b>C</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>					
Seventh Avenue	SB	LTR	0.54	10.6	B
42nd Street	EB	TR	0.76	28.8	C
		LT	0.46	21.4	C
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>17.8</b>	<b>B</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>					
Eighth Avenue	NB	L	0.02	14.0	B
		LTR	0.86	24.4	C
42nd Street	EB	DefL	0.72	24.4	C
		T	0.48	14.9	B
	WB	TR	0.42	26.2	C
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>	
<b>89 NINTH AVENUE &amp; 42nd STREET</b>					
Ninth Avenue	SB	LTR	0.57	18.7	B
42nd Street	EB	TR	0.98	53.5	D
		DefL	0.75	32.1	C
	WB	T	1.12	102.9	F
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>40.6</b>	<b>D</b>	

**GARAGE ENTRANCE/EXIT LOCATIONS**

<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>			
Garage Entrance and Exit Driveway	SB	R	-	10.0	A
<b>Overall Intersection</b>	-	-	<b>10.0</b>	<b>A</b>	
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>			
Garage Entrance and Exit Driveway	SB	LR	-	17.2	C
38th Street	EB	LT	-	7.9	A
<b>Overall Intersection</b>	-	-	<b>12.6</b>	<b>B</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
1 F. D. R. DRIVE SERVICE ROAD & 34TH STREET														
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		TR	1.02	63.8	E	TR	1.04	69.2	E					
	SB	LTR	1.15	105.9	F	LTR	1.18	114.3	F					
34th Street	EB	LT	1.01	81.3	F	LT	1.01	81.3	F					
		R	1.05	71.5	E	R	1.05	71.5	E					
Parking Lot Driveway	WB	LTR	0.30	28.4	C	LTR	0.30	28.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>97.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>106.3</b>	<b>F</b>						
2 F. D. R. DRIVE SERVICE ROAD & 35TH STREET														
F. D. R. Drive Service Road	NB	L	1.14	115.8	F	L	1.16	120.0+	F*					- Unmitigatable Impact.
		T	0.82	20.5	C	T	0.82	20.6	C					
	SB	TR	1.08	84.6	F	TR	1.14	108.6	F					
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>77.3</b>	<b>E</b>	<b>-</b>	<b>1.13</b>	<b>94.1</b>	<b>F</b>						
3 F. D. R. DRIVE SERVICE ROAD & 36TH STREET (UNSIGNALIZED INTERSECTION)														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.74	15.8	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the PM peak period; otherwise mitigation is not needed.]
East 36th Street	EB	R	-	29.7	D	R	-	34.6	D	R	0.27	23.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>29.7</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>34.6</b>	<b>D</b>	<b>-</b>	<b>0.57</b>	<b>16.3</b>	<b>B</b>		
4 F.D.R. DRIVE SERVICE ROAD & 37TH STREET														
F. D. R. Drive Service Road	SB	TR	1.02	43.8	D	TR	1.06	56.2	E					- Unmitigatable Impact.
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>43.8</b>	<b>D</b>	<b>-</b>	<b>1.06</b>	<b>56.2</b>	<b>E</b>						
5 F.D.R. DRIVE SERVICE ROAD & 38TH STREET (UNSIGNALIZED INTERSECTION)														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.94	27.9	C	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].
East 38th Street	EB	R	-	35.4	E	R	-	51.9	F	R	0.55	29.3	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>51.9</b>	<b>F</b>	<b>-</b>	<b>0.80</b>	<b>28.1</b>	<b>C</b>		
<b>FIRST AVENUE CORRIDOR</b>														
7 FIRST AVENUE & 30TH STREET														
First Avenue	NB	TR	0.89	21.1	C	TR	0.90	21.3	C					- Mitigation not required.
30th Street	EB	L	0.86	40.2	D	L	0.86	40.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>25.1</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>25.3</b>	<b>C</b>						
8 FIRST AVENUE & 33RD STREET														
First Avenue	NB	LTR	1.08	62.5	E	LTR	1.08	64.0	E					- Mitigation not required.
33rd Street	WB	TR	0.03	18.3	B	TR	0.03	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>0.67</b>	<b>63.8</b>	<b>E</b>						
9 FIRST AVENUE & 34TH STREET														
First Avenue	NB	LTR	0.91	24.8	C	LTR	0.93	26.5	C	LTR	0.95	30.1	C	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 39 s to 38 s; EB/WB green time shifts from 23 s to 24 s; EB-lead green time remains at 7 s; LPI remains at 6 s].
34th Street	EB	LT	0.99	51.7	D	LT	1.02	57.7	E	LT	0.99	49.9	D	
	WB	TR	0.72	33.1	C	TR	0.78	35.4	D	TR	0.75	33.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>33.5</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>36.5</b>	<b>D</b>	<b>-</b>	<b>0.97</b>	<b>36.0</b>	<b>D</b>		
10 FIRST AVENUE & 35TH STREET														
First Avenue	NB	LT	0.87	15.4	B	LT	0.91	17.9	B	LT	0.91	17.9	B	- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block. - Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft.
35th Street	WB	TR	1.11	101.2	F	TR	1.19	120.0+	F*	TR	0.80	38.0	D	
		-	-	-	-	-	-	-	-	R	0.44	25.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>33.6</b>	<b>C</b>	<b>-</b>	<b>1.02</b>	<b>43.2</b>	<b>D</b>	<b>-</b>	<b>0.87</b>	<b>21.4</b>	<b>C</b>		
11 FIRST AVENUE & 36TH STREET														
First Avenue	NB	TR	1.04	52.2	D	TR	1.10	72.8	E	T	0.67	12.2	B	- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit parking from 7A-10A 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes). - Modify signal timing: shift 3 s green time from NB phase to EB phase. [NB green time shifts from 49 s to 46 s; EB green time shifts from 31 s to 34 s].
		-	-	-	-	-	-	-	-	R	0.30	11.4	B	
36th Street	EB	LT	0.89	74.9	E	LT	0.96	91.2	F	LT	0.88	68.8	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>53.7</b>	<b>D</b>	<b>-</b>	<b>1.04</b>	<b>74.0</b>	<b>E</b>	<b>-</b>	<b>0.76</b>	<b>16.0</b>	<b>B</b>		

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.98	28.8	C	LT	1.01	41.4	D					- Mitigation not required.
37th Street	WB	TR	0.83	47.3	D	TR	0.84	48.0	D					
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>30.9</b>	<b>C</b>	-	<b>0.94</b>	<b>42.2</b>	<b>D</b>					
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.58	8.9	A	TR	0.61	9.2	A					- Mitigation not required.
38th Street	EB	-	-	-	-	-	-	-	-					
	WB	LT	0.63	26.5	C	LT	0.69	28.2	C					
	WB	R	0.50	25.5	C	R	0.52	25.9	C					
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>14.1</b>	<b>B</b>	-	<b>0.64</b>	<b>15.0</b>	<b>B</b>					
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.88	14.9	B	LTR	0.89	15.6	B					- Mitigation not required.
39th Street	WB	-	-	-	-	TR	0.00	18.1	B					
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>14.9</b>	<b>B</b>	-	<b>0.54</b>	<b>15.6</b>	<b>B</b>					
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.74	10.9	B	T	0.75	11.1	B					- Mitigation not required.
40th Street	EB	L	0.35	21.7	C	L	0.35	21.7	C					
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>12.3</b>	<b>B</b>	-	<b>0.59</b>	<b>12.4</b>	<b>B</b>					
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.89	20.3	C	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	14.1	B	R	-	120.0+	F*	R	0.35	23.0	C	
<b>Overall Intersection</b>	-		-	<b>14.1</b>	<b>B</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.68</b>	<b>20.4</b>	<b>C</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.40	14.3	B	LT	0.44	15.0	B	LT	0.47	17.2	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 41 s; EB/WB green time shifts from 31 s to 34 s; LPI remains 5 s].
First Avenue (right)		T	0.63	21.2	C	T	0.65	21.9	C	T	0.70	25.8	C	
		R	0.11	11.9	B	R	0.18	13.0	B	R	0.20	15	B	
42nd Street	EB	DefL	1.02	87.6	F	DefL	1.05	95.4	F	DefL	0.96	67.7	E	
		T	1.16	119.4	F	T	1.20+	120.0+	F*	T	1.14	109.6	F	
	WB	TR	1.11	94.3	F	TR	1.15	112.5	F	TR	1.05	71.1	E	
		R	1.07	93.0	F	R	1.07	93.0	F	R	0.98	63.6	E	
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>76.3</b>	<b>E</b>	-	<b>0.90</b>	<b>89.4</b>	<b>F</b>	-	<b>0.90</b>	<b>63.2</b>	<b>E</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	1.06	60.9	E	T	1.07	62.9	E					- Mitigation not required.
44th Street	EB	L	0.45	23.7	C	L	0.45	23.7	C					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>55.4</b>	<b>E</b>	-	<b>0.82</b>	<b>57.1</b>	<b>E</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.97	54.0	D	L	0.97	54.0	D					- Mitigation not required.
		T	1.08	67.9	E	T	1.09	70.0	E					
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>65.6</b>	<b>E</b>	-	<b>1.09</b>	<b>67.3</b>	<b>E</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.56	8.8	A	T	0.56	8.8	A					- Mitigation not required.
46th Street	EB	L	0.90	48.2	D	L	0.90	48.2	D					
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>17.0</b>	<b>B</b>	-	<b>0.70</b>	<b>17.0</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	1.02	43.4	D	LT	1.02	44.7	D					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>43.4</b>	<b>D</b>	-	<b>1.02</b>	<b>44.7</b>	<b>D</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	7.7	A	L	0.15	7.7	A					- Mitigation not required.
<b>Overall Intersection</b>	-		-	<b>7.7</b>	<b>A</b>	-	-	<b>7.7</b>	<b>A</b>					

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	0.99	54.6	D	LT	0.99	54.6	D	LT	0.99	54.6	D	- Restripe the WB 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the PM peak period; otherwise mitigation is not needed.]
First Avenue (tunnel)		T	0.99	33.3	C	T	1.00	41.8	D	T	1.00	41.8	D	
First Avenue (right)		T	0.75	16.0	B	T	0.76	16.2	B	T	0.76	16.2	B	
49th Street	WB	TR	1.06	76.6	E	TR	1.06	76.6	E	TR	0.99	55.1	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>48.5</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>43.0</b>	<b>D</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	0.92	16.7	B	TR	0.93	17.1	B					- Mitigation not required.
52nd Street	EB	LT	0.69	33.5	C	LT	0.69	33.5	C					
	WB	R	0.19	20.5	C	R	0.19	20.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>18.1</b>	<b>B</b>	<b>-</b>	<b>0.83</b>	<b>18.5</b>	<b>B</b>	<b>-</b>					
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	1.10	70.9	E	LT	1.11	73.6	E					- Mitigation not required.
53rd Street	WB	TR	0.94	51.2	D	TR	0.94	51.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>67.7</b>	<b>E</b>	<b>-</b>	<b>1.04</b>	<b>69.9</b>	<b>E</b>	<b>-</b>					
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LTR	1.03	54.3	D	LTR	1.04	56.6	E					- Mitigation not required.
57th Street	EB	DefL	0.59	28.4	C	DefL	0.59	28.4	C					
		T	0.39	23.4	C	T	0.39	23.4	C					
	WB	TR	0.31	21.2	C	TR	0.31	21.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>0.82</b>	<b>49.2</b>	<b>D</b>	<b>-</b>					
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	1.02	68.1	E	L	1.05	77.3	E	L	1.01	66.8	E	- Modify signal timing: shift 1 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 46 s; EB/WB green time shifts from 29 s to 28 s; LPI remains at 6 s].
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
59th Street	EB	DefL	0.42	27.3	C	DefL	0.42	27.3	C	DefL	0.44	28.5	C	
		T	0.17	21.3	C	T	0.17	21.3	C	T	0.17	22.1	C	
	WB	TR	0.48	24.9	C	TR	0.48	24.9	C	TR	0.50	25.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>		
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	L	0.44	15.4	B	L	0.44	15.4	B	L	0.45	15.7	B	- Modify signal timing: shift 1 s from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 29 s to 28 s; EB/WB green time shifts from 17 s to 18 s; all-ped times remain the same].
	-	T	0.70	16.6	B	T	0.72	17.0	B	T	0.72	17.0	B	
	WB	T	0.98	99.3	F	T	0.99	105.0	F	T	0.94	71.3	E	
		R	0.37	34.3	C	R	0.37	34.3	C	R	0.35	33.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>41.2</b>	<b>D</b>	<b>-</b>	<b>0.72</b>	<b>42.9</b>	<b>D</b>	<b>-</b>	<b>0.67</b>	<b>33.2</b>	<b>C</b>		
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.78	28.2	C					- Mitigation not required.
35th Street	WB	TR	0.78	30.6	C	TR	0.79	31.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>30.2</b>	<b>C</b>	<b>-</b>					
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.86	29.6	C	TR	0.87	30.2	C					- Mitigation not required.
36th Street	EB	T	0.10	17.7	B	T	0.11	17.8	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>27.8</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>28.2</b>	<b>C</b>	<b>-</b>					
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.81	50.5	D	L	0.82	51.2	D					- Mitigation not required.
		T	0.82	35.8	D	T	0.88	41.3	D					
	SB	R	0.04	14.3	B	R	0.04	14.3	B					
37th Street	WB	TR	0.20	13.3	B	TR	0.20	13.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>31.3</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>34.3</b>	<b>C</b>	<b>-</b>					

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.85	39.1	D	TR	0.90	46.0	D	TR	0.88	42.0	D	- Modify the existing "No Standing" regulations along the south side of the 38th Street approach and receiving lanes to prohibit truck loading/unloading from 7A-10A 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 1 s green time from EB phase to NB/SB phase. [NB/SB green time shifts from 40 s to 41 s; EB green time shifts from 40 s to 39 s].
	SB	LT	0.56	32.5	C	LT	0.56	32.5	C	LT	0.54	30.6	C	
38th Street	EB	LTR	0.87	39.3	D	LTR	0.94	49.9	D	LTR	0.65	23.1	C	
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>38.6</b>	<b>D</b>	-	<b>0.92</b>	<b>46.9</b>	<b>D</b>	-	<b>0.77</b>	<b>31.6</b>	<b>C</b>		
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.44	18.3	B					- Mitigation not required.
	SB	TR	0.34	19.5	B	TR	0.34	19.5	B					
39th Street	WB	LT	0.82	36.6	D	LT	0.85	39.7	D					
<b>Overall Intersection</b>	-	<b>0.63</b>	<b>27.4</b>	<b>C</b>	-	<b>0.65</b>	<b>29.0</b>	<b>C</b>						
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	1.15	91.7	F	LT	1.15	92.5	F					- Mitigation not required.
30th Street	EB	T	0.76	40.1	D	T	0.76	40.1	D					
		R	0.44	25.4	C	R	0.44	25.4	C					
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>86.5</b>	<b>F</b>	-	<b>0.99</b>	<b>87.3</b>	<b>F</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	0.87	13.8	B	T	0.88	13.9	B					- Mitigation not required.
		R	0.72	24.9	C	R	0.72	24.9	C					
33rd Street	WB	LT	0.88	49.9	D	LT	0.88	49.9	D					
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>17.8</b>	<b>B</b>	-	<b>0.88</b>	<b>17.9</b>	<b>B</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	1.06	79.1	E	L	1.08	83.8	F	L	1.05	75.1	E	- Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low. - Modify signal timing: shift 1 s green time from EB/WB phase to SB phase. [SB green time shifts from 42 s to 43 s; EB/WB green time shifts from 26 s to 25 s].
		LT	0.92	21.9	C	LT	0.92	22.0	C	LT	0.90	19.9	B	
		R	0.87	43.9	D	R	0.88	45.5	D	R	0.86	40.8	D	
34th Street	EB	TR	0.89	40.4	D	TR	0.90	42.3	D	TR	0.87	38.6	D	
	WB	DefL	0.65	38.9	D	DefL	0.66	39.9	D	DefL	0.70	43.4	D	
		T	0.48	19.3	B	T	0.48	19.4	B	T	0.51	21.7	C	
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>32.4</b>	<b>C</b>	-	<b>0.95</b>	<b>33.5</b>	<b>C</b>	-	<b>0.91</b>	<b>30.8</b>	<b>C</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	1.17	105.4	F	T	1.17	107.1	F					- Mitigation not required.
		R	0.97	57.2	E	R	0.97	57.2	E					
35th Street	EB	R	0.93	42.8	D	R	0.93	42.8	D					
	WB	LT	0.72	41.9	D	LT	0.74	42.6	D					
<b>Overall Intersection</b>	-	<b>1.05</b>	<b>86.3</b>	<b>F</b>	-	<b>1.06</b>	<b>87.5</b>	<b>F</b>						
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	1.10	93.9	F	L	1.12	101.0	F					- Unmitigatable Impact.  (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
36th Street	EB	TR	0.86	41.3	D	TR	0.86	41.6	D					
	WB	L	0.99	55.6	E	L	1.00	57.2	E					
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>105.7</b>	<b>F</b>	-	<b>1.08</b>	<b>107.2</b>	<b>F</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	1.00	98.9	F	T	1.00	101.4	F					- Mitigation not required.
		R	0.04	5.8	A	R	0.04	5.8	A					
37th Street	WB	LT	0.63	26.9	C	LT	0.64	27.2	C					
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>87.4</b>	<b>F</b>	-	<b>0.84</b>	<b>89.4</b>	<b>F</b>						
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	L	0.28	18.1	B	L	0.31	18.6	B					- Mitigation not required.
		T	1.06	100.3	F	T	1.06	101.6	F					
38th Street	EB	TR	0.53	24.6	C	TR	0.55	25.1	C					
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>86.4</b>	<b>F</b>	-	<b>0.82</b>	<b>86.9</b>	<b>F</b>						

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**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
42 SECOND AVENUE & 39TH STREET														
Second Avenue	SB	T	0.91	19.8	B	T	0.91	20.4	C					- Mitigation not required.
	R		0.86	32.9	C	R	0.88	35.6	D					
39th Street	WB	L	0.40	25.0	C	L	0.42	25.3	C					
		T	0.46	23.1	C	T	0.46	23.1	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>21.7</b>	<b>C</b>	-	<b>0.73</b>	<b>22.3</b>	<b>C</b>					
43 SECOND AVENUE & 40TH STREET														
Second Avenue	SB	-	-	-	-	-	-	-	-					- Mitigation not required.
	LT		0.97	24.0	C	LT	0.97	25.1	C					
40th Street	EB	TR	0.96	58.2	E	TR	0.97	60.3	E					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>28.7</b>	<b>C</b>	-	<b>0.97</b>	<b>29.9</b>	<b>C</b>					
44 SECOND AVENUE & 41ST STREET														
Second Avenue	SB	LT	1.02	82.1	F	LT	1.03	84.1	F					- Mitigation not required.
	R		0.25	7.8	A	R	0.25	7.8	A					
41st Street	EB	TR	0.46	26.0	C	TR	0.46	26.0	C					
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>77.0</b>	<b>E</b>	-	<b>0.79</b>	<b>78.9</b>	<b>E</b>					
45 SECOND AVENUE & 42ND STREET														
Second Avenue	SB	LTR	0.99	32.2	C	LTR	1.01	42.5	D					- Unmitigatable Impact.
	EB	TR	0.88	33.1	C	TR	0.90	34.8	C					
42nd Street	WB	LT	1.09	86.2	F	LT	1.11	92.7	F					
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>40.8</b>	<b>D</b>	-	<b>1.06</b>	<b>48.9</b>	<b>D</b>					
46 SECOND AVENUE & 43RD STREET														
Second Avenue	SB	T	0.89	14.8	B	T	0.91	15.5	B					- Mitigation not required.
	R		0.79	23.2	C	R	0.79	23.2	C					
43rd Street	WB	LT	0.54	27.5	C	LT	0.54	27.5	C					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>16.2</b>	<b>B</b>	-	<b>0.76</b>	<b>16.8</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET														
Second Avenue	SB	-	-	-	-	-	-	-	-					- Mitigation not required.
	LT		0.89	11.7	B	LT	0.91	12.2	B					
44th Street	EB	TR	0.66	34.3	C	TR	0.66	34.3	C					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>13.2</b>	<b>B</b>	-	<b>0.82</b>	<b>13.7</b>	<b>B</b>					
48 SECOND AVENUE & 49TH STREET														
Second Avenue	SB	T	0.96	25.1	C	T	0.97	29.9	C	T	0.99	43.6	D	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 48 s; WB green time shifts from 31 s to 32 s].
	R		0.58	13.3	B	R	0.58	13.3	B	R	0.60	14.5	B	
49th Street	WB	L	0.86	43.9	D	L	0.86	49.9	D	L	0.84	40.4	D	
	LT		0.74	33.9	C	LT	0.74	33.9	C	LT	0.72	31.9	C	
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>27.1</b>	<b>C</b>	-	<b>0.93</b>	<b>30.6</b>	<b>C</b>	-	<b>0.93</b>	<b>40.3</b>	<b>D</b>	
49 SECOND AVENUE & 52ND STREET														
Second Avenue	SB	LT	0.93	16.9	B	LT	0.94	18.0	B					- Mitigation not required.
52nd Street	EB	TR	0.91	53.7	D	TR	0.91	53.7	D					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>20.5</b>	<b>C</b>	-	<b>0.93</b>	<b>21.5</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET														
Second Avenue	SB	T	0.96	20.2	C	T	0.97	22.6	C					- Mitigation not required.
	R		0.54	16.3	B	R	0.54	16.3	B					
53rd Street	WB	LT	1.03	67.5	E	LT	1.03	67.5	E					
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>28.7</b>	<b>C</b>	-	<b>0.99</b>	<b>30.4</b>	<b>C</b>					
51 SECOND AVENUE & 57TH STREET														
Second Avenue	SB	LT	0.85	28.3	C	LT	0.87	29.0	C					- Mitigation not required.
	R		0.53	25.5	C	R	0.53	25.5	C					
57th Street	EB	T	1.02	87.4	F	T	1.02	87.4	F					
	R		0.51	44.5	D	R	0.51	44.5	D					
	WB	L	1.13	99.1	F	L	1.13	99.1	F					
		LT	1.08	78.3	E	LT	1.08	78.3	E					
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>53.2</b>	<b>D</b>	-	<b>1.02</b>	<b>53.4</b>	<b>D</b>					

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET (UNSIGNALIZED INTERSECTION - AM Only)</b>														
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-				- Mitigation not required.	
57th Street	EB	L	-	-	-	L	-	-	-					
		T	-	13.0	B	T	0.50	13.0	B					
	WB	T	-	71.4	F	T	0.96	71.4	F					
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>						
<b>53 SECOND AVENUE &amp; 59TH STREET</b>														
Second Avenue	SB	LT	1.03	41.2	D	LT	1.05	47.4	D				- Unmitigatable Impact.	
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>106.9</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>110.2</b>	<b>F</b>						
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Partially Mitigated.
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	- Shift the south curb along WB Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left-turn lanes as three 12.5 ft. lanes.
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.90	46.7	D	T	0.91	49.5	D				- Mitigation not required.	
		R	0.15	13.8	B	R	0.15	13.8	B					
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>45.5</b>	<b>D</b>	<b>-</b>	<b>0.45</b>	<b>48.2</b>	<b>D</b>						
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	T	0.79	19.4	B	T	0.79	19.4	B				- Mitigation not required.	
		R	0.38	15.2	B	R	0.38	15.2	B					
61st Street	WB	LT	1.14	100.3	F	LT	1.14	100.3	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>						
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	T	0.70	17.5	B	T	0.70	17.6	B				- Mitigation not required.	
		R	0.37	15.2	B	R	0.37	15.2	B					
63rd Street	WB	L	1.11	101.6	F	L	1.11	101.6	F					
		T	1.14	106.2	F	T	1.14	106.2	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>48.7</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>						
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.31	34.5	C	L	0.31	34.5	C	- Modify signal timing: shift 1 s green time from EB-lag/SB-right phase to EB/WB phase. [EB/WB green time shifts from 31 s to 32 s; EB-lag/SB-right green time shifts from 30 s to 29 s; SB green time remains at 13 s].
		R	0.51	14.1	B	R	0.51	14.1	B	R	0.52	14.9	B	
34th Street	EB	T	0.60	6.9	A	T	0.61	7.1	A	T	0.61	7.1	A	
	WB	T	1.20	120.0+	F*	T	1.20+	120.0+	F*	T	1.17	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>54.7</b>	<b>D</b>	<b>-</b>	<b>0.78</b>	<b>56.0</b>	<b>E</b>	<b>-</b>	<b>0.78</b>	<b>50.7</b>	<b>D</b>		
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	64.3	E				- Mitigation not required.	
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
		R	1.05	79.8	E	R	1.05	79.8	E					
35th Street	WB	LT	1.16	118.0	F	LT	1.16	118.7	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>116.5</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>						
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	1.20+	120.0+	F*				- Unmitigatable Impact.	
37th Street	WB	TR	0.97	73.7	E	TR	0.99	76.4	E					
		-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.11</b>	<b>119.3</b>	<b>F</b>						
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.37	16.1	B				- Mitigation not required.	
38th Street	EB	LT	0.51	19.8	B	LT	0.52	20.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>17.3</b>	<b>B</b>						



**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>															
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.26	10.2	B					- Mitigation not required.	
39th Street	WB	TR	0.81	32.7	C	TR	0.81	32.7	C						
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>23.6</b>	<b>C</b>	-		<b>0.47</b>	<b>23.6</b>	<b>C</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>															
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.0	A	TR	0.24	10.1	B					- Mitigation not required.	
40th Street	EB	LT	0.63	30.0	C	LT	0.64	30.8	C						
<b>Overall Intersection</b>	-		<b>0.39</b>	<b>17.1</b>	<b>B</b>	-		<b>0.40</b>	<b>17.4</b>	<b>B</b>					
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>															
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.28	11.0	B					- Mitigation not required.	
		LR	0.08	9.0	A	LR	0.08	9.0	A						
		R	0.04	8.8	A	R	0.04	8.8	A						
41st Street	EB	T	0.25	21.1	C	T	0.25	21.1	C						
	WB	T	0.20	20.4	C	T	0.20	20.4	C						
<b>Overall Intersection</b>	-		<b>0.27</b>	<b>14.7</b>	<b>B</b>	-		<b>0.27</b>	<b>14.7</b>	<b>B</b>					
<b>THIRD AVENUE CORRIDOR</b>															
<b>64 THIRD AVENUE &amp; 34TH STREET</b>															
Third Avenue	NB	LTR	0.93	31.0	C	LTR	0.93	31.1	C	LTR	0.93	31.1	C	- Modify signal timing: shift 1 s green time from EB-lead phase to EB/WB phase. [NB green time remains at 40 s; EB-lead green time shifts from 11 s to 10 s; EB/WB green time shifts from 26 s to 27 s].	
34th Street	EB	DefL	0.62	26.2	C	DefL	0.64	26.8	C	DefL	0.65	27.8	C		
		T	0.86	35.1	D	T	0.89	38.2	D	T	0.89	38.0	D		
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>69.2</b>	<b>E</b>	-		<b>1.06</b>	<b>70.6</b>	<b>E</b>	-		<b>1.08</b>		<b>65.2</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>															
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.19	120.0+	F*					- Mitigation not required.	
35th Street	WB	TR	1.11	88.2	F	TR	1.11	88.2	F						
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>116.3</b>	<b>F</b>	-		<b>1.15</b>	<b>116.7</b>	<b>F</b>					
<b>66 THIRD AVENUE &amp; 36TH STREET</b>															
Third Avenue	NB	TR	0.84	16.9	B	TR	0.84	16.9	B					- Mitigation not required.	
		R	0.93	44.2	D	R	0.93	45.5	D						
36th Street	EB	LT	0.62	27.6	C	LT	0.62	27.6	C						
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>22.3</b>	<b>C</b>	-		<b>0.81</b>	<b>22.5</b>	<b>C</b>					
<b>67 THIRD AVENUE &amp; 37TH STREET</b>															
Third Avenue	NB	L	0.24	13.6	B	L	0.24	13.6	B					- Mitigation not required.	
		T	0.87	22.1	C	T	0.87	22.1	C						
37th Street	WB	T	1.09	83.3	F	T	1.10	84.1	F						
		R	1.08	94.0	F	R	1.08	94.0	F						
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>47.8</b>	<b>D</b>	-		<b>0.98</b>	<b>48.0</b>	<b>D</b>					
<b>68 THIRD AVENUE &amp; 38TH STREET</b>															
Third Avenue	NB	T	0.87	15.0	B	T	0.87	15.0	B					- Mitigation not required.	
		R	0.26	8.0	A	R	0.26	8.0	A						
38th Street	EB	LT	0.73	31.8	C	LT	0.74	32.3	C						
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>17.4</b>	<b>B</b>	-		<b>0.82</b>	<b>17.5</b>	<b>B</b>					
<b>69 THIRD AVENUE &amp; 39TH STREET</b>															
Third Avenue	NB	L	0.38	12.0	B	L	0.43	13.3	B	L	0.43	13.3	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles).	
		T	1.08	68.6	E	T	1.08	68.6	E	T	1.08	68.6	E		
39th Street	WB	TR	1.00	56.5	E	TR	1.02	62.0	E	TR	0.99	52.5	D		
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>62.3</b>	<b>E</b>	-		<b>1.06</b>	<b>64.0</b>	<b>E</b>	-		<b>1.04</b>	<b>61.2</b>	<b>E</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>															
Third Avenue	NB	T	0.86	18.5	B	T	0.86	18.5	B					- Mitigation not required.	
		R	0.92	81.0	F	R	0.92	81.0	F						
40th Street	EB	LT	0.39	18.4	B	LT	0.39	18.4	B						
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>20.6</b>	<b>C</b>	-		<b>0.68</b>	<b>20.6</b>	<b>C</b>					

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>71 THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
	R		0.45	29.4	C	R	0.45	29.4	C					
41st Street	EB	LT	0.71	31.6	C	LT	0.71	31.6	C					
	WB	R	1.02	78.1	E	R	1.02	78.1	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>						
<b>72 THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.12	82.2	F	LT	1.12	82.2	F					- Unmitigatable Impact.
	R		0.69	33.1	C	R	0.69	33.1	C					
42nd Street	EB	L	0.40	26.3	C	L	0.40	26.4	C					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	R		1.09	120.0+	F*	R	1.10	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>						
<b>OTHER 34TH STREET CORRIDOR</b>														
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.76	23.2	C	LT	0.76	23.2	C					- Mitigation not required.
	R		0.40	20.1	C	R	0.40	20.2	C					
34th Street	EB	TR	0.65	18.4	B	TR	0.67	18.8	B					
	WB	LT	0.92	34.2	C	LT	0.93	35.1	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>25.2</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>25.6</b>	<b>C</b>						
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	1.06	70.0	E	LTR	1.06	70.0	E					- Mitigation not required.
	SB	LTR	1.10	88.1	F	LTR	1.10	88.1	F					
34th Street	EB	LT	0.55	22.3	C	LT	0.57	22.6	C					
	R		0.36	20.3	C	R	0.36	20.3	C					
	WB	LT	0.97	48.6	D	LT	0.97	49.9	D					
	R		0.30	20.1	C	R	0.31	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>56.9</b>	<b>E</b>	<b>-</b>	<b>1.05</b>	<b>57.1</b>	<b>E</b>						
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	1.04	60.9	E					- Mitigation not required.
34th Street	EB	DefL	0.58	28.3	C	DefL	0.58	28.3	C					
	T		0.61	23.7	C	T	0.63	24.1	C					
	WB	T	0.72	26.6	C	T	0.72	26.8	C					
	R		0.54	27.0	C	R	0.54	27.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>39.1</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>39.2</b>	<b>D</b>						
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	0.61	6.7	A	T	0.61	6.7	A	T	0.62	7.5	A	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 31 s; EB/WB green time shifts from 27 s to 28 s; SB green time remains at 21 s].
Broadway	SB	T	0.88	45.9	D	T	0.88	45.9	D	T	0.88	45.9	D	
34th Street	EB	TR	1.09	91.3	F	TR	1.11	100.7	F	TR	1.07	86.3	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>67.2</b>	<b>E</b>	<b>-</b>	<b>0.87</b>	<b>69.8</b>	<b>E</b>	<b>-</b>	<b>0.87</b>	<b>63.5</b>	<b>E</b>		
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.91	22.8	C	LTR	0.93	25.7	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 35 s to 36 s].
34th Street	EB	TR	1.16	116.7	F	TR	1.19	120.0+	F*	TR	1.16	112.9	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>82.4</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>80.6</b>	<b>F</b>		
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.15	105.4	F	LT	1.05	65.6	E	- Install "No Standing" regulations 120 ft. from the stop bar for 7A - 7P Mon - Fri along the east side of Eighth Avenue to provide a daylight right-turn lane.
	-	-	-	-	-	-	-	-	-	R	0.52	27.8	C	
34th Street	EB	LT	1.09	86.8	F	LT	1.12	95.6	F	LT	1.09	85.1	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.20</b>	<b>113.1</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>84.6</b>	<b>F</b>		

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>OTHER 42ND STREET CORRIDOR</b>														
80 LEXINGTON AVENUE & 42ND STREET														
Lexington Avenue	SB	LTR	0.92	23.3	C	LTR	0.92	23.4	C	LTR	0.94	26.6	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].
42nd Street	EB	TR	1.08	81.2	F	TR	1.10	90.6	F	TR	1.08	79.2	E	
	WB	LT	1.04	67.3	E	LT	1.05	70.5	E	LT	1.02	61.5	E	
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>48.5</b>	<b>D</b>	-	<b>1.00</b>	<b>52.0</b>	<b>D</b>	-	<b>1.00</b>	<b>48.5</b>	<b>D</b>	
81 PARK AVENUE & 42ND STREET														
Park Avenue	NB	LR	0.15	20.1	C	LR	0.15	20.1	C	L	0.15	24.3	C	- Restripe the NB Park Avenue approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB is 43 s green time, WB/NB-right only is 7 s green time, and NB is 25 s of green time (each phase has 3 s amber and 2 s all red).
42nd Street		R	0.43	25.3	C	R	0.43	25.3	C	R	0.38	20.0	C	
	EB	TR	0.79	19.9	B	TR	0.80	20.6	C	TR	0.91	32.3	C	
	WB	LT	0.82	21.5	C	LT	0.83	21.8	C	LT	0.74	14.7	B	
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>21.0</b>	<b>C</b>	-	<b>0.67</b>	<b>21.4</b>	<b>C</b>		<b>0.66</b>	<b>23.1</b>	<b>C</b>	
<b>[Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed].</b>														
82 VANDERBILT AVENUE & 42ND STREET														
42nd Street	EB	LT	0.82	26.9	C	LT	0.84	27.8	C					- Mitigation not required.
	WB	TR	0.96	41.9	D	TR	0.97	43.4	D					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>34.9</b>	<b>C</b>	-	<b>0.97</b>	<b>36.1</b>	<b>D</b>					
83 MADISON AVENUE & 42ND STREET														
Madison Avenue	NB	LTR	1.10	80.2	F	LTR	1.10	80.2	F	L	0.07	9.6	A	- Install "No Standing" regulations for 7A - 10A along the west side of Madison Avenue to provide a daylight left-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 43.5 s to 42.5 s; EB/WB green time shifts from 36.5 s to 37.5 s].
42nd Street		-	-	-	-	-	-	-	-	TR	1.07	67.1	E	
	EB	LT	0.98	49.9	D	LT	1.00	55.6	E	LT	0.98	48.5	D	
	WB	T	1.08	78.2	E	T	1.09	81.2	F	T	1.06	70.5	E	
		R	0.01	14.9	E	R	0.01	14.9	B	R	0.01	14.4	B	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>71.3</b>	<b>E</b>	-	<b>1.10</b>	<b>73.7</b>	<b>E</b>	-	<b>1.06</b>	<b>62.7</b>	<b>E</b>	
85 SIXTH AVENUE & 42ND STREET														
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.05	105.1	F					- Unmitigatable Impact.
42nd Street		R	0.60	53.1	D	R	0.60	53.1	D					
	EB	LT	1.06	79.7	E	LT	1.09	86.9	F					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
		R	1.10	108.5	F	R	1.11	111.3	F					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>114.2</b>	<b>F</b>	-	<b>1.16</b>	<b>116.5</b>	<b>F</b>					
86 BROADWAY & 42ND STREET														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
42nd Street	EB	T	0.94	50.5	D	T	0.96	53.8	D					
		R	0.14	22.6	C	R	0.14	22.6	C					
	WB	L	0.86	120.0+	F*	L	0.86	120.0+	F*					
		T	1.10	120.0+	F*	T	1.11	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
87 SEVENTH AVENUE & 42ND STREET														
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.91	27.0	C					- Mitigation not required.
42nd Street	EB	T	0.68	26.1	C	T	0.69	26.4	C					
		R	0.71	33.2	C	R	0.71	33.2	C					
	WB	LT	0.66	25.9	C	LT	0.66	26.0	C					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.1</b>	<b>C</b>	-	<b>0.82</b>	<b>27.2</b>	<b>C</b>					
88 EIGHTH AVENUE & 42ND STREET														
Eighth Avenue	NB	L	0.04	16.3	B	L	0.04	16.3	B					- Unmitigatable Impact.
42nd Street		LT	1.09	93.9	F	LT	1.09	93.9	F					
		R	1.00	87.4	F	R	1.00	87.4	F					
	EB	DefL	0.88	45.0	D	DefL	0.88	45.1	D					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
89 NINTH AVENUE & 42ND STREET														

**Table B - 23**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
Ninth Avenue 42nd Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.06	64.3	E	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes).  - Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 34 s; WB-lead green time remains at 9 s; EB/WB green time shifts from 29 s to 30 s].
	EB	TR	1.05	72.9	E	TR	1.06	76.3	E	TR	1.03	65.2	E	
	WB	DefL	0.79	34.4	C	DefL	0.79	34.3	C	DefL	0.78	32.9	C	
	T		1.19	120.0+	F*	T	1.20+	120.0+	F*	T	1.15	117.0	F	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>67.9</b>	<b>E</b>	
<b><u>GARAGE ENTRANCE / EXIT LOCATIONS</u></b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>														
<b>(UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R				R	-	11.9	B					
				NA										- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>11.9</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>														
<b>(UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR				LR	-	12.0	B					
38th Street	EB	LT		NA		LT	-	8.0	A					- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>8.7</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 24**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.03	71.6	E	L	1.11	97.3	F				<b>- Unmitigatable Impact.</b>	
		TR	0.63	17.5	B	TR	0.64	17.7	B					
	SB	LTR	1.09	82.6	F	LTR	1.17	113.1	F					
34th Street	EB	LT	1.00	78.8	E	LT	1.00	78.8	E					
		R	1.15	107.6	F	R	1.15	107.6	F					
Parking Lot Driveway	WB	LTR	0.07	25.2	C	LTR	0.07	25.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>81.1</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>96.2</b>	<b>F</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.36	19.6	B	L	0.36	20.1	C	L	0.39	22.0	C	<b>- Modify signal timing: shift 3 s green time from NB-lag phase to NB/SB phase. [NB/SB green time shifts from 33 s to 36 s; NB-lag green time shifts from 26 s to 23 s; WB green time remains 16 s].</b>
		T	0.37	5.3	A	T	0.37	5.3	A	T	0.37	5.3	A	
	SB	TR	0.97	47.4	D	TR	1.05	67.4	E	TR	0.96	43.4	D	
35th Street/Parking Lot Driveway	WB	LTR	0.03	29.2	C	LTR	0.03	29.2	C	LTR	0.03	29.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.57</b>	<b>46.8</b>	<b>D</b>	<b>-</b>	<b>0.59</b>	<b>31.8</b>	<b>C</b>		
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.57	12.2	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b> <b>[Measures reflect signalization needed for the PM peak period; otherwise mitigation is not needed.]</b>
East 36th Street	EB	R	-	13.5	B	R	-	14.3	B	R	0.30	24.3	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>13.3</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.70	12.1	B	TR	0.74	12.9	B				<b>- Mitigation not required.</b>	
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>12.9</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.76	16.3	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b> <b>[Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>
East 38th Street	EB	R	-	17.6	C	R	-	21.9	C	R	0.55	29.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>17.6</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>21.9</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>18.2</b>	<b>B</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.49	10.6	B	TR	0.49	10.7	B				<b>- Mitigation not required.</b>	
30th Street	EB	L	0.91	48.4	D	L	0.91	48.4	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.86	14.8	B	LTR	0.87	15.1	B				<b>- Mitigation not required.</b>	
33rd Street	WB	TR	0.06	18.6	B	TR	0.06	18.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>15.1</b>	<b>B</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	L	0.41	19.7	B	L	0.42	19.7	B				<b>- Mitigation not required.</b>	
34th Street		TR	0.85	22.4	C	TR	0.86	22.9	C					
	EB	DefL	0.49	23.8	C	DefL	0.58	26.9	C					
		T	0.90	36.4	D	T	0.90	36.4	D					
	WB	TR	0.74	33.6	C	TR	0.79	35.4	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>29.0</b>	<b>C</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.42	7.5	A	LT	0.45	7.7	A	LT	0.45	7.7	A	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand cu</b> <b>- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft.</b> <b>[Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]</b>
35th Street	WB	TR	0.57	25.3	C	TR	0.61	26.2	C	TR	0.45	23.1	C	
		-	-	-	-	-	-	-	-	R	0.29	21.9	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>11.3</b>	<b>B</b>		
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.6	A	TR	0.46	7.9	A				<b>- Mitigation not required.</b>	
36th Street	EB	LT	0.27	20.8	C	LT	0.29	21.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>0.40</b>	<b>9.6</b>	<b>A</b>						

**Table B - 24  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.99	31.9	C	LT	1.05	55.1	E	L	0.32	9.1	A	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 10A-4P M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes).
	-	-	-	-	-	-	-	-	-	T	0.46	7.9	A	
37th Street	WB	TR	0.81	38.2	D	TR	0.81	38.6	D	R	0.81	38.6	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>33.2</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>51.9</b>	<b>D</b>	<b>-</b>	<b>0.60</b>	<b>13.9</b>	<b>B</b>		
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.47	7.9	A	TR	0.53	8.4	A					- Mitigation not required.
38th Street	EB	L	0.78	37.6	D	L	0.86	44.8	D					
	LT	0.33	22.4	C	LT	0.37	23.2	C						
	WB	R	0.41	24.2	C	R	0.64	32.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>14.8</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>17.3</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>17.3</b>	<b>B</b>		
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.61	9.3	A	LTR	0.69	10.3	B					- Mitigation not required.
39th Street	WB	-	-	-	-	TR	0.00	18.1	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.61</b>	<b>9.3</b>	<b>A</b>	<b>-</b>	<b>0.42</b>	<b>10.3</b>	<b>B</b>	<b>-</b>	<b>0.42</b>	<b>10.3</b>	<b>B</b>		
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.65	9.9	A	T	0.70	10.5	B					- Mitigation not required.
40th Street	EB	L	0.37	22.1	C	L	0.62	28.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.67</b>	<b>13.3</b>	<b>B</b>	<b>-</b>	<b>0.67</b>	<b>13.3</b>	<b>B</b>		
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.53	12.7	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	23.6	C	R	-	120.0+	F*	R	0.55	28.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.54</b>	<b>14.1</b>	<b>B</b>		
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.33	13.5	B	LT	0.39	14.3	B	LT	0.41	15.7	B	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 42 s; EB/WB green time shifts from 31 s to 33 s; LPI remains 5 s].
First Avenue (right)	T	0.75	26.4	C	T	0.82	31.0	C	T	0.86	36.3	D		
	R	0.10	11.7	B	R	0.25	14.0	B	R	0.26	15.5	B		
42nd Street	EB	DefL	0.99	68.7	E	DefL	0.99	68.7	E	DefL	0.94	54.1	D	
	T	0.97	58.0	E	T	1.03	75.5	E	T	0.97	57.4	E		
	WB	TR	0.70	28.6	C	TR	0.73	30.1	C	TR	0.69	27.1	C	
	R	0.83	43.0	D	R	0.83	43.0	D	R	0.78	36.8	D		
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>39.0</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>42.8</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>37.0</b>	<b>D</b>		
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.42	7.5	A	T	0.43	7.6	A					- Mitigation not required.
44th Street	EB	L	0.82	46.8	D	L	0.82	46.8	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.58</b>	<b>12.8</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.58</b>	<b>12.7</b>	<b>B</b>		
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.76	23.2	C	L	0.76	23.2	C					- Mitigation not required.
	T	0.48	8.1	A	T	0.49	8.2	A						
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>10.6</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>10.6</b>	<b>B</b>		
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.40	7.4	A	T	0.41	7.4	A					- Mitigation not required.
46th Street	EB	L	0.38	22.0	C	L	0.38	22.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>10.5</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>10.5</b>	<b>B</b>		
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.45	7.7	A	LT	0.46	7.8	A					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>7.7</b>	<b>A</b>	<b>-</b>	<b>0.46</b>	<b>7.8</b>	<b>A</b>	<b>-</b>	<b>0.46</b>	<b>7.8</b>	<b>A</b>		
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	17.8	C	L	0.38	17.8	C					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>17.8</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>17.8</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>17.8</b>	<b>C</b>		

**Table B - 24  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	1.07	71.8	E	LT	1.07	71.8	E	LT	1.07	71.8	E	- Restripe the WB 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the PM peak period; otherwise mitigation is not needed.]
First Avenue (tunnel)		T	0.80	14.2	B	T	0.84	15.5	B	T	0.84	15.5	B	
First Avenue (right)		T	0.98	40.1	D	T	1.00	43.6	D	T	1.00	43.6	D	
49th Street	WB	TR	1.06	76.8	E	TR	1.07	77.2	E	TR	0.99	55.3	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>46.6</b>	<b>D</b>	<b>-</b>	<b>1.06</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>42.0</b>	<b>D</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	0.78	11.5	B	TR	0.79	11.9	B					- Mitigation not required.
52nd Street	EB	LT	0.73	35.7	D	LT	0.73	35.7	D					
	WB	R	0.25	21.4	C	R	0.25	21.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>14.4</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>14.4</b>	<b>B</b>		
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	0.79	11.9	B	LT	0.81	12.2	B					- Mitigation not required.
53rd Street	WB	TR	0.66	27.4	C	TR	0.66	27.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>14.8</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>15.1</b>	<b>B</b>		
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LT	0.97	39.6	D	LT	1.00	45.2	D	LT	0.97	38.3	D	- Modify signal timing: shift 1 s from EB/WB phase to the NB phase. [NB green time shifts from 34 s to 35 s; EB/WB green time shifts from 30 s; to 29 s].
		R	0.23	19.2	B	R	0.23	19.2	B	R	0.22	18.4	B	
57th Street	EB	DefL	0.46	29.1	C	DefL	0.46	29.1	C	DefL	0.48	30.5	C	
		T	0.34	23.2	C	T	0.34	23.2	C	T	0.35	24.1	C	
	WB	TR	0.42	23.5	C	TR	0.42	23.5	C	TR	0.44	24.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>35.9</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>40.3</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>35.1</b>	<b>D</b>		
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.66	22.6	C	L	0.66	22.6	C	L	0.64	21.0	C	- Modify signal timing: shift 1 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 46 s; EB/WB green time shifts from 29 s to 28 s; LPI remains at 6 s].
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.23	131.2	F	
59th Street	EB	DefL	0.38	25.5	C	DefL	0.38	25.5	C	DefL	0.40	26.6	C	
		T	0.18	21.4	C	T	0.18	21.4	C	T	0.19	22.2	C	
	WB	TR	0.48	25.1	C	TR	0.48	25.1	C	TR	0.50	26.1	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>110.4</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>111.5</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>102.9</b>	<b>F</b>		
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	DefL	0.99	78.3	E	DefL	1.00	120.0+	F*	DefL	1.00	52.8	D	- Modify signal timing: shift 2 s from parking garage phase to EB/WB phase. [EB-lead green time remains at 28 s; EB/WB green time shifts from 18 s to 20 s; parking garage time shifts from 10 s to 8 s; all ped-phase remains at 20 s].
		T	1.12	89.1	F	T	1.15	100.4	F	T	1.11	82.3	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.24	153.2	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.98</b>	<b>105.4</b>	<b>F</b>		
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.22	10.8	B	LT	0.22	10.8	B					- Mitigation not required.
35th Street	WB	TR	0.65	26.1	C	TR	0.66	26.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.40</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>19.3</b>	<b>B</b>		
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.50	14.1	B	TR	0.51	14.1	B					- Mitigation not required.
36th Street	EB	T	0.18	18.4	B	T	0.18	18.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>15.0</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>15.0</b>	<b>B</b>		
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.
		-	-	-	-	-	-	-	-	-	-	-	-	
37th Street	SB	TR	0.02	14.1	B	TR	0.02	14.1	B					
	WB	L	0.55	25.8	C	L	0.57	26.7	C					
		LTR	0.76	30.2	C	LTR	0.77	30.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>28.7</b>	<b>C</b>	<b>-</b>	<b>0.41</b>	<b>29.1</b>	<b>C</b>	<b>-</b>	<b>0.41</b>	<b>29.1</b>	<b>C</b>		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.01	12.9	B	TR	0.01	12.9	B					- Mitigation not required.
	SB	LT	0.08	13.6	B	LT	0.08	13.6	B					
38th Street	EB	LTR	0.45	17.4	B	LTR	0.50	18.2	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.29</b>	<b>17.7</b>	<b>B</b>	<b>-</b>	<b>0.29</b>	<b>17.7</b>	<b>B</b>		

**Table B - 24**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.02	13.0	B	L	0.02	13.0	B					- Mitigation not required.
	SB	TR	0.06	13.4	B	TR	0.06	13.4	B					
39th Street	WB	LT	0.58	21.6	C	LT	0.64	23.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.35</b>	<b>21.9</b>	<b>C</b>						
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	0.68	10.8	B	LT	0.69	10.9	B					- Mitigation not required.
30th Street	EB	T	0.40	23.0	C	T	0.40	23.0	C					
		R	0.45	26.3	C	R	0.45	26.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	1.09	65.8	E	T	1.10	68.5	E					- Mitigation not required.
		R	0.52	13.7	B	R	0.52	13.7	B					
33rd Street	WB	L	0.66	35.4	D	L	0.66	35.4	D					
		T	0.29	22.4	C	T	0.29	22.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>60.3</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>62.7</b>	<b>E</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	0.89	44.2	D	L	0.90	45.6	D	L	0.90	45.6	D	- Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low.
		LT	0.81	17.7	B	LT	0.82	17.8	B	LT	0.82	17.8	B	
		R	0.58	22.5	C	R	0.62	24.3	C	R	0.62	24.3	C	
34th Street	EB	T	1.16	115.5	F	T	1.18	120.0+	F*	T	1.10	92.3	F	
		R	0.86	61.8	E	R	0.87	64.7	E	R	0.81	53.1	D	
	WB	L	0.75	52.3	D	L	0.77	54.0	D	L	0.77	54.2	D	
		T	0.75	27.8	C	T	0.76	28.0	C	T	0.80	31.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>43.3</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>46.1</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>39.3</b>	<b>D</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	0.62	16.4	B	T	0.63	16.5	B					- Mitigation not required.
		R	0.93	51.5	D	R	0.93	51.5	D					
35th Street	EB	R	0.99	52.1	D	R	0.99	52.1	D					
	WB	LT	0.43	20.3	C	LT	0.44	20.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>						
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	0.80	18.2	B	L	0.81	18.3	B					- Mitigation not required.
		T	0.66	11.3	B	T	0.67	11.4	B					
36th Street	EB	TR	0.95	42.2	D	TR	0.95	42.4	D					
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>22.7</b>	<b>C</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	0.93	18.3	B	T	0.94	19.3	B					- Mitigation not required.
		R	0.21	7.3	A	R	0.21	7.3	A					
37th Street	WB	LT	0.58	26.6	C	LT	0.58	26.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.80</b>	<b>19.8</b>	<b>B</b>						
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	-	-	-	-	-	-	-	-					- Mitigation not required.
		LT	0.79	11.8	B	LT	0.81	12.2	B					
38th Street	EB	TR	0.73	30.2	C	TR	0.76	31.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.79</b>	<b>15.8</b>	<b>B</b>						
<b>42 SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	1.10	69.9	E	T	1.11	77.0	E	T	1.09	67.7	E	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading
		R	1.17	120.0+	F*	R	1.17	120.0+	F*	R	1.15	117.9	F	
39th Street	WB	LT	0.91	54.2	D	LT	0.99	69.3	E	LT	0.66	30.1	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>74.3</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>81.4</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>68.6</b>	<b>E</b>		- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; EB green time shifts from 31s to 30 s].
<b>43 SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	L	0.39	12.9	B	L	0.47	15.4	B	L	0.47	15.4	B	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 10A-4P 120 ft. from the intersection to gain an additional through lane (for a total of 6 lanes).
		T	1.13	93.0	F	T	1.15	100.3	F	T	0.92	18.4	B	
40th Street	EB	TR	0.86	47.2	D	TR	0.87	48.4	D	TR	0.87	48.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>92.0</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>21.7</b>	<b>C</b>		



**Table B - 24**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions					2014 As of Right Build with Mitigation					Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS				
<b>44 SECOND AVENUE &amp; 41ST STREET</b> Second Avenue 41st Street	SB	LTR	0.82	12.5	B	LTR	0.83	12.9	B							- Mitigation not required.
	EB	TR	0.71	40.7	D	TR	0.71	40.7	D							
	<b>Overall Intersection</b>	-	<b>0.78</b>	<b>14.1</b>	<b>B</b>	-	<b>0.78</b>	<b>14.5</b>	<b>B</b>							
<b>45 SECOND AVENUE &amp; 42ND STREET</b> Second Avenue 42nd Street	SB	LTR	1.04	50.1	D	LTR	1.06	57.6	E							- Unmitigatable Impact.
	EB	TR	0.74	26.5	C	TR	0.80	28.9	C							
	WB	LT	1.09	91.6	F	LT	1.19	120.0+	F*							
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>51.2</b>	<b>D</b>	-	<b>1.12</b>	<b>62.2</b>	<b>E</b>							
<b>46 SECOND AVENUE &amp; 43RD STREET</b> Second Avenue 43rd Street	SB	TR	1.04	48.1	D	TR	1.06	54.0	D	TR	1.04	45.7	D			- Modify signal timing: shift 1 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
	WB	LT	0.45	25.4	C	LT	0.45	25.4	C	LT	0.46	26.5	C			
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>47.0</b>	<b>D</b>	-	<b>0.82</b>	<b>52.7</b>	<b>D</b>	-	<b>0.82</b>	<b>44.8</b>	<b>D</b>			
<b>47 SECOND AVENUE &amp; 44TH STREET</b> Second Avenue 44th Street	SB	-	-	-	-	-	-	-	-	L	0.48	10.3	B			- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a t
	LT		1.07	55.3	E	LT	1.09	62.4	E	T	1.01	35.0	D			
	EB	TR	0.88	53.2	D	TR	0.88	53.2	D	TR	0.88	53.2	D			
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>55.1</b>	<b>E</b>	-	<b>1.02</b>	<b>61.2</b>	<b>E</b>	-	<b>0.96</b>	<b>35.6</b>	<b>D</b>			
<b>48 SECOND AVENUE &amp; 49TH STREET</b> Second Avenue 49th Street	SB	TR	0.83	12.8	B	TR	0.84	13.2	B							- Mitigation not required.
	WB	L	0.97	65.9	E	L	0.98	66.4	E							
		LT	1.03	75.8	E	LT	1.03	75.8	E							
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>27.4</b>	<b>C</b>	-	<b>0.91</b>	<b>27.6</b>	<b>C</b>							
<b>49 SECOND AVENUE &amp; 52ND STREET</b> Second Avenue 52nd Street	SB	LT	0.78	11.7	B	LT	0.80	12.0	B							- Mitigation not required.
	EB	TR	0.93	57.9	E	TR	0.93	57.9	E							
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>17.1</b>	<b>B</b>	-	<b>0.85</b>	<b>17.3</b>	<b>B</b>							
<b>50 SECOND AVENUE &amp; 53RD STREET</b> Second Avenue 53rd Street	SB	TR	0.76	11.2	B	TR	0.77	11.5	B							- Mitigation not required.
	WB	LT	1.01	64.5	E	LT	1.01	64.5	E							
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>23.5</b>	<b>C</b>	-	<b>0.87</b>	<b>23.5</b>	<b>C</b>							
<b>51 SECOND AVENUE &amp; 57TH STREET</b> Second Avenue 57th Street	SB	LTR	1.03	49.9	D	LTR	1.05	56.7	E	LTR	1.02	47.8	D			- Modify signal timing: shift 1 s green time from WB-lead phase to SB phase. [SB green time shifts from 39 s to 40 s; WB-lead green time shifts from 8 s to 7 s; EB/WB green time remains 23 s; and LPI remains 5 s].
	EB	T	1.09	91.5	F	T	1.09	91.5	F	T	1.09	91.5	F			
		R	0.44	33.8	C	R	0.44	33.8	C	R	0.44	33.8	C			
	WB	L	0.55	40.7	D	L	0.55	40.7	D	L	0.58	43.0	D			
		LT	0.34	18.9	B	LT	0.34	18.9	B	LT	0.35	19.7	B			
	<b>Overall Intersection</b>	-	<b>1.01</b>	<b>56.4</b>	<b>E</b>	-	<b>1.02</b>	<b>60.9</b>	<b>E</b>	-	<b>1.02</b>	<b>55.0</b>	<b>D</b>			
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b> Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	R	-	-	-	R	-	-	-			- Modify the existing "No Standing" regulations along the north side of westbound 57th Street approach to prohibit truck loading/unloading from 10A-4P 120 ft. from the intersection to provide two through lanes and a daylight shared through-right lane (for a
	EB	L	1.02	58.5	E	L	1.02	58.6	E	L	1.02	58.2	E			
		T	0.29	3.9	A	T	0.29	3.9	A	T	0.29	3.9	A			
	WB	TR	1.17	119.2	F	TR	1.20+	120.0+	F*	TR	0.80	33.0	C			
	<b>Overall Intersection</b>	-	<b>1.08</b>	<b>80.4</b>	<b>F</b>	-	<b>1.07</b>	<b>95.1</b>	<b>F</b>	-	<b>0.98</b>	<b>37.7</b>	<b>D</b>			
<b>53 SECOND AVENUE &amp; 59TH STREET</b> Second Avenue 59th Street	SB	LT	1.13	85.3	F	LT	1.15	94.3	F							- Unmitigatable Impact.
	EB	TR	1.09	81.8	F	TR	1.09	81.8	F							
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>84.2</b>	<b>F</b>	-	<b>1.13</b>	<b>90.3</b>	<b>F</b>							
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b> Second Avenue Queensboro Bridge Ramp	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.24	158.8	F			- Unmitigatable Impact.
	LT		1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.24	140.5	F			- Shift the south curb along WB Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left-turn lanes as three 12.5 ft. lanes.
	WB	L	1.16	110.8	F	L	1.20+	120.0+	F*	L	1.18	116.8	F			[Measures reflect geometric improvements needed for the AM and PM peak periods.]
		T	1.19	120.0+	F*	T	1.19	120.0+	F*	T	1.19	120.2	F			
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.21</b>	<b>133.9</b>	<b>F</b>			

**Table B - 24**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	TR	1.12	84.0	F	TR	1.12	84.8	F					- Mitigation not required.
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>83.6</b>	<b>F</b>	<b>-</b>	<b>0.55</b>	<b>84.4</b>	<b>F</b>						
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	T	1.35	192.2	F	- Install "No Standing" regulations for 10A - 3P along the west side of Second Avenue approach to provide a daylight right-turn lane. - Relocate the existing sign on the west side of the Second Avenue approach (No Standing 7A - 10A, 3P - 8P except Sun; No standing except trucks loading and unloading 10A - 3P except Sun) 120 ft. from the intersection.
										R	0.40	12.0	B	
61st Street	WB	LT	1.12	93.9	F	LT	1.12	93.9	F	LT	1.12	94.3	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.25</b>	<b>160.3</b>	<b>F</b>		
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	1.17	112.3	F	TR	1.17	113.8	F					- Mitigation not required.
63rd Street	WB	L	1.10	92.4	F	L	1.10	92.4	F					
		T	0.64	23.7	C	T	0.64	23.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>89.8</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>90.8</b>	<b>F</b>						
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.66	47.1	D	L	0.67	47.5	D					- Mitigation not required.
		R	0.19	9.8	A	R	0.19	9.8	A					
34th Street	EB	T	0.47	4.6	A	T	0.48	4.7	A					
	WB	T	0.72	29.0	C	T	0.73	29.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>17.2</b>	<b>B</b>						
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	56.7	E	L	1.01	56.7	E					- Mitigation not required.
		LTR	0.98	49.1	D	LTR	0.98	49.7	D					
		R	0.70	22.1	C	R	0.70	22.1	C					
35th Street	WB	LT	0.88	41.4	D	LT	0.88	41.4	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>44.5</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>44.7</b>	<b>D</b>						
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.0	A	T	0.28	8.1	A					- Mitigation not required.
37th Street	WB	TR	0.45	29.0	C	TR	0.45	29.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>14.1</b>	<b>B</b>						
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.33	15.6	B	TR	0.34	15.7	B					- Mitigation not required.
38th Street	EB	LT	0.91	42.5	D	LT	0.94	46.9	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>28.4</b>	<b>C</b>	<b>-</b>	<b>0.64</b>	<b>30.5</b>	<b>C</b>						
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A	LT	0.21	9.8	A					- Mitigation not required.
39th Street	WB	TR	0.61	26.3	C	TR	0.63	26.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>19.3</b>	<b>B</b>						
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.14	9.3	A	TR	0.14	9.3	A					- Mitigation not required.
40th Street	EB	LT	0.60	29.0	C	LT	0.63	30.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>19.0</b>	<b>B</b>						
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.19	9.9	A	L	0.19	9.9	A					- Mitigation not required.
		LR	0.05	8.8	A	LR	0.05	8.8	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.32	22.3	C	T	0.32	22.3	C					
	WB	T	0.13	19.6	B	T	0.13	19.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>						

**Table B - 24  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>THIRD AVENUE CORRIDOR</b>														
64 THIRD AVENUE & 34TH STREET														
Third Avenue	NB	LTR	0.89	27.0	C	LTR	0.89	27.3	C	LTR	0.92	29.6	C	- Modify signal timing: shift 1 s green time from NB phase to EB-lead phase. [NB green time shifts from 40 s to 39 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time remains at 26 s].
34th Street	EB	DefL	0.93	72.3	E	DefL	0.96	79.7	E	DefL	0.92	69.1	E	
		T	1.07	80.0	E	T	1.10	89.0	F	T	1.07	78.5	E	
	WB	TR	0.98	54.6	D	TR	0.99	56.9	E	TR	0.99	56.9	E	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>45.1</b>	<b>D</b>	-	<b>1.15</b>	<b>47.9</b>	<b>D</b>	-	<b>1.10</b>	<b>46.7</b>	<b>D</b>	
65 THIRD AVENUE & 35TH STREET														
Third Avenue	NB	LT	1.01	41.5	D	LT	1.02	42.4	D					- Mitigation not required.
35th Street	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>89.2</b>	<b>F</b>	-	<b>1.16</b>	<b>89.8</b>	<b>F</b>					
66 THIRD AVENUE & 36TH STREET														
Third Avenue	NB	TR	0.60	11.8	B	TR	0.61	11.8	B					- Mitigation not required.
		R	0.69	20.2	C	R	0.69	20.2	C					
36th Street	EB	LT	0.63	26.8	C	LT	0.63	26.8	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>16.9</b>	<b>B</b>	-	<b>0.66</b>	<b>16.9</b>	<b>B</b>					
67 THIRD AVENUE & 37TH STREET														
Third Avenue	NB	L	0.21	12.9	B	L	0.21	12.9	B					- Mitigation not required.
		T	0.68	16.8	B	T	0.68	16.9	B					
37th Street	WB	T	0.77	24.3	C	T	0.77	24.3	C					
		R	0.48	17.9	B	R	0.48	17.9	B					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>19.3</b>	<b>B</b>	-	<b>0.73</b>	<b>19.3</b>	<b>B</b>					
68 THIRD AVENUE & 38TH STREET														
Third Avenue	NB	T	0.79	12.3	B	T	0.79	12.3	B					- Mitigation not required.
		R	0.24	7.6	A	R	0.26	7.8	A					
38th Street	EB	LT	0.65	27.5	C	LT	0.66	27.7	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>15.1</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>					
69 THIRD AVENUE & 39TH STREET														
Third Avenue	NB	L	0.65	26.7	C	L	0.65	26.7	C	L	0.65	26.7	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		T	1.14	92.6	F	T	1.14	92.6	F	T	1.14	92.6	F	
39th Street	WB	TR	0.84	33.4	C	TR	0.85	34.5	C	TR	0.82	32.2	C	
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>76.1</b>	<b>E</b>	-	<b>1.01</b>	<b>76.2</b>	<b>E</b>	-	<b>1.00</b>	<b>75.7</b>	<b>E</b>	
70 THIRD AVENUE & 40TH STREET														
Third Avenue	NB	T	1.13	85.8	F	T	1.13	85.8	F					- Mitigation not required.
		R	0.52	22.8	C	R	0.52	22.8	C					
40th Street	EB	LT	0.69	26.8	C	LT	0.69	27.0	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>75.4</b>	<b>E</b>	-	<b>0.92</b>	<b>75.3</b>	<b>E</b>					
71 THIRD AVENUE & 41ST STREET														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.42	22.5	C	R	0.42	22.5	C					
41st Street	EB	LT	0.62	25.2	C	LT	0.62	25.2	C					
	WB	R	0.84	42.6	D	R	0.84	42.6	D					
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>					
72 THIRD AVENUE & 42ND STREET														
Third Avenue	NB	LT	0.98	39.4	D	LT	0.98	39.4	D					- Unmitigatable Impact.
		R	0.83	42.8	D	R	0.83	42.8	D					
	EB	L	0.90	53.0	D	DefL	0.90	51.5	D					
		T	0.80	27.8	C	T	0.84	30.7	C					
42nd Street	WB	T	0.66	30.3	C	T	0.69	31.2	C					
		R	0.95	74.6	E	R	1.02	92.6	F					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>39.8</b>	<b>D</b>	-	<b>0.96</b>	<b>41.2</b>	<b>D</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 LEXINGTON AVENUE & 34TH STREET														
Lexington Avenue	SB	LT	0.86	27.2	C	LT	0.87	27.6	C					- Mitigation not required.
		R	0.37	17.7	B	R	0.38	17.9	B					
34th Street	EB	TR	0.85	27.3	C	TR	0.86	28.5	C					
	WB	LT	0.84	27.6	C	LT	0.85	28.2	C					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>26.9</b>	<b>C</b>	-	<b>0.87</b>	<b>27.6</b>	<b>C</b>					

**Table B - 24**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
74 <b>PARK AVENUE &amp; 34TH STREET</b> Park Avenue 34th Street	NB	LTR	0.89	22.8	C	LTR	0.89	22.8	C	LTR	0.91	25.6	C	- Modify signal timing: shift 1 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].
	SB	LTR	0.89	23.2	C	LTR	0.89	23.2	C	LTR	0.91	25.9	C	
	EB	LT	0.78	28.5	C	LT	0.79	29.3	C	LT	0.77	27.6	C	
	R		0.26	18.8	B	R	0.26	18.8	B	R	0.26	18.0	B	
	WB	LTR	1.05	70.4	E	LTR	1.06	75.2	E	LTR	1.03	65.4	E	
	<b>Overall Intersection</b>	-	<b>0.96</b>	<b>34.0</b>	<b>C</b>	-	<b>0.97</b>	<b>35.2</b>	<b>D</b>	-	<b>0.97</b>	<b>34.3</b>	<b>C</b>	
75 <b>MADISON AVENUE &amp; 34TH STREET</b> Madison Avenue 34th Street	NB	LTR	0.71	18.2	B	LTR	0.71	18.2	B					- Mitigation not required.
	EB	-	-	-	-	-	-	-	-					
	LT		0.55	18.6	B	LT	0.56	18.8	B					
	WB	T	0.66	21.3	C	T	0.67	21.6	C					
	R		0.31	17.2	B	R	0.31	17.2	B					
<b>Overall Intersection</b>	-	<b>0.68</b>	<b>19.2</b>	<b>B</b>	-	<b>0.69</b>	<b>19.3</b>	<b>B</b>						
77 <b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b> Sixth Avenue Broadway 34th Street	NB	T	1.05	55.1	E	T	1.05	55.1	E					- Unmitigatable Impact.
	SB	T	0.79	38.7	D	T	0.79	38.7	D					
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.13</b>	<b>97.8</b>	<b>F</b>	-	<b>1.14</b>	<b>102.1</b>	<b>F</b>					
78 <b>SEVENTH AVENUE &amp; 34TH STREET</b> Seventh Avenue 34th Street	SB	LTR	0.86	20.3	C	LTR	0.86	20.3	C	LTR	0.88	22.4	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 35 s to 36 s].
	EB	TR	1.05	71.7	E	TR	1.07	78.2	E	TR	1.04	67.9	E	
	WB	LT	1.09	85.4	F	LT	1.11	91.7	F	LT	1.08	80.7	F	
	<b>Overall Intersection</b>	-	<b>0.96</b>	<b>51.4</b>	<b>D</b>	-	<b>0.97</b>	<b>55.1</b>	<b>E</b>	-	<b>0.97</b>	<b>50.4</b>	<b>D</b>	
79 <b>EIGHTH AVENUE &amp; 34TH STREET</b> Eighth Avenue 34th Street	NB	LTR	1.10	83.6	F	LTR	1.10	83.6	F	LT	1.01	53.0	D	- Install "No Standing" regulations 120 ft. from the stop bar for 7A - 7P Mon - Fri along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].
	EB	LT	1.18	120.0+	F*	LT	1.20	120.0+	F*	R	0.52	27.7	C	
	WB	TR	1.10	28.5	C	TR	0.83	29.3	C	LT	1.17	140.9	F	
										TR	0.81	27.4	C	
	<b>Overall Intersection</b>	-	<b>1.14</b>	<b>87.2</b>	<b>F</b>	-	<b>1.15</b>	<b>89.6</b>	<b>F</b>	-	<b>1.10</b>	<b>69.7</b>	<b>E</b>	
<b>OTHER 42ND STREET CORRIDOR</b>														
80 <b>LEXINGTON AVENUE &amp; 42ND STREET</b> Lexington Avenue 42nd Street	SB	LTR	0.92	23.9	C	LTR	0.93	25.4	C	LTR	0.98	34.3	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
	EB	TR	0.97	49.8	D	TR	0.99	54.2	D	TR	0.94	41.8	D	
	WB	LT	1.08	106.5	F	LT	1.12	119.6	F	LT	1.06	96.0	F	
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>53.4</b>	<b>D</b>	-	<b>1.01</b>	<b>59.2</b>	<b>E</b>	-	<b>1.02</b>	<b>53.4</b>	<b>D</b>	
81 <b>PARK AVENUE &amp; 42ND STREET</b> Park Avenue 42nd Street	NB	LR	0.17	20.2	C	LR	0.17	20.2	C	L	0.15	22.6	C	- Restripe the NB Park Avenue approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB is 41 s green, WB/NB-right only is 7 s green time, and NB is 27 s of green time (each  [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]
	R		0.74	41.2	D	R	0.74	41.2	D	R	0.62	27.1	C	
	EB	TR	0.74	18.6	B	TR	0.76	19.1	B	TR	0.91	34.6	C	
	WB	LT	0.84	22.6	C	LT	0.86	23.9	C	LT	0.80	18.0	B	
	<b>Overall Intersection</b>	-	<b>0.80</b>	<b>22.6</b>	<b>C</b>	-	<b>0.81</b>	<b>23.4</b>	<b>C</b>	-	<b>0.77</b>	<b>25.6</b>	<b>C</b>	
82 <b>VANDERBILT AVENUE &amp; 42ND STREET</b> 42nd Street	EB	LT	0.73	18.1	B	LT	0.75	18.7	B					- Mitigation not required.
	WB	TR	1.00	47.2	D	TR	1.02	51.5	D					
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>33.6</b>	<b>C</b>	-	<b>1.02</b>	<b>36.1</b>	<b>D</b>					
83 <b>MADISON AVENUE &amp; 42ND STREET</b> Madison Avenue 42nd Street	NB	LTR	0.84	22.5	C	LTR	0.84	22.5	C					- Mitigation not required.
	EB	LT	0.92	38.3	D	LT	0.95	42.0	D					
	WB	T	0.65	21.1	C	T	0.67	21.7	C					
	R		0.13	14.6	B	R	0.13	14.6	B					
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>26.6</b>	<b>C</b>	-	<b>0.89</b>	<b>27.8</b>	<b>C</b>					

**Table B - 24**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>														
Sixth Avenue	NB	LT	1.15	106.1	F	LT	1.15	106.1	F					
		R	0.95	111.5	F	R	0.95	111.5	F					
42nd Street	EB	LT	1.09	86.0	F	LT	1.11	91.7	F					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
		R	1.04	85.6	F	R	1.07	95.4	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>106.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>110.8</b>	<b>F</b>					<b>- Unmitigatable Impact.</b>	
<b>86 BROADWAY &amp; 42nd STREET</b>														
Broadway	SB	LTR	0.97	35.2	D	LTR	0.97	35.5	D	LTR	1.00	42.4	D	- Modify signal timing: shift 1 s green time from SB phase to WB-lead phase. [SB green time shifts from 40 s to 39 s; EB/WB green time remains 33 s; WB-lead shifts from 7 s to 8 s].
42nd Street	EB	T	0.67	26.5	C	T	0.68	26.7	C	T	0.68	26.7	C	
		R	0.18	19.9	B	R	0.18	19.9	B	R	0.18	19.9	B	
	WB	LT	1.03	65.9	E	LT	1.06	74.0	E	LT	1.03	62.8	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>40.9</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>43.3</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>44.0</b>	<b>D</b>		
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>														
Seventh Avenue	SB	LTR	0.93	30.2	C	LTR	0.93	30.2	C					
42nd Street	EB	TR	1.07	74.5	E	TR	1.08	77.9	E					
	WB	LT	0.75	26.6	C	LT	0.77	27.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>46.1</b>	<b>D</b>					- Mitigation not required.	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	L	0.08	16.6	B	L	0.08	16.6	B					
		LT	1.02	51.3	D	LT	1.02	51.3	D					
		R	0.80	43.1	D	R	0.80	43.1	D					
42nd Street	EB	DefL	0.85	39.3	D	DefL	0.87	42.4	D					
		T	1.14	106.5	F	T	1.17	120.0+	F*					
	WB	TR	1.00	69.3	E	TR	1.04	78.5	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>62.1</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>66.4</b>	<b>E</b>					<b>- Unmitigatable Impact.</b>	
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.02	50.7	D	LTR	1.02	51.4	D					
42nd Street	EB	TR	0.70	28.9	C	TR	0.71	29.0	C					
	WB	DefL	0.79	37.4	D	DefL	0.79	37.4	D					
		T	0.72	26.0	C	T	0.74	26.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>41.9</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>42.3</b>	<b>D</b>					- Mitigation not required.	
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R				R	-	11.0	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>		<b>NA</b>			<b>-</b>	<b>-</b>	<b>11.0</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR				LR	-	11.6	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.7	A					
<b>Overall Intersection</b>	<b>-</b>					<b>-</b>	<b>-</b>	<b>9.9</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
34th Street	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*					
	EB	L	1.07	120.0+	F*	L	1.07	120.0+	F*					
		LT	0.99	120.0+	F*	LT	0.99	120.0+	F*					
		R	1.19	120.0+	F*	R	1.19	120.0+	F*					
Parking Lot Driveway	WB	LTR	0.37	30.2	C	LTR	0.37	30.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.63	25.2	C	L	0.63	25.8	C	L	0.69	29.6	C	
		T	0.49	6.4	A	T	0.51	6.6	A	T	0.51	6.6	A	
	SB	TR	0.99	50.9	D	TR	1.10	85.6	F	TR	0.98	46.7	D	
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C	LTR	0.01	28.9	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.69</b>	<b>54.5</b>	<b>D</b>	<b>-</b>	<b>0.65</b>	<b>33.2</b>	<b>C</b>		
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.67	14.1	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>
East 36th Street	EB	R	-	24.2	C	R	-	36.8	E	R	0.27	23.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>36.8</b>	<b>E</b>	<b>-</b>	<b>0.53</b>	<b>14.8</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.71	12.1	B	TR	0.76	13.6	B					<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.76</b>	<b>13.6</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.87	21.0	C	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 56 s; EB green time is 24 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>
East 38th Street	EB	R	-	16.4	C	R	-	22.6	C	R	0.43	26.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>16.4</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.71</b>	<b>21.6</b>	<b>C</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.69	12.8	B	TR	0.69	12.9	B					<b>- Mitigation not required.</b>
30th Street	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>64.8</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>64.7</b>	<b>E</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	1.01	38.3	D	LTR	1.02	39.2	D					<b>- Mitigation not required.</b>
33rd Street	WB	TR	0.02	18.3	B	TR	0.02	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>38.2</b>	<b>D</b>	<b>-</b>	<b>0.63</b>	<b>39.1</b>	<b>D</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	-	-	-	-	-	-	-	-	-	-	-	-	<b>- Modify the existing metered parking regulation along the west side of First Avenue: allow 1 HR metered parking from 9A-4P instead of 9A-7P, and provide "No Standing" regulations for 4P-7P 120 ft from the intersection, to gain an additional moving lane (for a total of 6 lanes).</b>
34th Street	EB	DefL	1.17	105.1	F	LTR	1.19	115.0	F	LTR	1.07	64.1	E	
		DefL	1.06	105.8	F	DefL	1.12	120.0+	F*	DefL	1.05	97.5	F	
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.11	93.2	F	
	WB	TR	1.02	75.0	E	TR	1.10	99.4	F	TR	0.98	60.5	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>106.3</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>118.5</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>71.5</b>	<b>E</b>		
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.89	15.1	B	LT	0.92	16.6	B	LT	0.92	16.6	B	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.</b>
35th Street	WB	TR	1.16	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.83	41.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>1.08</b>	<b>42.4</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>19.6</b>	<b>B</b>		
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	1.07	57.9	E	TR	1.11	73.9	E	T	1.06	56.0	E	<b>- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit bus layover from 3P-7P 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes).</b>
36th Street	EB	LT	0.10	19.0	B	LT	0.10	19.0	B	R	0.13	10.2	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>56.8</b>	<b>E</b>	<b>-</b>	<b>0.71</b>	<b>72.4</b>	<b>E</b>	<b>-</b>	<b>0.70</b>	<b>54.2</b>	<b>D</b>		

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
12 <b>FIRST AVENUE &amp; 37TH STREET</b> First Avenue 37th Street	NB	L	0.99	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	<b>Partially Mitigated.</b> - Provide strict enforcement of existing "No Standing" regulations along the west side of First Avenue.  - Modify signal timing: shift 1 s green time from WB phase to NB phase. [NB green time shifts from 4 s to 50 s; WB green time shifts from 31 s to 30 s].
		T	1.03	47.5	D	T	1.07	61.3	E	T	1.03	45.8	D	
	WB	TR	0.68	34.1	C	TR	0.74	37.4	D	TR	0.79	43.1	D	
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>73.7</b>	<b>E</b>	-	<b>1.19</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>115.6</b>	<b>F</b>	
13 <b>FIRST AVENUE &amp; 38TH STREET</b> First Avenue	NB	TR	0.66	9.7	A	TR	0.70	10.2	B	TR	0.73	12.0	B	- Install "No Standing" regulations from 4P - 7P Mon - Fri to prohibit parking along the north side of the WB 38th Street approach (adjacent to the project site). - Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 46 s; EB/WB green time shifts from 31 s to 34 s].
		LT	0.68	28.3	C	LT	0.96	53.3	D	LT	0.90	41.7	D	
	WB	R	0.51	26.6	C	R	1.08	104.3	F	R	0.78	37.2	D	
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>14.1</b>	<b>B</b>	-	<b>0.85</b>	<b>26.9</b>	<b>C</b>	-	<b>0.80</b>	<b>19.8</b>	<b>B</b>	
14 <b>FIRST AVENUE &amp; 39TH STREET</b> First Avenue 39th Street	NB	LT	0.90	15.3	B	LTR	1.01	36.5	D					- Mitigation not required.
	WB	-	-	-	-	TR	0.00	18.1	B					
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>15.3</b>	<b>B</b>	-	<b>0.61</b>	<b>36.5</b>	<b>D</b>					
15 <b>FIRST AVENUE &amp; 40TH STREET</b> First Avenue 40th Street	NB	T	0.74	10.8	B	T	0.79	11.7	B					- Unmitigatable Impact.
	EB	L	0.68	28.4	C	L	1.20+	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>14.0</b>	<b>B</b>	-	<b>1.01</b>	<b>45.1</b>	<b>D</b>					
16 <b>FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b> First Avenue 41st Street	NB	TR	-	-	-	TR	-	-	-	TR	0.89	20.3	C	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
	WB	R	-	17.0	C	R	-	120.0+	F*	R	0.35	23.0	C	
	<b>Overall Intersection</b>	-	-	<b>17.0</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.68</b>	<b>20.4</b>	<b>C</b>	
17 <b>FIRST AVENUE &amp; 42ND STREET</b> First Avenue (left) First Avenue (right) 42nd Street	NB	LT	0.52	15.8	B	LT	0.62	17.8	B					- Unmitigatable Impact.
		T	0.89	30.1	C	T	0.98	47.3	D					
		R	0.09	11.6	B	R	0.15	12.5	B					
	EB	DefL	0.93	54.4	D	DefL	0.98	67.2	E					
		T	1.15	113.7	F	T	1.19	120.0+	F*					
	WB	TR	0.59	25.4	C	TR	0.60	25.6	C					
		R	0.87	47.8	D	R	0.87	47.8	D					
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>47.1</b>	<b>D</b>	-	<b>1.07</b>	<b>54.3</b>	<b>D</b>						
18 <b>FIRST AVENUE &amp; 44TH STREET</b> First Avenue 44th Street	NB	T	0.53	8.3	A	T	0.55	8.5	A					- Mitigation not required.
	EB	L	0.37	22.3	C	L	0.37	22.3	C					
	<b>Overall Intersection</b>	-	<b>0.47</b>	<b>10.0</b>	<b>B</b>	-	<b>0.48</b>	<b>10.1</b>	<b>B</b>					
19 <b>FIRST AVENUE &amp; 45TH STREET</b> First Avenue	NB	L	0.57	12.3	B	L	0.57	12.3	B					- Mitigation not required.
		T	0.66	9.9	A	T	0.69	10.3	B					
	<b>Overall Intersection</b>	-	<b>0.66</b>	<b>10.2</b>	<b>B</b>	-	<b>0.69</b>	<b>10.5</b>	<b>B</b>					
20 <b>FIRST AVENUE &amp; 46TH STREET</b> First Avenue 46th Street	NB	T	0.53	8.3	A	T	0.55	8.5	A					- Mitigation not required.
	EB	L	0.40	21.9	C	L	0.40	21.9	C					
	<b>Overall Intersection</b>	-	<b>0.48</b>	<b>11.5</b>	<b>B</b>	-	<b>0.49</b>	<b>11.5</b>	<b>B</b>					
21 <b>FIRST AVENUE &amp; 47TH STREET</b> First Avenue	NB	LT	0.68	10.0	A	LT	0.70	10.3	B					- Mitigation not required.
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>10.0</b>	<b>A</b>	-	<b>0.70</b>	<b>10.3</b>	<b>B</b>					
22 <b>FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b> 48th Street	EB	L	-	12.8	B	L	0.46	12.8	B					- Mitigation not required.
	<b>Overall Intersection</b>	-	-	<b>12.8</b>	<b>B</b>	-	-	<b>12.8</b>	<b>B</b>					

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	1.10	107.3	F	LT	1.10	107.3	F	LT	1.06	90.7	F	- Restripe the WB 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 2 s from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
First Avenue (tunnel)		T	1.10	96.4	F	T	1.14	113.6	F	T	1.10	94.4	F	
First Avenue (right)		T	0.82	24.6	C	T	0.83	25.9	C	T	0.80	22.5	C	
49th Street	WB	TR	0.99	57.2	E	TR	0.99	57.2	E	TR	0.99	56.5	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>79.4</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>87.4</b>	<b>F</b>	<b>-</b>	<b>1.06</b>	<b>74.9</b>	<b>E</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	1.10	74.8	E	TR	1.13	87.2	F	TR	1.08	64.4	E	- Modify signal timing: shift 2 s from EB/WB phase to NB phase green time. [NB shifts from 49 s to 51 s; EB/WB green time shifts from 31 s to 29 s].
52nd Street	EB	LT	0.79	37.4	D	LT	0.79	37.4	D	LT	0.84	43.7	D	
	WB	R	0.27	21.7	C	R	0.27	21.7	C	R	0.29	23.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>69.3</b>	<b>E</b>	<b>-</b>	<b>0.98</b>	<b>80.2</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>61.1</b>	<b>E</b>		
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	L	0.17	6.6	A	L	0.17	6.6	A					- Mitigation not required.
		T	0.85	13.0	B	T	0.87	13.7	B					
53rd Street	WB	TR	0.82	32.7	C	TR	0.82	32.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>16.8</b>	<b>B</b>	<b>-</b>	<b>0.85</b>	<b>17.3</b>	<b>B</b>						
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	L	0.85	37.7	D	L	0.91	44.9	D					- Mitigation not required.
		LTR	0.85	24.3	C	LTR	0.77	24.6	C					
57th Street	EB	DefL	0.73	56.6	E	DefL	0.73	56.6	E					
		T	0.27	22.9	C	T	0.27	22.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>30.5</b>	<b>C</b>						
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.71	22.8	C	L	0.71	22.8	C					- Mitigation not required.
		LTR	0.79	15.3	B	LTR	0.80	15.4	B					
59th Street	EB	DefL	0.50	29.8	C	DefL	0.50	29.8	C					
		T	0.20	21.5	C	T	0.20	21.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>18.8</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>18.8</b>	<b>B</b>						
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	LT	0.63	14.8	B	LT	0.64	15.0	B					- Mitigation not required.
	WB	TR	0.99	70.3	E	TR	0.99	71.6	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>32.5</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>32.9</b>	<b>C</b>						
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	- Modify signal timing: shift 2 s green time from NB phase to WB phase. [NB green time shifts from 4 s to 45 s; WB green time shifts from 33 s to 35 s].
35th Street	WB	TR	0.97	49.7	D	TR	1.01	59.4	E	TR	0.95	44.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>49.7</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>59.4</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>44.7</b>	<b>D</b>		
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	1.06	92.7	F	TR	1.10	106.7	F	TR	1.04	85.4	F	- Modify signal timing: shift 1 s green time from EB phase to NB phase. [EB green time shifts from 33 s to 32 s; NB green time shifts from 47 s to 48 s].
36th Street	EB	T	0.05	17.2	B	T	0.05	17.2	B	T	0.05	17.8	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>86.6</b>	<b>F</b>	<b>-</b>	<b>0.39</b>	<b>99.4</b>	<b>F</b>	<b>-</b>	<b>0.39</b>	<b>79.9</b>	<b>E</b>		
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.
37th Street	SB	TR	0.48	32.7	C	TR	0.48	32.7	C					
	WB	L	0.58	19.8	B	L	0.62	20.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>31.1</b>	<b>C</b>	<b>-</b>	<b>0.74</b>	<b>31.4</b>	<b>C</b>						



**Table B - 25**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.02	13.0	B	TR	0.02	13.0	B					- Mitigation not required.
	SB	LT	0.22	15.0	B	LT	0.22	15.0	B					
38th Street	EB	LTR	0.64	21.9	C	LTR	0.71	24.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>20.0</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>21.9</b>	<b>C</b>						
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.09	19.0	B	L	0.09	19.0	B	L	0.09	19.7	B	- Modify signal timing: shift 1 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 31 s to 30 s; WB green time shifts from 40 s to 41 s].
	SB	TR	0.62	37.4	D	TR	0.62	37.4	D	TR	0.64	39.8	D	
39th Street	WB	LT	0.86	35.7	D	LT	0.94	46.0	D	LT	0.91	41.6	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>35.0</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>43.1</b>	<b>D</b>	<b>-</b>	<b>0.80</b>	<b>40.0</b>	<b>D</b>		
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	0.93	18.1	B	LT	0.93	18.4	B					- Mitigation not required.
	EB	T	0.95	56.9	E	T	0.95	56.9	E					
30th Street		R	0.45	25.7	C	R	0.45	25.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>0.94</b>	<b>23.4</b>	<b>C</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	0.83	12.5	B	T	0.83	12.6	B					- Mitigation not required.
		R	0.24	7.5	A	R	0.24	7.5	A					
33rd Street	WB	LT	0.77	36.3	D	LT	0.77	36.3	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>15.0</b>	<b>B</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- <b>Partially Mitigated.</b> - Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low. - Modify signal timing: shift 1 s green time from EB/WB phase to SB phase. [SB green time shifts from 39 s to 40 s; EB/WB green time shifts from 28 s to 27 s].
		LT	1.15	94.5	F	LT	1.15	96.5	F	LT	1.12	83.9	F	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
34th Street	EB	T	1.01	62.0	E	T	1.03	66.7	E	T	0.99	56.8	E	
		R	0.82	55.1	E	R	0.85	59.6	E	R	0.83	56.3	E	
	WB	DefL	0.73	49.0	D	DefL	0.74	49.7	D	DefL	0.74	50.0	D	
		T	0.41	16.6	B	T	0.41	16.6	B	T	0.43	18.8	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>90.2</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>96.5</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>85.5</b>	<b>F</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	1.10	75.2	E	T	1.11	79.1	E					- Mitigation not required.
		R	0.25	14.0	B	R	0.25	14.0	B					
35th Street	EB	R	1.04	67.0	E	R	1.04	67.0	E					
	WB	LT	0.26	18.1	B	LT	0.28	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>68.8</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>71.3</b>	<b>E</b>						
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	1.06	70.5	E	L	1.06	70.9	E					- Mitigation not required.
		T	0.80	16.3	B	T	0.81	16.5	B					
36th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>1.16</b>	<b>99.4</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>99.3</b>	<b>F</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	1.11	79.9	E	T	1.12	83.9	F	T	1.09	71.7	E	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
		R	0.15	7.3	A	R	0.15	7.3	A	R	0.15	6.7	A	
37th Street	WB	LT	0.51	28.9	C	LT	0.51	28.9	C	LT	0.54	30.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>73.7</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>77.2</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>66.5</b>	<b>E</b>		
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	L	0.04	12.1	B	L	0.12	12.8	B	L	0.12	12.1	B	- Modify the existing "No Standing" regulations along the north side of 38th Street to prohibit truck loading/unloading from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 49 to 50 s; EB green time shifts from 31 s to 30 s].
		T	1.15	96.0	F	T	1.16	100.6	F	T	1.13	87.8	F	
38th Street	EB	TR	1.16	113.6	F	TR	1.19	120.0+	F*	TR	0.83	33.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>99.5</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>104.6</b>	<b>F</b>	<b>-</b>	<b>1.00</b>	<b>74.3</b>	<b>E</b>		
<b>42 SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	1.17	103.9	F	T	1.19	110.6	F	T	1.17	99.5	F	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading/unloading from 10A-7P 120 ft. from the intersection. - Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
		R	0.44	12.6	B	R	0.44	12.6	B	R	0.43	11.8	B	
39th Street	WB	LT	0.69	39.6	D	LT	0.81	46.7	D	LT	0.56	35.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>93.3</b>	<b>F</b>	<b>-</b>	<b>1.08</b>	<b>99.3</b>	<b>F</b>	<b>-</b>	<b>1.00</b>	<b>88.7</b>	<b>F</b>		
<b>43 SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	LT	1.01	41.9	D	LT	1.03	46.6	D					- Mitigation not required.
40th Street	EB	TR	1.14	108.4	F	TR	1.14	108.8	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>60.9</b>	<b>E</b>						

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LT	1.11	74.9	E	LT	1.13	82.1	F	LT	1.10	72.2	E	- Modify signal timing; shift 1 s green time from EB phase to SB phase. [SB green time shifts from 49 to 50 s; EB green time shifts from 31 s to 30 s].
		R	0.05	5.9	A	R	0.05	5.9	A	R	0.05	5.4	A	
	EB	TR	0.76	44.2	D	TR	0.76	44.2	D	TR	0.79	48.6	D	
	<b>Overall Intersection</b>	-	<b>0.98</b>	<b>72.5</b>	<b>E</b>	-	<b>0.99</b>	<b>79.2</b>	<b>E</b>	-	<b>1.00</b>	<b>70.3</b>	<b>E</b>	
45 SECOND AVENUE & 42ND STREET Second Avenue 42nd Street	SB	LTR	0.90	20.4	C	LTR	0.91	21.7	C	LTR	0.95	29.7	C	- <b>Partially Mitigated.</b> - Modify signal timing; shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; WB green time shifts from 35 s to 37 s].
	EB	TR	1.14	104.6	F	TR	1.18	119.5	F	TR	1.12	94.0	F	
	WB	DefL	0.86	57.1	E	DefL	0.89	63.4	E	DefL	0.85	53.1	D	
	T		1.13	109.1	F	T	1.20+	120.0+	F*	T	1.19	120.0+	F*	
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>45.2</b>	<b>D</b>	-	<b>1.06</b>	<b>54.9</b>	<b>D</b>	-	<b>1.06</b>	<b>52.5</b>	<b>D</b>		
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	T	1.13	82.2	F	T	1.14	88.3	F	T	1.12	78.4	E	- Modify signal timing; shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 to 50 s; WB green time shifts from 31 s to 30 s].
		R	0.85	38.5	D	R	0.85	38.5	D	R	0.82	33.4	C	
	WB	LT	0.73	41.5	D	LT	0.73	41.5	D	L	0.75	44.7	D	
	<b>Overall Intersection</b>	-	<b>0.97</b>	<b>77.7</b>	<b>E</b>	-	<b>0.98</b>	<b>83.2</b>	<b>F</b>	-	<b>0.98</b>	<b>74.2</b>	<b>E</b>	
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	-	-	-	-	-	-	-	-	L	0.37	7.3	A	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a total of 6 lanes).
		LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	T	1.20+	120.0+	F*	
	EB	TR	0.88	49.7	D	TR	0.88	49.7	D	TR	0.88	49.7	D	
	<b>Overall Intersection</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.10</b>	<b>112.4</b>	<b>F</b>	
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	T	0.82	13.9	B	T	0.83	14.3	B					- Mitigation not required.
		R	0.59	12.7	B	R	0.59	12.7	B					
	WB	L	0.83	47.0	D	L	0.83	47.0	D					
	LT		0.87	44.9	D	LT	0.87	44.9	D					
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>20.1</b>	<b>C</b>	-	<b>0.84</b>	<b>20.4</b>	<b>C</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.90	15.6	B	LT	0.91	16.4	B					- Mitigation not required.
	EB	TR	0.98	61.3	E	TR	0.98	61.3	E					
			-	-	-	-	-	-	-					
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>23.3</b>	<b>C</b>	-	<b>0.94</b>	<b>23.8</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	T	1.06	56.4	E	T	1.08	62.8	E	T	0.99	25.6	C	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 7 lanes).
		R	0.44	13.9	B	R	0.44	13.9	B	R	0.44	13.9	B	
	WB	LT	1.04	72.4	E	LT	1.04	72.4	E	LT	1.04	72.4	E	
	<b>Overall Intersection</b>	-	<b>1.05</b>	<b>57.2</b>	<b>E</b>	-	<b>1.06</b>	<b>62.0</b>	<b>E</b>	-	<b>1.01</b>	<b>34.0</b>	<b>C</b>	
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.98	38.0	D	LTR	1.00	41.2	D					- Mitigation not required.
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	WB	L	0.80	41.1	D	L	0.80	41.1	D					
	LT		0.48	22.7	C	LT	0.48	22.7	C					
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>68.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>69.7</b>	<b>E</b>						
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	R	-	-	-					- Mitigation not required.
	EB	DefL	1.08	77.9	E	DefL	1.08	79.4	E					
	T		0.81	25.9	C	T	0.85	31.9	C					
	WB	TR	0.88	34.3	C	TR	0.92	37.3	D					
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>48.8</b>	<b>D</b>	-	<b>1.08</b>	<b>51.2</b>	<b>D</b>						
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	1.12	83.8	F	LT	1.14	90.6	F					- <b>Unmitigatable Impact.</b>
	EB	TR	1.12	100.2	F	TR	1.12	100.2	F					
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>89.3</b>	<b>F</b>	-	<b>1.13</b>	<b>93.8</b>	<b>F</b>					
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Shift the south curb along the WB Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left-turn lanes as three 12.5 ft. lanes.
	LT		1.16	120.0+	F*	LT	1.16	120.0+	F*	LT	1.16	120.0+	F*	
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20	120.0+	F*	
	T		1.09	86.1	F	T	1.09	86.1	F	T	1.09	86.1	F	
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.89	24.9	C	T	0.91	26.0	C					- Mitigation not required.
		R	0.48	20.0	C	R	0.48	20.0	C					
60th Street	WB	LT	0.01	12.9	B	LT	0.01	12.9	B					
<b>Overall Intersection</b>	<b>-</b>		<b>0.44</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.45</b>	<b>25.5</b>	<b>C</b>					
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.16	115.5	F	TR	1.16	116.2	F					- Mitigation not required.
61st Street	WB	LT	0.99	120.0+	F*	LT	0.99	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>		<b>1.09</b>	<b>117.3</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>117.8</b>	<b>F</b>					
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	0.95	31.5	C	TR	0.95	31.9	C					- Mitigation not required.
63rd Street	WB	L	1.14	112.0	F	L	1.14	112.0	F					
	T		0.95	46.1	D	T	0.95	46.1	D					
<b>Overall Intersection</b>	<b>-</b>		<b>1.03</b>	<b>48.4</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>48.6</b>	<b>D</b>					
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.12	120.0+	F*	L	1.14	120.0+	F*					- Unmitigatable Impact.
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
34th Street	EB	T	0.64	7.4	A	T	0.65	7.5	A					
	WB	T	0.86	45.9	D	T	0.89	51.0	D					
<b>Overall Intersection</b>	<b>-</b>		<b>1.09</b>	<b>58.6</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>60.5</b>	<b>E</b>					
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.96	45.5	D	L	0.96	45.5	D	L	0.94	40.9	D	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 45 s to 46 s; EB green time shifts from 35 s to 34 s].
		LTR	1.16	113.8	F	LTR	1.16	115.4	F	LTR	1.14	105.7	F	
		R	0.90	42.2	D	R	0.90	42.2	D	R	0.88	38.4	D	
35th Street	WB	LT	0.60	25.2	C	LT	0.61	25.2	C	LT	0.62	26.5	C	
<b>Overall Intersection</b>	<b>-</b>		<b>0.91</b>	<b>59.5</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>59.9</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>55.1</b>	<b>E</b>	
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.38	9.0	A	T	0.39	9.1	A					- Mitigation not required.
37th Street	WB	TR	0.35	25.8	C	TR	0.36	25.9	C					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>		<b>0.37</b>	<b>12.4</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>12.4</b>	<b>B</b>					
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.42	16.7	B	TR	0.43	16.8	B	TR	0.44	17.5	B	- Modify signal timing: shift 1 s green time from NB phase to EB phase. [NB green time shifts from 40 s to 39 s; EB green time shifts from 40 s to 41 s].
38th Street	EB	LT	1.11	90.3	F	LT	1.13	98.5	F	LT	1.10	87.6	F	
<b>Overall Intersection</b>	<b>-</b>		<b>0.77</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>0.78</b>	<b>62.1</b>	<b>E</b>	<b>-</b>	<b>0.78</b>	<b>56.4</b>	<b>E</b>	
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.27	10.3	B	LT	0.27	10.3	B					- Mitigation not required.
39th Street	WB	TR	0.50	23.9	C	TR	0.53	24.5	C					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>		<b>0.36</b>	<b>16.4</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>16.8</b>	<b>B</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.15	9.4	A	T	0.15	9.4	A					- Mitigation not required.
		R	0.29	11.2	B	R	0.29	11.2	B					
40th Street	EB	LT	1.10	94.8	F	LT	1.10	95.4	F					
<b>Overall Intersection</b>	<b>-</b>		<b>0.61</b>	<b>60.8</b>	<b>E</b>	<b>-</b>	<b>0.61</b>	<b>61.2</b>	<b>E</b>					
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.23	10.4	B	L	0.23	10.4	B					- Mitigation not required.
		LR	0.07	8.9	A	LR	0.07	8.9	A					
		R	0.06	8.9	A	R	0.06	8.9	A					
41st Street	EB	T	0.35	22.8	C	T	0.35	22.8	C					
	WB	T	0.03	18.4	B	T	0.03	18.4	B					
<b>Overall Intersection</b>	<b>-</b>		<b>0.28</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.28</b>	<b>14.7</b>	<b>B</b>					
<b>THIRD AVENUE CORRIDOR</b>														
<b>64 THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.92	28.9	C	LTR	0.93	29.2	C	LTR	0.97	36.7	D	- Modify signal timing: shift 1 s green time from NB to EB/WB phase; and shift 1 s from NB phase to EB-lead phase. [NB green time shifts from 40 s to 38 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time shifts from 26 s to 27 s].
34th Street	EB	DefL	1.00	76.4	E	DefL	1.02	79.2	E	DefL	0.97	66.1	E	
		T	0.98	51.8	D	T	1.00	57.1	E	T	0.95	42.7	D	
	WB	TR	1.01	68.1	E	TR	1.04	75.2	E	TR	1.00	64.5	E	
<b>Overall Intersection</b>	<b>-</b>		<b>0.96</b>	<b>42.6</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>45.1</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>44.4</b>	<b>D</b>	

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>65 THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.12	79.0	E	LT	1.12	80.1	F					- Mitigation not required.
35th Street	WB	TR	0.99	57.4	E	TR	0.99	58.0	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>75.0</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>76.0</b>	<b>E</b>						
<b>66 THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.57	11.3	B	TR	0.57	11.4	B					- Mitigation not required.
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*					
36th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>83.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>83.7</b>	<b>F</b>						
<b>67 THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	-	-	-	-	-	-	-	-					- Mitigation not required.
	LT		1.09	72.7	E	LT	1.09	74.2	E					
37th Street	WB	T	1.00	52.4	D	T	1.00	53.2	D					
	R		0.48	19.3	B	R	0.48	19.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>59.0</b>	<b>E</b>	<b>-</b>	<b>1.04</b>	<b>60.1</b>	<b>E</b>						
<b>68 THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	1.01	40.8	D	T	1.01	40.8	D	T	1.01	40.8	D	- Modify the existing "No Standing" regulations along the north side of the EB 38th Street approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to provide a daylight left-turn lane (for a total of 3 lanes).
	R		0.76	28.7	C	R	0.78	31.4	C	R	0.78	31.4	C	
38th Street	EB	LT	1.12	99.1	F	LT	1.13	103.5	F	L	0.96	73.1	E	
	-	-	-	-	-	-	-	-	-	T	0.68	27.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>56.6</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>58.1</b>	<b>E</b>	<b>-</b>	<b>0.99</b>	<b>40.1</b>	<b>D</b>		
<b>69 THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.59	28.9	C	L	0.65	32.6	C	L	0.65	32.6	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	T		1.20	120.0+	F*	T	1.20	120.0+	F*	T	1.20	120.0+	F*	
39th Street	WB	TR	0.80	34.1	C	TR	0.83	35.4	D	TR	0.80	33.6	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>99.8</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>99.9</b>	<b>F</b>	<b>-</b>	<b>1.01</b>	<b>99.5</b>	<b>F</b>		
<b>70 THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
	R		0.48	25.3	C	R	0.62	32.5	C					
40th Street	EB	LT	0.80	36.7	D	LT	0.80	36.8	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>115.6</b>	<b>F</b>	<b>-</b>	<b>1.03</b>	<b>115.9</b>	<b>F</b>						
<b>71 THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	- Install "No Standing" regulations along the north side of the WB 41st Street approach to prohibit commercial parking from 4P-7P 120 ft from the intersection to provide a 16 ft. moving lane.
	R		0.15	19.9	B	R	0.19	21.0	C	R	0.19	21.0	C	
41st Street	EB	LT	0.59	27.1	C	LT	0.59	27.1	C	LT	0.59	27.1	C	
	WB	R	0.71	37.0	D	R	0.86	54.6	D	R	0.58	28.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>		
<b>72 THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.13	99.0	F	LT	1.13	99.0	F					- Unmitigatable Impact.
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*					
42nd Street	EB	L	0.48	24.8	C	L	0.48	25.1	C					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	R		1.10	120.0+	F*	R	1.20	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>OTHER 34TH STREET CORRIDOR</b>														
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.75	15.2	B	LT	0.76	15.3	B					- Mitigation not required.
	R		0.51	14.8	B	R	0.52	15.2	B					
34th Street	EB	TR	1.05	68.7	E	TR	1.06	72.6	E					
	WB	LT	0.82	33.9	C	LT	0.87	38.5	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>36.0</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>38.2</b>	<b>D</b>						
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	0.98	38.2	D	LTR	0.98	38.2	D					- Mitigation not required.
	SB	LTR	0.58	12.3	B	LTR	0.58	12.3	B					
34th Street	EB	LT	0.82	30.5	C	LT	0.83	31.1	C					
	R		0.18	17.5	B	R	0.18	17.5	B					
	WB	LT	0.57	22.5	C	LT	0.59	22.9	C					
	R		0.18	17.6	B	R	0.18	17.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>26.0</b>	<b>C</b>	<b>-</b>	<b>0.91</b>	<b>26.3</b>	<b>C</b>						

**Table B - 25  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	0.75	15.3	B	LTR	0.75	15.3	B					- Mitigation not required.
34th Street	EB	-	-	-	-	-	-	-	-					
	LT	0.61	22.7	C	LT	0.62	22.8	C						
	WB	T	0.61	23.5	C	T	0.63	23.9	C					
	R	0.24	18.3	B	R	0.24	18.3	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>19.5</b>	<b>B</b>						
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	0.49	5.5	A	T	0.49	5.5	A	T	0.50	6.1	A	- Modify signal timing: shift 1 s green time from NB-lead phase to EB/WB phase. [NB/SB green time remains at 22 s; EB/WB green time shifts from 25 s to 26 s; NB-lead green time shifts from 23 s to 22 s].
Broadway	SB	T	0.97	56.2	E	T	0.97	56.2	E	T	0.97	56.2	E	
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	TR	1.14	110.5	F	TR	1.17	120.0+	F*	TR	1.13	104.4	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>79.1</b>	<b>E</b>	<b>-</b>	<b>0.80</b>	<b>83.9</b>	<b>F</b>	<b>-</b>	<b>0.80</b>	<b>75.9</b>	<b>E</b>		
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	1.00	39.0	D	LTR	1.00	39.0	D	LTR	0.82	19.3	B	- Modify the existing "No Standing" regulations along the west side of Seventh Avenue to prohibit truck loading/unloading from 4P-7P M-F 120 ft from the intersection to gain an additional moving lane (for a total of 5 lanes). - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.11</b>	<b>105.5</b>	<b>F</b>		
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.12	92.8	F	LTR	1.12	92.8	F	LT	1.04	64.2	E	- Install "No Standing" regulations 120 ft. from the stop bar for 7A - 7P Mon - Fri along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].
34th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	WB	TR	0.72	23.3	C	TR	0.74	24.1	C	TR	0.72	22.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>105.9</b>	<b>F</b>		
<b>OTHER 42ND STREET CORRIDOR</b>														
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>														
Lexington Avenue	SB	LTR	1.10	76.3	E	LTR	1.11	81.9	F	LTR	0.88	21.9	C	- Modify the existing "No Standing" regulations along the east side of Lexington Avenue to prohibit truck loading and unloading and to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue 4P-7P M-F. - Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].
42nd Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.15	105.4	F	
	WB	LT	1.13	105.9	F	LT	1.20+	120.0+	F*	LT	1.12	99.8	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>98.7</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>110.6</b>	<b>F</b>	<b>-</b>	<b>1.00</b>	<b>60.6</b>	<b>E</b>		
<b>81 PARK AVENUE &amp; 42ND STREET</b>														
Park Avenue	NB	LR	0.21	20.8	C	LR	0.21	20.8	C	L	0.20	23.4	C	- Restripe the NB Park Avenue approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB is 39 s green time, WB/NB-right only is 9 s green time, and NB is 27 s of green time (each phase has 3 s amber and 2 s all red).
42nd Street	R	0.90	65.1	E	R	0.90	65.1	E	R	0.73	33.1	D		
	EB	TR	0.71	17.6	B	TR	0.73	18.0	B	TR	0.91	36.7	D	
	WB	LT	1.10	84.8	F	LT	1.15	103.5	F	LT	1.07	69.4	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>50.1</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>58.4</b>	<b>E</b>	<b>-</b>	<b>0.82</b>	<b>49.4</b>	<b>D</b>		
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>														
42nd Street	EB	LT	1.11	90.2	F	LT	1.13	98.4	F	LT	1.08	78.0	E	- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).
	WB	TR	1.09	82.5	F	TR	1.14	101.2	F	TR	1.09	80.3	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>86.4</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>99.9</b>	<b>F</b>	<b>-</b>	<b>1.08</b>	<b>79.1</b>	<b>E</b>		
<b>83 MADISON AVENUE &amp; 42ND STREET</b>														
Madison Avenue	NB	LTR	1.05	58.4	E	LTR	1.05	58.4	E					- Mitigation not required.
42nd Street	EB	LT	0.78	29.1	C	LT	0.80	29.9	C					
	WB	T	0.84	32.5	C	T	0.88	35.9	D					
	R	0.18	19.7	B	R	0.18	19.7	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>45.3</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>46.1</b>	<b>D</b>						
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>														
Sixth Avenue	NB	LT	1.12	82.6	F	LT	1.12	82.6	F					- Unmitigatable Impact.
42nd Street	R	1.17	120.0+	F*	R	1.17	120.0+	F*						
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	R	1.05	89.6	F	R	1.10	104.3	F						
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>111.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>118.5</b>	<b>F</b>						
<b>86 BROADWAY &amp; 42ND STREET</b>														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to SB phase; shift 8 s green time from EB/WB phase to WB-lead phase. [SB green time shifts from 44 s to 45 s; WB-lead green time shifts from 7 s to 15 s; EB/WB green time shifts from 29 s to 20 s].
42nd Street	EB	T	0.55	26.6	C	T	0.57	26.8	C	T	0.80	42.6	D	
	R	0.08	20.8	C	R	0.08	20.8	C	R	0.12	28.8	C		
	WB	LT	1.1	92.3	F	LT	1.14	106.8	F	LT	1.10	89.8	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>113.5</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>119.0</b>	<b>F</b>	<b>-</b>	<b>1.20</b>	<b>110.2</b>	<b>F</b>		

**Table B - 25**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
87 SEVENTH AVENUE & 42nd STREET Seventh Avenue 42nd Street	SB	LTR	0.91	28.1	C	LTR	0.91	28.1	C	LTR	0.95	34.7	C	- Modify signal timing; shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 46 s to 44 s; EB/WB green time shifts from 34 s to 36 s].
	EB	T	0.52	22.3	C	T	0.53	22.5	C	T	0.50	20.7	C	
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.15</b>	<b>73.1</b>	<b>E</b>	-	<b>1.15</b>	<b>77.9</b>	<b>E</b>	-	<b>1.14</b>	<b>70.8</b>	<b>E</b>	
88 EIGHTH AVENUE & 42nd STREET Eighth Avenue 42nd Street	NB	LT	1.12	89.9	F	LT	1.12	89.9	F					- Unmitigatable Impact.
	R		1.18	120.0+	F*	R	1.18	120.0+	F*					
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
89 NINTH AVENUE & 42nd STREET Ninth Avenue 42nd Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.09	85.5	F	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing; shift 1 s green time from SB phase to EB/WB phase, and 2 s green time from SB to WB-lead phase. [SB green time shifts from 35 s to 32 s; WB-lead green time shifts from 9 s to 11 s; EB/WB green time shifts from 29 s to 30 s].
	EB	TR	1.17	120.0+	F*	TR	1.18	120.0+	F*	TR	1.14	114.3	F	
	WB	DefL	0.92	66.8	E	DefL	0.97	88.6	F	DefL	0.90	61.5	E	
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.19</b>	<b>104.1</b>	<b>F</b>	
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R				R	-	11.8	B					- Mitigation not required.
<b>Overall Intersection</b>	-		NA			-	-	<b>11.8</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR				LR	-	12.7	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.7	A					
<b>Overall Intersection</b>	-					-	-	<b>11.7</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
1 <b>F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.85	26.1	C	L	1.18	111.4	F					- Unmitigatable Impact.
		TR	0.12	5.7	A	TR	0.21	6.3	A					
	SB	LTR	0.56	19.2	B	LTR	0.69	22.2	C					
34th Street	EB	LT	0.71	38.0	D	LT	0.71	38.0	D					
		R	0.48	18.0	B	R	0.48	18.0	B					
Parking Lot Driveway	WB	LTR	0.13	26.0	C	LTR	0.13	26.0	C					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>22.7</b>	<b>C</b>	-	<b>1.15</b>	<b>39.9</b>	<b>D</b>					
2 <b>F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.15	9.5	A	L	0.33	17.0	B					- Mitigation not required.
		T	0.39	5.5	A	T	0.39	5.5	A					
	SB	TR	0.52	22.3	C	TR	0.64	24.4	C					
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C	LTR	0.01	29.0	C					
<b>Overall Intersection</b>	-		<b>0.31</b>	<b>15.6</b>	<b>B</b>	-	<b>0.49</b>	<b>18.1</b>	<b>B</b>					
3 <b>F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	-	-	-	-	T	0.48	11.0	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].
East 36th Street	EB	R	-	11.6	B	R	-	13.0	B	R	0.29	24.1	C	[Measures reflect signalization needed for the Weekday PM peak period; otherwise mitigation is not needed.]
<b>Overall Intersection</b>	-		-	<b>11.6</b>	<b>B</b>	-	-	<b>13.0</b>	<b>B</b>	-	<b>0.41</b>	<b>12.4</b>	<b>B</b>	
4 <b>F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.49	8.8	A	TR	0.58	9.8	A					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>8.8</b>	<b>A</b>	-	<b>0.58</b>	<b>9.8</b>	<b>A</b>					
5 <b>F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	-	-	-	-	TR	0.63	13.3	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].
East 38th Street	EB	R	-	12.3	B	R	-	17.6	C	R	0.52	28.5	C	[Measures reflect signalization needed for the Weekday AM peak period; otherwise mitigation is not needed.]
<b>Overall Intersection</b>	-		-	<b>12.3</b>	<b>B</b>	-	-	<b>17.6</b>	<b>C</b>	-	<b>0.59</b>	<b>15.9</b>	<b>B</b>	
<b>FIRST AVENUE CORRIDOR</b>														
7 <b>FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.50	10.7	B	TR	0.51	10.8	B					- Mitigation not required.
30th Street	EB	L	0.42	24.6	C	L	0.42	24.6	C					
		T	0.27	22.7	C	T	0.27	22.7	C					
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>13.4</b>	<b>B</b>	-	<b>0.47</b>	<b>13.4</b>	<b>B</b>					
8 <b>FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.76	11.7	B	LTR	0.77	11.9	B					- Mitigation not required.
33rd Street	WB	TR	0.08	18.9	B	TR	0.08	18.9	B					
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>11.8</b>	<b>B</b>	-	<b>0.50</b>	<b>12.1</b>	<b>B</b>					
9 <b>FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.61	16.3	B	LTR	0.62	16.5	B					- Unmitigatable Impact.
34th Street	EB	LT	0.99	54.5	D	DefL	0.81	56.6	E					
		-	-	-	-	T	1.20+	120.0+	F*					
	WB	TR	0.54	29.7	C	TR	0.67	32.7	C					
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>29.3</b>	<b>C</b>	-	<b>0.94</b>	<b>53.7</b>	<b>D</b>					
10 <b>FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.40	7.4	A	LT	0.44	7.7	A	LT	0.44	7.7	A	- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.
35th Street	WB	TR	0.23	20.3	C	TR	0.39	22.4	C	TR	0.16	19.6	B	
										R	0.42	24.3	C	
<b>Overall Intersection</b>	-		<b>0.34</b>	<b>8.9</b>	<b>A</b>	-	<b>0.42</b>	<b>9.9</b>	<b>A</b>	-	<b>0.43</b>	<b>9.9</b>	<b>A</b>	- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]
11 <b>FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.5	A	TR	0.50	8.1	A					- Mitigation not required.
36th Street	EB	LT	0.23	20.4	C	LT	0.24	20.5	C					
<b>Overall Intersection</b>	-		<b>0.35</b>	<b>8.9</b>	<b>A</b>	-	<b>0.39</b>	<b>9.3</b>	<b>A</b>					
12 <b>FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.44	7.7	A	LT	0.51	8.3	A					- Mitigation not required.
37th Street	WB	TR	0.26	20.6	C	TR	0.26	20.6	C					
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>9.5</b>	<b>A</b>	-	<b>0.42</b>	<b>9.8</b>	<b>A</b>					

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
13 <b>FIRST AVENUE &amp; 38TH STREET</b> First Avenue 38th Street	NB	TR	0.42	7.5	A	TR	0.53	8.4	A	TR	0.58	12.3	B	- Modify signal timing: shift 5 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 44 s; EB/WB green time shifts from 31 s to 36 s].
	EB	L	0.65	31.2	C	L	1.05	90.1	F	L	0.87	44.7	D	
	LT		0.23	20.8	C	LT	0.39	23.5	C	LT	0.34	19.2	B	
	WB	R	0.09	19.1	B	R	0.47	25.6	C	R	0.39	20.3	C	
	<b>Overall Intersection</b>	-	<b>0.51</b>	<b>11.7</b>	<b>B</b>	-	<b>0.73</b>	<b>22.6</b>	<b>C</b>	-	<b>0.71</b>	<b>18.1</b>	<b>B</b>	
14 <b>FIRST AVENUE &amp; 39TH STREET</b> First Avenue 39th Street	NB	LT	0.51	8.2	A	LTR	0.63	9.4	A					- Mitigation not required.
	WB	-	-	-	-	TR	0.00	18.1	B					
	<b>Overall Intersection</b>	-	<b>0.51</b>	<b>8.2</b>	<b>A</b>	-	<b>0.38</b>	<b>9.4</b>	<b>A</b>					
15 <b>FIRST AVENUE &amp; 40TH STREET</b> First Avenue 40th Street	NB	T	0.57	8.9	A	T	0.65	9.8	A					- Mitigation not required.
	EB	L	0.25	20.5	C	L	0.56	26.9	C					
	<b>Overall Intersection</b>	-	<b>0.44</b>	<b>10.3</b>	<b>B</b>	-	<b>0.61</b>	<b>12.0</b>	<b>B</b>					
16 <b>FIRST AVENUE &amp; 41ST STREET</b> First Avenue 41st Street	<b>(UNSIGNALIZED INTERSECTION)</b>					TR	-	-	-	TR	0.53	12.7	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
	NB	TR	-	-	-	R	-	120.0+	F*	R	0.55	28.2	C	
	WB	R	-	11.7	B									
	<b>Overall Intersection</b>	-	-	<b>11.7</b>	<b>B</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.54</b>	<b>14.1</b>	<b>B</b>	
17 <b>FIRST AVENUE &amp; 42ND STREET</b> First Avenue (left) First Avenue (right) 42nd Street	NB	LT	0.29	13.1	B	LT	0.45	15.1	B					- Unmitigatable Impact.
		T	0.36	14.4	B	T	0.53	17.3	B					
		R	0.11	11.7	B	R	0.34	15.3	B					
	EB	DefL	1.04	90.2	F	LT	1.20+	120.0+	F*					
		T	0.99	65.9	E									
	WB	TR	0.40	22.3	C	TR	0.41	22.6	C					
		R	0.49	27.3	C	R	0.67	38.3	D					
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>39.8</b>	<b>D</b>	-	<b>0.96</b>	<b>115.2</b>	<b>F</b>						
18 <b>FIRST AVENUE &amp; 44TH STREET</b> First Avenue 44th Street	NB	T	0.25	6.5	A	T	0.28	6.7	A					- Mitigation not required.
	EB	L	0.74	39.6	D	L	0.74	39.6	D					
	<b>Overall Intersection</b>	-	<b>0.44</b>	<b>12.5</b>	<b>B</b>	-	<b>0.46</b>	<b>12.0</b>	<b>B</b>					
19 <b>FIRST AVENUE &amp; 45TH STREET</b> First Avenue	NB	LT	0.34	7.0	A	LT	0.37	7.2	A					- Mitigation not required.
	<b>Overall Intersection</b>	-	<b>0.34</b>	<b>7.0</b>	<b>A</b>	-	<b>0.37</b>	<b>7.2</b>	<b>A</b>					
20 <b>FIRST AVENUE &amp; 46TH STREET</b> First Avenue 46th Street	NB	T	0.34	7.1	A	T	0.39	7.4	A					- Mitigation not required.
	EB	L	0.44	23.5	C	L	0.44	23.5	C					
	<b>Overall Intersection</b>	-	<b>0.38</b>	<b>10.9</b>	<b>B</b>	-	<b>0.41</b>	<b>10.8</b>	<b>B</b>					
21 <b>FIRST AVENUE &amp; 47TH STREET</b> First Avenue	NB	LT	0.29	6.7	A	LT	0.32	6.9	A					- Mitigation not required.
	<b>Overall Intersection</b>	-	<b>0.29</b>	<b>6.7</b>	<b>A</b>	-	<b>0.32</b>	<b>6.9</b>	<b>A</b>					
22 <b>FIRST AVENUE &amp; 48TH STREET</b> 48th Street	<b>(UNSIGNALIZED INTERSECTION)</b>					L	-	18.0	C					- Mitigation not required.
	EB	L	-	18.0	C									
<b>Overall Intersection</b>	-	-	<b>18.0</b>	<b>C</b>	-	-	<b>18.0</b>	<b>C</b>						
23 <b>FIRST AVENUE &amp; 49TH STREET</b> First Avenue (left) First Avenue (tunnel) First Avenue (right) 49th Street	NB	LT	0.66	13.2	B	LT	0.66	13.2	B	LT	0.66	13.2	B	- Restripe the WB 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]
		T	0.57	9.2	A	T	0.60	9.7	A	T	0.60	9.7	A	
		T	0.45	8.9	A	T	0.50	9.5	A	T	0.50	9.5	A	
	WB	T	0.61	28.7	C	T	0.61	28.7	C	T	0.57	27.2	C	
		R	0.27	22.2	C	R	0.27	22.2	C	R	0.25	21.7	C	
	<b>Overall Intersection</b>	-	<b>0.64</b>	<b>12.8</b>	<b>B</b>	-	<b>0.64</b>	<b>13.0</b>	<b>B</b>	-	<b>0.62</b>	<b>12.8</b>	<b>B</b>	
24 <b>FIRST AVENUE &amp; 52ND STREET</b> First Avenue 52nd Street	NB	TR	0.54	8.4	A	TR	0.57	8.7	A					- Mitigation not required.
	EB	LT	0.61	29.7	C	LT	0.61	29.7	C					
	WB	R	0.10	19.2	B	R	0.10	19.2	B					
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>11.0</b>	<b>B</b>	-	<b>0.59</b>	<b>11.1</b>	<b>B</b>					



**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	0.60	9.0	A	LT	0.63	9.3	A					- Mitigation not required.
53rd Street	WB	TR	0.54	24.2	C	TR	0.54	24.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>12.5</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>						
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LTR	0.84	25.7	C	LTR	0.91	29.0	C					- Mitigation not required.
57th Street	EB	DefL	0.66	42.7	D	DefL	0.66	42.7	D					
		T	0.29	22.4	C	T	0.29	22.4	C					
	WB	TR	1.05	84.8	F	TR	1.05	84.8	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>38.4</b>	<b>D</b>	<b>-</b>	<b>0.97</b>	<b>40.3</b>	<b>D</b>						
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.39	11.8	B	L	0.39	11.8	B					- Mitigation not required.
59th Street		LTR	0.56	11.5	B	LTR	0.57	11.5	B					
	EB	LT	0.39	25.2	C	LT	0.39	25.2	C					
	WB	TR	0.21	21.4	C	TR	0.21	21.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>13.4</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>13.4</b>	<b>B</b>						
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	LT	0.87	25.1	C	LT	0.91	28.6	C					- Mitigation not required.
	WB	TR	0.55	34.0	C	TR	0.55	34.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>27.9</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>30.3</b>	<b>C</b>						
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B	LT	0.17	10.5	B					- Mitigation not required.
35th Street	WB	TR	0.38	20.8	C	TR	0.39	20.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>15.4</b>	<b>B</b>	<b>-</b>	<b>0.26</b>	<b>15.5</b>	<b>B</b>						
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.46	13.4	B	TR	0.47	13.5	B					- Mitigation not required.
36th Street	EB	T	0.15	18.1	B	T	0.15	18.1	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>14.3</b>	<b>B</b>						
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	SB	TR	0.02	14.1	B	TR	0.02	14.1	B					- Mitigation not required.
37th Street	WB	L	0.00	11.8	B	L	0.02	11.9	B					
		LTR	0.21	13.4	B	LTR	0.21	13.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.12</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>0.12</b>	<b>13.4</b>	<b>B</b>						
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B	TR	0.03	13.0	B					- Mitigation not required.
38th Street	SB	LT	0.06	13.4	B	LT	0.06	13.4	B					
	EB	LTR	0.30	15.4	B	LTR	0.44	17.2	B					
	<b>Overall Intersection</b>	<b>-</b>	<b>0.18</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.25</b>	<b>16.8</b>	<b>B</b>					
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B	L	0.02	12.9	B	L	0.02	14.0	B	- Modify signal timing: shift 2 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 40 s to 38 s; WB green time shifts from 40 s to 42 s].
39th Street	SB	TR	0.06	13.3	B	TR	0.06	13.3	B	TR	0.06	14.5	B	
	WB	LT	0.67	26.3	C	LT	0.94	51.8	D	LT	0.89	42.9	D	
	<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>0.50</b>	<b>47.0</b>	<b>D</b>	<b>-</b>	<b>0.50</b>	<b>39.4</b>	<b>D</b>	
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	0.71	10.4	B	LT	0.72	10.5	B					- Mitigation not required.
30th Street	EB	TR	0.69	33.4	C	TR	0.69	33.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>12.7</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>12.8</b>	<b>B</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	TR	0.72	10.5	B	TR	0.73	10.6	B					- Mitigation not required.
33rd Street	WB	LT	0.17	20.2	C	LT	0.17	20.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>11.2</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>11.2</b>	<b>B</b>						

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
37 SECOND AVENUE & 34TH STREET Second Avenue  34th Street	SB	L	0.72	25.4	C	L	0.74	26.5	C	L	0.74	26.5	C	- Modify signal timing: shift 1 s green time from WB-lag phase to EB/WB phase. [SB green time remains at 42 s; WB-lag green time shifts from 8 s to 7 s; EB/WB green time shifts from 25 s to 26 s].
	LTR		0.65	14.4	B	LTR	0.67	14.6	B	LTR	0.67	14.6	B	
	EB	T	0.88	41.1	D	T	0.92	46.1	D	T	0.89	41.4	D	
	R		0.68	43.4	D	R	0.68	43.4	D	R	0.65	40.6	D	
	WB	DefL	0.43	35.9	D	DefL	0.43	36.2	D	DefL	0.46	37.5	D	
	T		0.26	16.3	B	T	0.27	16.4	B	T	0.27	16.4	B	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>22.2</b>	<b>C</b>	-	<b>0.82</b>	<b>23.5</b>	<b>C</b>	-	<b>0.84</b>	<b>22.5</b>	<b>C</b>	
38 SECOND AVENUE & 35TH STREET Second Avenue 35th Street	SB	TR	0.58	15.6	B	TR	0.59	15.7	B					- Mitigation not required.
	EB	R	0.61	24.2	C	R	0.61	24.2	C					
	WB	LT	0.21	17.5	B	LT	0.21	17.6	B					
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>17.1</b>	<b>B</b>	-	<b>0.60</b>	<b>17.2</b>	<b>B</b>					
39 SECOND AVENUE & 36TH STREET Second Avenue 36th Street	SB	L	0.09	7.0	A	L	0.09	7.0	A					- Mitigation not required.
	T		0.79	13.7	B	T	0.81	14.1	B					
	EB	TR	0.87	32.7	C	TR	0.87	32.7	C					
	<b>Overall Intersection</b>	-	<b>0.83</b>	<b>20.1</b>	<b>C</b>	-	<b>0.84</b>	<b>20.3</b>	<b>C</b>					
40 SECOND AVENUE & 37TH STREET Second Avenue  37th Street	SB	T	1.19	112.1	F	T	1.20+	120.0+	F*	T	1.18	106.4	F	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [WB green time shifts from 3 s to 29 s; SB green time shifts from 49 s to 51 s].
	R		0.27	7.7	A	R	0.27	7.7	A	R	0.25	6.5	A	
	WB	LT	0.34	21.6	C	LT	0.34	21.7	C	LT	0.36	23.3	C	
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>97.8</b>	<b>F</b>	-	<b>0.88</b>	<b>111.4</b>	<b>F</b>	-	<b>0.88</b>	<b>93.3</b>	<b>F</b>	
41 SECOND AVENUE & 38TH STREET Second Avenue 38th Street	SB	LT	0.70	10.2	B	LT	0.75	10.9	B					- Mitigation not required.
	EB	TR	0.69	29.0	C	TR	0.79	32.7	C					
	<b>Overall Intersection</b>	-	<b>0.70</b>	<b>13.6</b>	<b>B</b>	-	<b>0.76</b>	<b>15.2</b>	<b>B</b>					
42 SECOND AVENUE & 39TH STREET Second Avenue 39th Street	SB	T	0.85	13.9	B	T	0.88	15.3	B					- Mitigation not required.
	R		0.56	13.2	B	R	0.58	13.9	B					
	WB	LT	0.43	24.1	C	LT	0.59	28.1	C					
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>14.6</b>	<b>B</b>	-	<b>0.77</b>	<b>16.4</b>	<b>B</b>					
43 SECOND AVENUE & 40TH STREET Second Avenue 40th Street	SB	L	0.09	6.2	A	L	0.20	7.1	A					- Mitigation not required.
	T		0.77	11.6	B	T	0.80	12.3	B					
	EB	TR	0.88	44.2	D	TR	0.89	46.3	D					
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>17.0</b>	<b>B</b>	-	<b>0.84</b>	<b>17.7</b>	<b>B</b>					
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LTR	0.69	10.1	B	LTR	0.73	10.6	B					- Mitigation not required.
	EB	TR	0.50	27.9	C	TR	0.50	27.9	C					
	<b>Overall Intersection</b>	-	<b>0.62</b>	<b>11.2</b>	<b>B</b>	-	<b>0.64</b>	<b>11.6</b>	<b>B</b>					
45 SECOND AVENUE & 42ND STREET Second Avenue 42nd Street	SB	LTR	0.92	19.8	B	LTR	0.97	25.3	C					- Mitigation not required.
	EB	TR	0.52	21.2	C	TR	0.62	23.1	C					
	WB	LT	0.39	19.5	B	LT	0.55	22.0	C					
	<b>Overall Intersection</b>	-	<b>0.74</b>	<b>20.0</b>	<b>C</b>	-	<b>0.82</b>	<b>24.4</b>	<b>C</b>					
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	TR	0.76	11.1	B	TR	0.79	11.7	B					- Mitigation not required.
	WB	LT	0.49	26.3	C	LT	0.49	26.3	C					
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>12.1</b>	<b>B</b>	-	<b>0.67</b>	<b>12.6</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	0.68	7.3	A	LT	0.71	7.7	A					- Mitigation not required.
	EB	TR	0.68	36.4	D	TR	0.68	36.4	D					
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>9.7</b>	<b>A</b>	-	<b>0.70</b>	<b>9.9</b>	<b>A</b>					

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	TR	0.78	11.5	B	TR	0.81	12.2	B	-	-	-	-	-
	WB	L	0.87	50.6	D	L	0.87	50.6	D					Mitigation not required.
		LT	0.83	45.5	D	LT	0.83	45.5	D					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>17.8</b>	<b>B</b>	-	<b>0.84</b>	<b>18.2</b>	<b>B</b>					
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.68	9.9	A	LT	0.71	10.3	B	-	-	-	-	-
	EB	TR	0.72	35.8	D	TR	0.72	35.8	D					Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>12.3</b>	<b>B</b>	-	<b>0.71</b>	<b>12.6</b>	<b>B</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	TR	0.67	9.9	A	TR	0.71	10.3	B	-	-	-	-	-
	WB	LT	0.62	25.8	C	LT	0.62	25.8	C					Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>13.6</b>	<b>B</b>	-	<b>0.67</b>	<b>13.8</b>	<b>B</b>					
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.70	17.4	B	LTR	0.73	18.0	B	-	-	-	-	-
	EB	TR	1.07	89.2	F	TR	1.07	89.2	F					
	WB	LT	0.86	44.9	D	LT	0.86	44.9	D					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>38.1</b>	<b>D</b>	-	<b>0.86</b>	<b>37.8</b>	<b>D</b>					
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET 57th Street	EB	L	0.49	14.2	B	L	0.50	15.3	B	L	0.45	6.5	A	-
		LT	0.78	15.2	B	LT	0.80	16.5	B	LT	0.70	10.7	B	Modify the existing "No Standing" regulations along the north side of westbound 57th Street
	WB	TR	1.02	73.6	E	TR	1.10	100.2	F	TR	0.54	25.1	C	approach to prohibit truck loading/unloading from 10A-4P 120 ft. from the intersection to provide
		R	1.03	83.2	F	R	1.20+	120.0+	F*	R	1.04	78.9	E	one through lane, one shared through-right lane, and a daylight right-turn lane (for a total of 3 lanes).
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>48.1</b>	<b>D</b>	-	<b>0.87</b>	<b>81.4</b>	<b>F</b>	-	<b>0.95</b>	<b>32.7</b>	<b>C</b>	Modify signal timing: shift 2 s green time from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 34 s to 32 s; EB/WB green time shifts from 28 s to 30 s].
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	0.83	13.0	B	LT	0.87	14.4	B	-	-	-	-	-
	EB	TR	0.87	36.4	D	TR	0.87	36.4	D					Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>19.3</b>	<b>B</b>	-	<b>0.87</b>	<b>20.1</b>	<b>C</b>					
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	0.73	25.5	C	L	0.73	25.5	C	L	0.75	27.4	C	-
		LT	0.84	23.3	C	LT	0.85	23.5	C	LT	0.87	25.4	C	Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37
	WB	L	0.93	39.2	D	L	1.03	59.5	E	L	0.97	43.6	D	s to 36 s; WB green time shifts from 40 s to 41 s].
		T	0.56	19.2	B	T	0.56	19.2	B	T	0.55	18.3	B	Shift the south curb along WB Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>26.9</b>	<b>C</b>	-	<b>0.93</b>	<b>32.7</b>	<b>C</b>	-	<b>0.92</b>	<b>29.4</b>	<b>C</b>	the left-turn lanes as three 12.5 ft. lanes.
54A SECOND AVENUE & 60TH STREET Second Avenue 60th Street	SB	TR	0.95	29.6	C	TR	0.96	31.2	C	TR	0.98	36.7	D	-
	WB	LT	0.01	12.9	B	LT	0.01	12.9	B	LT	0.01	12.4	B	Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>29.6</b>	<b>C</b>	-	<b>0.47</b>	<b>31.2</b>	<b>C</b>	-	<b>0.47</b>	<b>36.6</b>	<b>D</b>	s to 36 s; WB green time shifts from 40 s to 41 s].
														[Signal timing measure is necessary to match the modified signal at Second Avenue & Queensboro Bridge Ramp; otherwise mitigation is not needed.]
55 SECOND AVENUE & 61ST STREET Second Avenue 61st Street	SB	TR	1.08	67.7	E	TR	1.08	70.0	E	-	-	-	-	-
	WB	LT	0.71	23.0	C	LT	0.71	23.0	C					
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>57.2</b>	<b>E</b>	-	<b>0.90</b>	<b>58.9</b>	<b>E</b>					
56 SECOND AVENUE & 63RD STREET Second Avenue 63rd Street	SB	TR	0.82	20.3	C	TR	0.83	20.5	C	-	-	-	-	-
	WB	L	0.95	50.5	D	L	0.95	50.5	D					
		LT	0.86	28.6	C	LT	0.86	28.6	C					
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>27.6</b>	<b>C</b>	-	<b>0.89</b>	<b>27.6</b>	<b>C</b>					
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
57 QUEENS MIDTOWN TUNNEL EXIT STREET & 34TH STREET Queens Midtown Tunnel Exit Street	SB	L	0.33	36.1	D	L	0.33	36.2	D	L	0.33	36.2	D	-
		LR	0.15	33.1	C	LR	0.15	33.2	C	LR	0.15	33.2	C	Modify signal timing: shift 2 s green time from EB-lag/SB-right phase to EB/WB phase. [EB/WB
		R	0.46	13.3	B	R	0.46	13.3	B	R	0.48	14.7	B	green time shifts from 31 s to 33 s; EB-lag/SB-right green time shifts from 30 s to 28 s; SB green
	34th Street	EB	0.42	4.6	A	T	0.44	4.7	A	T	0.44	4.7	A	time remains at 13 s].
		WB	0.89	46.3	D	T	0.93	53.2	D	T	0.88	43.3	D	
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>19.3</b>	<b>B</b>	-	<b>0.65</b>	<b>21.2</b>	<b>C</b>	-	<b>0.65</b>	<b>18.9</b>	<b>B</b>	

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C	L	0.72	23.1	C				-
		LTR	0.93	40.1	D	LTR	0.93	40.6	D				Mitigation not required.
		R	0.19	12.1	B	R	0.19	12.1	B				
35th Street	WB	LT	0.44	21.2	C	LT	0.44	21.2	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>0.71</b>	<b>29.5</b>	<b>C</b>					
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	0.25	7.9	A	T	0.27	8.0	A				-
37th Street	WB	TR	0.53	30.7	C	TR	0.54	30.9	C				Mitigation not required.
		-	-	-	-	-	-	-	-				
<b>Overall Intersection</b>	<b>-</b>	<b>0.34</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.35</b>	<b>15.6</b>	<b>B</b>					
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.37	16.1	B	TR	0.40	16.4	B				-
38th Street	EB	LT	0.74	27.1	C	LT	0.82	31.8	C				Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.56</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.61</b>	<b>22.7</b>	<b>C</b>					
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.20	9.8	A	LT	0.21	9.8	A				-
39th Street	WB	TR	0.45	23.3	C	TR	0.49	24.0	C				Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.30</b>	<b>16.3</b>	<b>B</b>	<b>-</b>	<b>0.32</b>	<b>16.8</b>	<b>B</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.16	9.4	A	TR	0.15	9.4	A				-
40th Street	EB	LT	0.86	43.7	D	LT	0.89	47.4	D				Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>27.9</b>	<b>C</b>	<b>-</b>	<b>0.44</b>	<b>30.1</b>	<b>C</b>					
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B	L	0.25	10.6	B				-
		LR	0.07	9.0	A	LR	0.07	9.0	A				Mitigation not required.
		R	0.04	8.8	A	R	0.04	8.8	A				
41st Street	EB	T	0.17	20.0	C	T	0.17	20.0	C				
	WB	T	0.13	19.6	B	T	0.13	19.6	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.22</b>	<b>13.3</b>	<b>B</b>	<b>-</b>	<b>0.22</b>	<b>13.3</b>	<b>B</b>					
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.66	16.3	B	LTR	0.67	16.4	B				-
34th Street	EB	DefL	0.76	33.2	C	DefL	0.82	39.6	D				Mitigation not required.
		T	0.51	18.3	B	T	0.53	18.7	B				
	WB	TR	0.62	28.6	C	TR	0.63	28.9	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.73</b>	<b>21.2</b>	<b>C</b>					
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	0.51	8.2	A	LT	0.51	8.2	A				-
35th Street	WB	TR	0.53	24.5	C	TR	0.53	24.5	C				Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.52</b>	<b>11.6</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>11.6</b>	<b>B</b>					
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.51	10.8	B	TR	0.51	10.8	B				-
		R	0.65	17.9	B	R	0.65	17.9	B				Mitigation not required.
36th Street	EB	LT	0.68	28.0	C	LT	0.68	28.0	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>17.1</b>	<b>B</b>					
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	LT	0.52	14.4	B	LT	0.53	14.5	B				-
37th Street	WB	T	0.54	18.7	B	T	0.54	18.7	B				Mitigation not required.
		R	0.35	16.1	B	R	0.35	16.1	B				
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.54</b>	<b>15.8</b>	<b>B</b>					
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.57	8.9	A	T	0.57	8.9	A				-
		R	0.28	8.0	A	R	0.34	8.8	A				Mitigation not required.
38th Street	EB	LT	0.67	27.9	C	LT	0.69	28.5	C				
<b>Overall Intersection</b>	<b>-</b>	<b>0.61</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>13.7</b>	<b>B</b>					

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
69 <b>THIRD AVENUE &amp; 39TH STREET</b> Third Avenue 39th Street	NB	LT	0.84	17.1	B	LT	0.84	17.1	B	LT	0.84	17.1	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	WB	TR	0.62	24.3	C	TR	0.66	25.3	C	TR	0.64	24.5	C	
	<b>Overall Intersection</b>	-	<b>0.75</b>	<b>18.6</b>	<b>B</b>	-	<b>0.76</b>	<b>18.9</b>	<b>B</b>	-	<b>0.75</b>	<b>18.7</b>	<b>B</b>	
70 <b>THIRD AVENUE &amp; 40TH STREET</b> Third Avenue 40th Street	NB	TR	0.62	13.4	B	TR	0.63	13.6	B					- Mitigation not required.
	EB	LT	0.54	21.7	C	LT	0.62	23.9	C					
	<b>Overall Intersection</b>	-	<b>0.58</b>	<b>14.8</b>	<b>B</b>	-	<b>0.62</b>	<b>15.4</b>	<b>B</b>					
71 <b>THIRD AVENUE &amp; 41ST STREET</b> Third Avenue 41st Street	NB	TR	0.59	15.2	B	TR	0.59	15.2	B	TR	0.64	18.2	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 37 s; EB/WB green time shifts from 40 s to 43 s].
	EB	L	0.36	17.3	B	L	0.42	18.8	B	L	0.39	16.3	B	
		T	0.08	13.5	B	T	0.08	13.5	B	T	0.07	11.9	B	
	WB	R	0.80	35.7	D	R	0.94	57.3	E	R	0.87	42.5	D	
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>18.1</b>	<b>B</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	
72 <b>THIRD AVENUE &amp; 42ND STREET</b> Third Avenue 42nd Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	EB	L	0.82	40.2	D	L	0.79	37.4	D					
		T	0.73	26.4	C	T	0.85	33.4	C					
	WB	T	0.69	35.8	D	T	0.81	41.1	D					
	R	0.99	103.9	F	R	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	<b>1.06</b>	<b>102.5</b>	<b>F</b>	-	<b>1.18</b>	<b>107.3</b>	<b>F</b>						
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b> Lexington Avenue 34th Street	SB	LT	0.93	23.3	C	LT	0.94	24.6	C	LT	0.98	33.0	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
		R	0.51	13.1	B	R	0.54	13.5	B	R	0.56	15.5	B	
	EB	TR	0.93	41.1	D	TR	0.96	47.5	D	TR	0.91	37.8	D	
	WB	LT	1.17	118.4	F	LT	1.20+	120.0+	F*	LT	1.15	111.8	F	
	<b>Overall Intersection</b>	-	<b>1.03</b>	<b>44.8</b>	<b>D</b>	-	<b>1.07</b>	<b>53.1</b>	<b>D</b>	-	<b>1.06</b>	<b>47.7</b>	<b>D</b>	
74 <b>PARK AVENUE &amp; 34TH STREET</b> Park Avenue 34th Street	NB	LTR	0.52	11.7	B	LTR	0.52	11.7	B					- Mitigation not required.
	SB	LTR	0.46	11.0	B	LTR	0.46	11.0	B					
	EB	LTR	0.60	22.6	C	LTR	0.63	23.1	C					
	WB	LTR	0.76	26.6	C	LTR	0.78	27.4	C					
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>19.4</b>	<b>B</b>	-	<b>0.63</b>	<b>19.9</b>	<b>B</b>					
75 <b>MADISON AVENUE &amp; 34TH STREET</b> Madison Avenue 34th Street	NB	LTR	0.51	11.2	B	LTR	0.51	11.2	B					- Mitigation not required.
	EB	T	0.46	20.2	C	LT	0.57	22.1	C					
	WB	TR	0.70	24.5	C	TR	0.72	25.0	C					
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>18.8</b>	<b>B</b>	-	<b>0.60</b>	<b>19.6</b>	<b>B</b>					
77 <b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b> Sixth Avenue Broadway 34th Street	NB	T	0.42	5.4	A	T	0.42	5.4	A	T	0.43	6.6	A	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 30 s; EB/WB green time shifts from 27 s to 29 s; SB green time remains at 21 s].
	SB	T	0.82	41.6	D	T	0.82	41.6	D	T	0.82	41.6	D	
	EB	TR	1.19	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.16	120.0+	F*	
	WB	TR	1.14	120.0+	F*	TR	1.18	120.0+	F*	TR	1.10	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>87.3</b>	<b>F</b>	-	<b>0.70</b>	<b>97.5</b>	<b>F</b>	-	<b>0.70</b>	<b>80.4</b>	<b>F</b>	
78 <b>SEVENTH AVENUE &amp; 34TH STREET</b> Seventh Avenue 34th Street	SB	LTR	0.77	16.0	B	LTR	0.77	16.0	B	LTR	0.81	18.7	B	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>97.1</b>	<b>F</b>	-	<b>1.02</b>	<b>112.4</b>	<b>F</b>	-	<b>1.01</b>	<b>92.1</b>	<b>F</b>	
79 <b>EIGHTH AVENUE &amp; 34TH STREET</b> Eighth Avenue 34th Street	NB	LTR	0.95	35.2	D	LTR	0.95	35.2	D					- Unmitigatable Impact.
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.10	87.6	F	TR	1.14	101.6	F					
	<b>Overall Intersection</b>	-	<b>1.17</b>	<b>99.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>113.3</b>	<b>F</b>					

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>OTHER 42ND STREET CORRIDOR</b>															
80 LEXINGTON AVENUE & 42ND STREET															
Lexington Avenue	SB	LTR	1.00	37.3	D	LTR	1.04	55.4	E	LTR	0.83	18.9	B	<ul style="list-style-type: none"> <li>- Modify the existing "No Standing" regulations along the east side of Lexington Avenue to prohibit truck loading and unloading and to gain an additional moving lane (for a total of 4 lanes).</li> <li>- Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane.</li> <li>- Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue 10A-4P Sat. Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].</li> </ul>	
42nd Street	EB	TR	1.11	115.2	F	TR	1.16	120.0+	F*	TR	1.10	105.9	F		
	WB	LT	0.54	21.5	C	LT	0.60	22.6	C	LT	0.57	20.8	C		
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>58.0</b>	<b>E</b>	-	<b>1.09</b>	<b>71.7</b>	<b>E</b>	-	<b>0.95</b>	<b>50.1</b>	<b>D</b>		
81 PARK AVENUE & 42ND STREET															
Park Avenue	NB	LR	0.62	40.6	D	LR	0.62	40.6	D	L	0.77	63.6	E		<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Restripe the NB Park Avenue approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking.</li> <li>- Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB is 40 s green time, WB/NB-right only is 7 s green time, and NB is 28 s of green time (each phase has 3 s amber and 2 s all red).</li> </ul> <p>[Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]</p>
		R	0.73	38.8	D	R	0.73	38.8	D	R	0.58	23.5	C		
42nd Street	EB	TR	0.55	13.8	B	TR	0.59	14.3	B	TR	0.71	22.6	C		
	WB	LT	1.07	71.0	E	LT	1.15	99.8	F	LT	1.09	73.7	E		
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>43.6</b>	<b>D</b>	-	<b>0.99</b>	<b>57.2</b>	<b>E</b>	-	<b>0.97</b>	<b>47.9</b>	<b>D</b>		
82 VANDERBILT AVENUE & 42ND STREET															
42nd Street	EB	LT	0.70	22.2	C	LT	0.7	22.2	C	LT	0.66	20.1	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s].</li> <li>(NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).</li> </ul>	
	WB	TR	1.11	88.0	F	TR	1.16	107.1	F	TR	1.10	82.1	F		
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>58.2</b>	<b>E</b>	-	<b>1.16</b>	<b>70.0</b>	<b>E</b>	-	<b>1.10</b>	<b>55.0</b>	<b>E</b>		
83 MADISON AVENUE & 42ND STREET															
Madison Avenue	NB	LTR	0.59	12.3	B	LTR	0.59	12.3	B	LTR	0.64	15.1	B		<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].</li> </ul>
42nd Street	EB	LT	0.96	48.4	D	LT	1.05	71.1	E	LT	0.94	42.1	D		
	WB	T	0.66	24.5	C	T	0.72	26.3	C	T	0.67	22.8	C		
		R	0.35	23.1	C	R	0.35	23.1	C	R	0.32	19.8	B		
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>26.7</b>	<b>C</b>	-	<b>0.79</b>	<b>34.6</b>	<b>C</b>	-	<b>0.78</b>	<b>25.7</b>	<b>C</b>		
85 SIXTH AVENUE & 42ND STREET															
Sixth Avenue	NB	LT	0.73	18.4	B	LT	0.73	18.4	B	LT	0.77	20.4	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].</li> </ul>	
		R	0.49	17.7	B	R	0.49	17.7	B	R	0.52	19.7	B		
42nd Street	EB	LT	0.94	46.4	D	LT	1.01	62.3	E	LT	0.94	44.9	D		
	WB	T	0.47	20.5	C	T	0.50	21.0	C	T	0.48	19.3	B		
		R	0.53	25.9	C	R	0.61	28.6	C	R	0.58	25.9	C		
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>24.5</b>	<b>C</b>	-	<b>0.86</b>	<b>28.0</b>	<b>C</b>	-	<b>0.85</b>	<b>25.3</b>	<b>C</b>		
86 BROADWAY & 42ND STREET															
Broadway	SB	LTR	0.52	14.9	B	LTR	0.53	15.1	B	LTR	0.55	16.0	B		<ul style="list-style-type: none"> <li>- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 39 s; WB-lead green time remains at 7 s; EB/WB green time shifts from 33 s to 34 s].</li> </ul>
42nd Street	EB	T	0.56	23.7	C	T	0.58	24.2	C	T	0.57	23.2	C		
		R	0.09	18.1	B	R	0.09	18.1	B	R	0.08	17.4	B		
	WB	DefL	0.55	22.5	C	DefL	0.54	22.3	C	DefL	0.53	21.3	C		
		T	0.85	36.3	D	T	0.95	51.8	D	T	0.92	44.2	D		
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>22.7</b>	<b>C</b>	-	<b>0.74</b>	<b>26.5</b>	<b>C</b>	-	<b>0.73</b>	<b>24.8</b>	<b>C</b>		
87 SEVENTH AVENUE & 42ND STREET															
Seventh Avenue	SB	LTR	0.54	10.6	B	LTR	0.54	10.6	B					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>	
42nd Street	EB	TR	0.74	27.8	C	TR	0.76	28.8	C						
	WB	LT	0.42	20.7	C	LT	0.46	21.4	C						
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>17.3</b>	<b>B</b>	-	<b>0.64</b>	<b>17.8</b>	<b>B</b>						
88 EIGHTH AVENUE & 42ND STREET															
Eighth Avenue	NB	L	0.02	14.0	B	L	0.02	14.0	B						<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		LTR	0.86	24.4	C	LTR	0.86	24.4	C						
42nd Street	EB	DefL	0.74	25.1	C	DefL	0.72	24.4	C						
		T	0.45	14.6	B	T	0.48	14.9	B						
	WB	TR	0.39	25.8	C	TR	0.42	26.2	C						
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>23.2</b>	<b>C</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>						
89 NINTH AVENUE & 42ND STREET															
Ninth Avenue	SB	LTR	0.57	18.7	B	LTR	0.57	18.7	B	LTR	0.62	21.9	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 32 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 32 s].</li> </ul>	
42nd Street	EB	TR	0.95	48.0	D	TR	0.98	53.5	D	TR	0.89	37.9	D		
	WB	DefL	0.75	32.8	C	DefL	0.75	32.1	C	DefL	0.72	28.7	C		
		T	0.99	61.8	E	T	1.12	102.9	F	T	0.96	50.1	D		
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>32.8</b>	<b>C</b>	-	<b>0.90</b>	<b>40.6</b>	<b>D</b>	-	<b>0.81</b>	<b>30.5</b>	<b>C</b>		

**Table B - 26**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. AS OF RIGHT vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 As of Right Conditions				2014 As of Right Build with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>													
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>													
Garage Entrance and Exit Driveway	SB	R			R	-	10.0	A					-
			NA										Mitigation not required.
<b>Overall Intersection</b>	-				-	-	<b>10.0</b>	<b>A</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>													
Garage Entrance and Exit Driveway	SB	LR			LR	-	17.2	C					-
38th Street	EB	LT	NA		LT	-	7.9	A					Mitigation not required.
<b>Overall Intersection</b>	-				-	-	<b>12.6</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>													
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.15	113.0	F	L	1.20+	120.0+	F*
		TR	1.20+	120.0+	F*	TR	0.72	22.1	C	LTR	1.11	120.0+	F*
34th Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	EB	LT	1.05	95.2	F	LT	1.02	84.6	F	L	1.11	120.0+	F*
		-	-	-	-	-	-	-	-	LT	1.02	120.0+	F*
Parking Lot Driveway	WB	R	1.05	71.5	E	R	1.15	107.6	F	R	1.19	120.0+	F*
		LTR	0.29	28.3	C	LTR	0.07	25.2	C	LTR	0.37	30.4	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.19</b>	<b>111.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	0.42	21.9	C	L	0.73	29.5	C
		T	0.82	20.5	C	T	0.37	5.3	A	T	0.49	6.4	A
35th Street/Parking Lot Driveway	SB	TR	1.20+	120.0+	F*	TR	1.16	108.7	F	TR	1.20+	120.0+	F*
	WB	LTR	0.01	28.9	C	LTR	0.03	29.2	C	LTR	0.01	28.9	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.64</b>	<b>74.5</b>	<b>E</b>	-	<b>0.78</b>	<b>83.0</b>	<b>F</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 36th Street	EB	R	-	120.0+	F*	R	-	16.9	C	R	-	81.1	F
<b>Overall Intersection</b>	-	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>16.9</b>	<b>C</b>	-	-	<b>81.1</b>	<b>F</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>													
F. D. R. Drive Service Road	SB	TR	1.20+	120.0+	F*	TR	0.77	13.7	B	TR	0.80	14.8	B
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.77</b>	<b>13.7</b>	<b>B</b>	-	<b>0.80</b>	<b>14.8</b>	<b>B</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 38th Street	EB	R	-	120.0+	F*	R	-	22.5	C	R	-	21.4	C
<b>Overall Intersection</b>	-	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>22.5</b>	<b>C</b>	-	-	<b>21.4</b>	<b>C</b>
<b>FIRST AVENUE CORRIDOR</b>													
<b>7 FIRST AVENUE &amp; 30TH STREET</b>													
First Avenue	NB	TR	0.92	22.8	C	TR	0.50	10.7	B	TR	0.70	13.0	B
30th Street	EB	L	0.86	40.2	D	L	0.91	48.4	D	L	1.20+	120.0+	F*
		T	0.03	18.3	B	T	0.09	20.3	C	T	0.01	19.4	B
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>26.4</b>	<b>C</b>	-	<b>0.66</b>	<b>20.5</b>	<b>C</b>	-	<b>0.96</b>	<b>64.2</b>	<b>E</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>													
First Avenue	NB	LTR	1.10	73.0	E	LTR	0.87	15.3	B	LTR	1.03	42.8	D
33rd Street	WB	TR	0.03	18.3	B	TR	0.06	18.7	B	TR	0.02	18.3	B
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>72.7</b>	<b>E</b>	-	<b>0.55</b>	<b>15.4</b>	<b>B</b>	-	<b>0.63</b>	<b>42.7</b>	<b>D</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>													
First Avenue	NB	LTR	0.95	28.9	C	L	0.42	19.7	B	LTR	1.20+	120.0+	F*
34th Street		-	-	-	-	TR	0.86	23.2	C	-	-	-	-
	EB	LT	1.03	60.4	E	DefL	0.55	25.6	C	DefL	1.09	114.0	F
		-	-	-	-	T	0.90	37.2	D	T	1.20+	120.0+	F*
	WB	TR	0.92	45.3	D	TR	0.81	36.4	D	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>40.5</b>	<b>D</b>	-	<b>0.88</b>	<b>29.6</b>	<b>C</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>													
First Avenue	NB	LT	0.96	23.9	C	LT	0.45	7.7	A	LT	0.97	22.8	C
35th Street	WB	TR	1.20+	120.0+	F*	TR	0.75	30.5	C	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>107.6</b>	<b>F</b>	-	<b>0.57</b>	<b>13.9</b>	<b>B</b>	-	<b>1.20</b>	<b>65.0</b>	<b>E</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>													
First Avenue	NB	TR	1.20+	120.0+	F*	TR	0.51	8.3	A	TR	1.20+	120.0+	F*
36th Street	EB	LT	1.20+	120.0+	F*	LT	0.32	21.5	C	LT	0.15	19.4	B
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.44</b>	<b>10.1</b>	<b>B</b>	-	<b>0.80</b>	<b>117.3</b>	<b>F</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>													
First Avenue	NB	LT	1.13	83.3	F	LT	1.09	71.8	E	L	1.20+	120.0+	F*
		-	-	-	-	-	-	-	-	T	1.17	99.9	F
37th Street	WB	TR	0.91	58.6	E	TR	0.82	39.8	D	TR	0.72	36.4	D
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>80.5</b>	<b>F</b>	-	<b>0.99</b>	<b>65.8</b>	<b>E</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>													
First Avenue	NB	TR	0.66	9.8	A	TR	0.53	8.5	A	TR	0.76	11.2	B
38th Street	EB	-	-	-	-	L	0.86	44.6	D	-	-	-	-
		LT	0.70	28.4	C	LT	0.37	23.1	C	LT	1.02	67.1	E
	WB	R	0.72	32.8	C	R	0.61	31.0	C	R	0.84	49.0	D
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>16.3</b>	<b>B</b>	-	<b>0.66</b>	<b>16.9</b>	<b>B</b>	-	<b>0.86</b>	<b>24.2</b>	<b>C</b>



**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)					
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>14 FIRST AVENUE &amp; 39TH STREET</b>															
First Avenue	NB	LT	1.01	38.1	D	LT	0.72	10.7	B	LT	1.05	52.0	D		
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>38.1</b>	<b>D</b>	-	-	<b>0.72</b>	<b>10.7</b>	<b>B</b>	-	-	<b>1.05</b>	<b>52.0</b>	<b>D</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>															
First Avenue	NB	T	0.83	13.0	B	T	0.72	10.9	B	T	0.82	12.4	B		
40th Street	EB	L	0.44	23.0	C	L	0.69	30.8	C	L	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>14.4</b>	<b>B</b>	-	-	<b>0.71</b>	<b>14.1</b>	<b>B</b>	-	-	<b>1.12</b>	<b>67.9</b>	<b>E</b>
<b>16 FIRST AVENUE &amp; 41ST STREET</b>	(UNSIGNALIZED INTERSECTION)														
41st Street	WB	R	-	120.0+	F*	R	-	120.0+	F*	R	-	120.0+	F*		
<b>Overall Intersection</b>	-	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>		
<b>17 FIRST AVENUE &amp; 42ND STREET</b>															
First Avenue (left)	NB	LT	0.60	17.7	B	LT	0.41	14.4	B	LT	0.68	19.0	B		
First Avenue (right)		T	0.78	28.1	C	T	0.82	31.5	C	T	0.95	40.5	D		
		R	0.58	22.3	C	R	0.45	18.3	B	R	0.51	19.1	B		
42nd Street	EB	DefL	1.05	95.4	F	DefL	0.99	68.7	E	DefL	0.98	67.2	E		
		T	1.20+	120.0+	F*	T	1.04	76.5	E	T	1.20+	120.0+	F*		
	WB	TR	1.15	112.5	F	TR	0.73	30.1	C	TR	0.60	25.6	C		
		R	1.07	93.0	F	R	0.83	43.0	D	R	0.87	47.8	D		
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>86.0</b>	<b>F</b>	-	-	<b>0.91</b>	<b>42.6</b>	<b>D</b>	-	-	<b>1.09</b>	<b>59.2</b>	<b>E</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>															
First Avenue	NB	T	1.11	78.9	E	T	0.43	7.6	A	T	0.54	8.5	A		
44th Street	EB	L	0.45	23.7	C	L	0.82	46.8	D	L	0.37	22.3	C		
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>71.1</b>	<b>E</b>	-	-	<b>0.58</b>	<b>12.7</b>	<b>B</b>	-	-	<b>0.48</b>	<b>10.1</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>															
First Avenue	NB	L	0.97	54.0	D	L	0.76	23.2	C	L	0.57	12.3	B		
		T	1.13	88.5	F	T	0.50	8.2	A	T	0.68	10.1	B		
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>83.0</b>	<b>F</b>	-	-	<b>0.76</b>	<b>10.6</b>	<b>B</b>	-	-	<b>0.68</b>	<b>10.4</b>	<b>B</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>															
First Avenue	NB	T	0.59	9.1	A	T	0.41	7.4	A	T	0.54	8.4	A		
46th Street	EB	L	0.90	48.2	D	L	0.38	22.0	C	L	0.40	21.9	C		
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>16.9</b>	<b>B</b>	-	-	<b>0.40</b>	<b>10.5</b>	<b>B</b>	-	-	<b>0.48</b>	<b>11.5</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>															
First Avenue	NB	LT	1.06	55.9	E	LT	0.46	7.8	A	LT	0.70	10.2	B		
<b>Overall Intersection</b>	-	-	<b>1.06</b>	<b>55.9</b>	<b>E</b>	-	-	<b>0.46</b>	<b>7.8</b>	<b>A</b>	-	-	<b>0.70</b>	<b>10.2</b>	<b>B</b>
<b>22 FIRST AVENUE &amp; 48TH STREET</b>	(UNSIGNALIZED INTERSECTION)														
48th Street	EB	L	-	7.7	A	L	-	17.8	C	L	-	12.8	B		
<b>Overall Intersection</b>	-	-	-	<b>7.7</b>	<b>A</b>	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>12.8</b>	<b>B</b>		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>															
First Avenue (left)	NB	LT	0.99	54.6	D	LT	1.07	71.8	E	LT	1.10	107.3	F		
First Avenue (tunnel)		T	1.05	55.2	E	T	0.84	15.7	B	T	1.15	116.3	F		
First Avenue (right)		T	0.79	17.9	B	T	1.00	51.4	D	T	0.83	25.8	C		
49th Street	WB	TR	1.07	79.2	E	TR	1.07	78.3	E	TR	1.00	60.1	E		
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>55.2</b>	<b>E</b>	-	-	<b>1.06</b>	<b>49.3</b>	<b>D</b>	-	-	<b>1.09</b>	<b>89.2</b>	<b>F</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>															
First Avenue	NB	TR	0.96	20.9	C	TR	0.80	11.9	B	TR	1.13	88.6	F		
52nd Street	EB	LT	0.69	33.5	C	LT	0.73	35.7	D	LT	0.79	37.4	D		
	WB	R	0.19	20.5	C	R	0.25	21.4	C	R	0.27	21.7	C		
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>21.8</b>	<b>C</b>	-	-	<b>0.77</b>	<b>14.5</b>	<b>B</b>	-	-	<b>0.98</b>	<b>81.5</b>	<b>F</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>															
First Avenue	NB	LT	1.15	90.7	F	LT	0.81	12.3	B	L	0.17	6.6	A		
		-	-	-	-					T	0.87	13.8	B		
53rd Street	WB	TR	0.94	51.2	D	TR	0.66	27.4	C	TR	0.82	32.7	C		
<b>Overall Intersection</b>	-	-	<b>1.07</b>	<b>84.4</b>	<b>F</b>	-	-	<b>0.75</b>	<b>15.1</b>	<b>B</b>	-	-	<b>0.85</b>	<b>17.4</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>															
First Avenue	NB	-	-	-	-	LT	1.01	46.5	D	L	0.92	45.6	D		
		LTR	1.08	72.5	E	R	0.23	19.2	B	LTR	0.77	24.6	C		
57th Street	EB	DefL	0.59	28.4	C	DefL	0.46	29.1	C	DefL	0.73	56.6	E		
		T	0.39	23.4	C	T	0.34	23.2	C	T	0.27	22.9	C		
	WB	TR	0.31	21.2	C	TR	0.42	23.5	C	TR	0.86	37.8	D		
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>61.9</b>	<b>E</b>	-	-	<b>0.75</b>	<b>41.3</b>	<b>D</b>	-	-	<b>0.89</b>	<b>30.6</b>	<b>C</b>

**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>27 FIRST AVENUE &amp; 59TH STREET</b>													
First Avenue	NB	L	1.20+	120.0+	F*	L	0.66	22.6	C	L	0.71	22.8	C
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.80	15.4	B
59th Street	EB	DefL	0.42	27.3	C	DefL	0.38	25.5	C	DefL	0.50	29.8	C
		T	0.17	21.3	C	T	0.18	21.4	C	T	0.20	21.5	C
	WB	TR	0.48	24.9	C	TR	0.48	25.1	C	TR	0.59	27.0	C
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>111.7</b>	<b>F</b>	-	<b>0.71</b>	<b>18.8</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>													
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>													
34th Street	EB	L	0.44	15.4	B	DefL	1.00	120.0+	F*	LT	0.65	15.2	B
		T	0.72	17.2	B	T	1.15	100.0	F	-	-	-	-
	WB	T	0.99	105.0	F	TR	1.20+	120.0+	F*	TR	0.99	70.3	E
		R	0.37	34.3	C	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>42.9</b>	<b>D</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.97</b>	<b>32.4</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.22	10.8	B	-	-	-	-
35th Street	WB	TR	0.84	34.1	C	TR	0.68	26.9	C	TR	1.00	56.8	E
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>32.1</b>	<b>C</b>	-	<b>0.41</b>	<b>19.7</b>	<b>B</b>	-	<b>1.00</b>	<b>56.8</b>	<b>E</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.88	31.4	C	TR	0.51	14.1	B	TR	1.07	96.8	F
36th Street	EB	T	0.17	18.4	B	T	0.20	18.7	B	T	0.07	17.4	B
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>28.4</b>	<b>C</b>	-	<b>0.38</b>	<b>15.1</b>	<b>B</b>	-	<b>0.40</b>	<b>88.1</b>	<b>F</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.87	59.5	E	-	-	-	-	-	-	-	-
		T	0.89	42.7	D	-	-	-	-	-	-	-	-
	SB	R	0.04	14.3	B	TR	0.03	14.2	B	TR	0.51	33.5	C
37th Street	WB	TR	0.24	13.8	B	L	0.63	30.0	C	L	0.61	20.7	C
		-	-	-	-	LTR	0.79	32.1	C	LTR	0.91	48.9	D
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>35.6</b>	<b>D</b>	-	<b>0.43</b>	<b>30.8</b>	<b>C</b>	-	<b>0.77</b>	<b>33.5</b>	<b>C</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.92	48.1	D	TR	0.01	12.9	B	TR	0.02	13.0	B
	SB	LT	0.58	33.9	C	LT	0.10	13.7	B	LT	0.24	15.3	B
38th Street	EB	LTR	0.94	49.5	D	LTR	0.50	18.1	B	LTR	0.77	26.8	C
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>47.7</b>	<b>D</b>	-	<b>0.30</b>	<b>17.6</b>	<b>B</b>	-	<b>0.51</b>	<b>24.0</b>	<b>C</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.02	13.0	B	L	0.09	19.0	B
	SB	TR	0.34	19.5	B	TR	0.06	13.4	B	TR	0.62	37.4	D
39th Street	WB	LT	1.04	79.2	E	LT	0.67	24.5	C	LT	0.97	52.6	D
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>51.8</b>	<b>D</b>	-	<b>0.36</b>	<b>22.9</b>	<b>C</b>	-	<b>0.82</b>	<b>48.3</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>													
<b>35 SECOND AVENUE &amp; 30TH STREET</b>													
Second Avenue	SB	LT	1.17	98.9	F	LT	0.69	10.9	B	LT	0.94	18.9	B
30th Street	EB	T	0.76	40.1	D	T	0.40	23.0	C	T	0.95	56.9	E
		R	0.44	25.4	C	R	0.45	26.3	C	R	0.45	25.7	C
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>93.1</b>	<b>F</b>	-	<b>0.59</b>	<b>12.6</b>	<b>B</b>	-	<b>0.94</b>	<b>23.9</b>	<b>C</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>													
Second Avenue	SB	T	0.88	14.3	B	T	1.10	70.3	E	T	0.84	12.8	B
		R	0.72	24.9	C	R	0.52	13.7	B	R	0.24	7.5	A
33rd Street	WB	LT	0.88	49.9	D	L	0.66	35.4	D	LT	0.77	36.3	D
		-	-	-	-	T	0.29	22.4	C	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>18.2</b>	<b>B</b>	-	<b>0.93</b>	<b>64.2</b>	<b>E</b>	-	<b>0.81</b>	<b>15.1</b>	<b>B</b>
<b>37 SECOND AVENUE &amp; 34TH STREET</b>													
Second Avenue	SB	L	1.06	79.1	E	L	0.89	44.2	D	L	1.20+	120.0+	F*
		LT	0.93	23.0	C	LT	0.82	17.9	B	LT	1.16	100.5	F
		R	0.99	67.9	E	R	0.67	27	C	R	1.20+	120.0+	F*
34th Street	EB	TR	0.92	44.1	D	T	1.19	120.0+	F*	T	1.05	74.4	E
		-	-	-	-	R	0.87	64.7	E	R	0.85	59.6	E
	WB	DefL	0.66	39.8	D	L	0.76	53.0	D	DefL	0.73	49.2	D
		T	0.48	19.4	B	T	0.75	28.0	C	T	0.42	16.7	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>34.9</b>	<b>C</b>	-	<b>0.99</b>	<b>46.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>101.2</b>	<b>F</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>													
Second Avenue	SB	T	1.19	112.5	F	T	0.63	16.5	B	T	1.11	81.6	F
		R	0.97	57.2	E	R	0.93	51.5	D	R	0.25	14.0	B
35th Street	EB	R	0.93	42.8	D	R	0.99	52.1	D	R	1.04	67.0	E
	WB	LT	0.85	51.0	D	LT	0.46	20.8	C	LT	0.30	18.5	B
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>91.6</b>	<b>F</b>	-	<b>0.97</b>	<b>30.7</b>	<b>C</b>	-	<b>1.08</b>	<b>73.1</b>	<b>E</b>

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**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	0.83	19.4	B	L	1.09	78.8	E
		T	1.20+	120.0+	F*	T	0.67	11.4	B	T	0.82	16.7	B
36th Street	EB	TR	0.88	42.8	D	TR	0.96	42.9	D	TR	1.20+	120.0+	F*
	WB	L	0.99	55.9	E	-	-	-	-	-	-	-	-
	<b>Overall Intersection</b>	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.88</b>	<b>23.1</b>	<b>C</b>	-	<b>1.17</b>	<b>100.7</b>	<b>F</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>													
Second Avenue	SB	T	1.04	112.8	F	T	0.95	19.7	B	T	1.12	86.3	F
		R	0.04	5.8	A	R	0.21	7.3	A	R	0.15	7.3	A
37th Street	WB	LT	0.75	30.9	C	LT	0.60	27.0	C	LT	0.53	29.2	C
	<b>Overall Intersection</b>	-	<b>0.91</b>	<b>98.4</b>	<b>F</b>	-	<b>0.81</b>	<b>20.2</b>	<b>C</b>	-	<b>0.89</b>	<b>79.2</b>	<b>E</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>													
Second Avenue	SB	L	0.34	19.1	B	-	-	-	-	L	0.12	12.8	B
		T	1.11	118.0	F	LT	0.81	12.2	B	T	1.16	103.1	F
38th Street	EB	TR	0.55	25.0	C	TR	0.77	31.9	C	TR	1.20+	120.0+	F*
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>100.6</b>	<b>F</b>	-	<b>0.79</b>	<b>15.8</b>	<b>B</b>	-	<b>1.20</b>	<b>112.3</b>	<b>F</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>													
Second Avenue	SB	T	0.93	22.3	C	T	1.11	77.0	E	T	1.20	112.9	F
		R	0.88	35.6	D	R	1.17	120.0+	F*	R	0.44	12.6	B
39th Street	WB	L	0.65	33.7	C	LT	0.98	67.6	E	LT	0.81	46.4	D
		T	0.47	23.3	C	-	-	-	-	-	-	-	-
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>24.2</b>	<b>C</b>	-	<b>1.10</b>	<b>81.2</b>	<b>F</b>	-	<b>1.08</b>	<b>101.4</b>	<b>F</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>													
Second Avenue	SB	LT	1.01	40.1	D	L	0.57	19.8	B	LT	1.06	57.3	E
		-	-	-	-	T	1.15	99.9	F	-	-	-	-
40th Street	EB	TR	0.98	63.0	E	TR	0.87	47.8	D	TR	1.15	110.3	F
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>43.1</b>	<b>D</b>	-	<b>1.04</b>	<b>91.4</b>	<b>F</b>	-	<b>1.10</b>	<b>69.3</b>	<b>E</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>													
Second Avenue	SB	LT	1.06	96.2	F	LT	0.84	13.0	B	LT	1.15	93.5	F
		R	0.25	7.8	A	-	-	-	-	R	0.05	5.9	A
41st Street	EB	TR	0.46	26.0	C	TR	0.71	40.7	D	TR	0.76	44.2	D
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>90.2</b>	<b>F</b>	-	<b>0.79</b>	<b>14.6</b>	<b>B</b>	-	<b>1.01</b>	<b>89.9</b>	<b>F</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>													
Second Avenue	SB	LTR	1.03	46.6	D	LTR	1.06	58.1	E	LTR	0.93	23.9	C
42nd Street	EB	TR	0.94	40.7	D	TR	0.81	29.6	C	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*	LT	1.20	120.0+	F*	DefL	0.94	72.9	E
		-	-	-	-	-	-	-	-	T	1.20+	120.0+	F*
	<b>Overall Intersection</b>	-	<b>1.15</b>	<b>65.7</b>	<b>E</b>	-	<b>1.13</b>	<b>63.7</b>	<b>E</b>	-	<b>1.11</b>	<b>67.1</b>	<b>E</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>													
Second Avenue	SB	T	0.92	16.4	B	TR	1.06	55.0	D	T	1.17	98.5	F
		R	0.79	23.2	C	-	-	-	-	R	0.85	38.5	D
43rd Street	WB	LT	0.54	27.5	C	LT	0.45	25.4	C	LT	0.73	41.5	D
	<b>Overall Intersection</b>	-	<b>0.77</b>	<b>17.6</b>	<b>B</b>	-	<b>0.82</b>	<b>53.7</b>	<b>D</b>	-	<b>0.99</b>	<b>92.4</b>	<b>F</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>													
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-
		LT	0.92	13.0	B	LT	1.09	63.5	E	LT	1.20+	120.0+	F*
44th Street	EB	TR	0.66	34.3	C	TR	0.88	53.2	D	TR	0.88	49.7	D
	<b>Overall Intersection</b>	-	<b>0.83</b>	<b>14.4</b>	<b>B</b>	-	<b>1.02</b>	<b>62.6</b>	<b>E</b>	-	<b>1.16</b>	<b>120.0+</b>	<b>F*</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>													
Second Avenue	SB	T	0.99	39.8	D	T	0.84	13.2	B	T	0.85	15.0	B
		R	0.58	13.3	B	-	-	-	-	R	0.59	12.7	B
49th Street	WB	L	0.88	45.6	D	L	0.99	68.7	E	L	0.85	49.1	D
		LT	0.74	33.9	C	LT	1.03	75.8	E	LT	0.87	44.9	D
	<b>Overall Intersection</b>	-	<b>0.94</b>	<b>38.1</b>	<b>D</b>	-	<b>0.91</b>	<b>27.9</b>	<b>C</b>	-	<b>0.85</b>	<b>21.0</b>	<b>C</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>													
Second Avenue	SB	LT	0.96	19.4	B	LT	0.80	12	B	LT	0.93	17.7	B
52nd Street	EB	TR	0.91	53.7	D	TR	0.93	57.9	E	TR	0.98	61.3	E
	<b>Overall Intersection</b>	-	<b>0.94</b>	<b>22.7</b>	<b>C</b>	-	<b>0.85</b>	<b>17.4</b>	<b>B</b>	-	<b>0.95</b>	<b>24.8</b>	<b>C</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>													
Second Avenue	SB	T	0.99	25.6	C	TR	0.77	11.5	B	T	1.11	73.0	E
		R	0.54	16.3	B	-	-	-	-	R	0.44	13.9	B
53rd Street	WB	LT	1.03	67.5	E	LT	1.01	64.5	E	LT	1.04	72.4	E
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>32.6</b>	<b>C</b>	-	<b>0.87</b>	<b>23.5</b>	<b>C</b>	-	<b>1.08</b>	<b>69.8</b>	<b>E</b>

**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>51 SECOND AVENUE &amp; 57TH STREET</b>													
Second Avenue	SB	LT	0.88	29.8	C	LTR	1.05	57.9	E	LTR	1.02	47.2	D
		R	0.53	25.5	C	-	-	-	-	-	-	-	-
57th Street	EB	T	1.02	87.4	F	T	1.09	91.5	F	TR	1.20+	120.0+	F*
		R	0.51	44.5	D	R	0.44	33.8	C	-	-	-	-
	WB	L	1.13	99.1	F	L	0.55	40.7	D	L	0.80	41.1	D
		LT	1.08	78.3	E	LT	0.34	18.9	B	LT	0.48	22.7	C
	<b>Overall Intersection</b>	-	<b>1.03</b>	<b>53.5</b>	<b>D</b>	-	<b>1.02</b>	<b>61.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>72.8</b>	<b>E</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET [Unsignalized in AM]</b>													
Queensboro Bridge Upper Level	SB	R	-	-	-	-	-	-	-	-	-	-	-
57th Street	EB	-	-	-	-	L	1.02	58.6	E	DefL	1.08	79.6	E
		T	-	13.0	B	T	0.29	3.9	A	T	0.86	32.8	C
	WB	T	-	71.4	F	TR	1.20+	120.0+	F*	TR	0.92	37.7	D
	<b>Overall Intersection</b>	-	-	<b>38.9</b>	<b>E</b>	-	<b>1.07</b>	<b>98.3</b>	<b>F</b>	-	<b>1.08</b>	<b>51.5</b>	<b>D</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>													
Second Avenue	SB	LT	1.06	54.1	D	LT	1.16	95.6	F	LT	1.16	101.0	F
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.09	81.8	F	TR	1.12	100.2	F
	<b>Overall Intersection</b>	-	<b>1.16</b>	<b>113.7</b>	<b>F</b>	-	<b>1.13</b>	<b>91.2</b>	<b>F</b>	-	<b>1.14</b>	<b>100.7</b>	<b>F</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.17	120.0+	F*
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	T	1.19	120.0+	F*	T	1.09	86.1	F
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>													
Second Avenue	SB	T	0.91	50.0	D	TR	1.12	84.9	F	T	0.91	26.1	C
		R	0.15	13.8	B	-	-	-	-	R	0.48	20.0	C
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B	LT	0.01	12.9	B
	<b>Overall Intersection</b>	-	<b>0.45</b>	<b>48.7</b>	<b>D</b>	-	<b>0.55</b>	<b>84.6</b>	<b>F</b>	-	<b>0.45</b>	<b>25.6</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>													
Second Avenue	SB	T	0.79	19.5	B	TR	1.20+	120.0+	F*	TR	1.17	117.4	F
		R	0.38	15.2	B	-	-	-	-	-	-	-	-
61st Street	WB	LT	1.14	100.3	F	LT	1.12	93.9	F	LT	0.99	120.0+	F*
	<b>Overall Intersection</b>	-	<b>0.94</b>	<b>42.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.09</b>	<b>118.7</b>	<b>F</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>													
Second Avenue	SB	T	0.71	17.6	B	T	1.17	113.8	F	TR	0.95	32.3	C
		R	0.37	15.2	B	-	-	-	-	-	-	-	-
63rd Street	WB	L	1.11	101.6	F	L	1.1	92.4	F	L	1.14	112.0	F
		T	1.14	106.2	F	T	0.64	23.7	C	T	0.95	46.1	D
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>48.6</b>	<b>D</b>	-	<b>1.14</b>	<b>90.8</b>	<b>F</b>	-	<b>1.03</b>	<b>48.8</b>	<b>D</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.68	48.3	D	L	1.19	120.0+	F*
		R	0.51	14.1	B	R	0.19	9.8	A	R	1.20+	120.0+	F*
34th Street	EB	T	0.62	7.4	A	T	0.48	4.7	A	T	0.66	7.7	A
	WB	T	1.20+	120.0+	F*	T	0.74	29.7	C	T	0.90	52.2	D
	<b>Overall Intersection</b>	-	<b>0.80</b>	<b>65.1</b>	<b>E</b>	-	<b>0.52</b>	<b>17.5</b>	<b>B</b>	-	<b>1.10</b>	<b>63.1</b>	<b>E</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	56.7	E	L	0.96	45.5	D
		LTR	1.20+	120.0+	F*	LTR	0.99	50.7	D	LTR	1.17	119.4	F
		R	1.05	79.8	E	R	0.70	22.1	C	R	0.90	42.2	D
35th Street	WB	LT	1.16	118.7	F	LT	0.88	41.6	D	LT	0.60	25.2	C
	<b>Overall Intersection</b>	-	<b>1.18</b>	<b>116.6</b>	<b>F</b>	-	<b>0.95</b>	<b>45.0</b>	<b>D</b>	-	<b>0.92</b>	<b>61.1</b>	<b>E</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	0.28	8.2	A	T	0.42	9.3	A
37th Street	WB	TR	1.04	92.4	F	TR	0.46	29.3	C	TR	0.37	26.1	C
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>114.8</b>	<b>F</b>	-	<b>0.34</b>	<b>14.2</b>	<b>B</b>	-	<b>0.40</b>	<b>12.5</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.35	15.8	B	TR	0.47	17.3	B
38th Street	EB	LT	0.53	20.3	C	LT	0.93	45.4	D	LT	1.13	98.1	F
	<b>Overall Intersection</b>	-	<b>0.45</b>	<b>17.3</b>	<b>B</b>	-	<b>0.64</b>	<b>29.7</b>	<b>C</b>	-	<b>0.80</b>	<b>60.7</b>	<b>E</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.21	9.8	A	LT	0.27	10.3	B
39th Street	WB	TR	0.82	33.4	C	TR	0.63	26.8	C	TR	0.53	24.4	C
	<b>Overall Intersection</b>	-	<b>0.48</b>	<b>24.1</b>	<b>C</b>	-	<b>0.38</b>	<b>19.2</b>	<b>B</b>	-	<b>0.37</b>	<b>16.7</b>	<b>B</b>

**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.1	B	TR	0.14	9.3	A	T	0.15	9.4	A
		-	-	-	-	-	-	-	-	R	0.29	11.2	B
40th Street	EB	LT	0.65	31.2	C	LT	0.62	29.7	C	LT	1.10	97.1	F
<b>Overall Intersection</b>	-		<b>0.40</b>	<b>17.6</b>	<b>B</b>	-	<b>0.33</b>	<b>18.8</b>	<b>B</b>	-	<b>0.61</b>	<b>62.3</b>	<b>E</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.19	9.9	A	L	0.23	10.4	B
		LR	0.08	9.0	A	LR	0.05	8.8	A	LR	0.07	8.9	A
		R	0.04	8.8	A	R	0.04	8.8	A	R	0.06	8.9	A
41st Street	EB	T	0.25	21.1	C	T	0.32	22.3	C	T	0.35	22.8	C
	WB	T	0.20	20.4	C	T	0.13	19.6	B	T	0.03	18.4	B
<b>Overall Intersection</b>	-		<b>0.27</b>	<b>14.7</b>	<b>B</b>	-	<b>0.24</b>	<b>15.3</b>	<b>B</b>	-	<b>0.28</b>	<b>14.7</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.94	31.6	C	LTR	0.89	27.3	C	LTR	0.93	29.1	C
34th Street	EB	DefL	0.70	29.8	C	DefL	0.97	82.0	F	DefL	1.03	79.6	E
		T	0.92	42.9	D	T	1.11	91.8	F	T	1.02	63.2	E
	WB	TR	1.20+	120.0+	F*	TR	1.00	59.4	E	TR	1.04	77.7	E
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>76.7</b>	<b>E</b>	-	<b>1.17</b>	<b>49.2</b>	<b>D</b>	-	<b>0.98</b>	<b>46.7</b>	<b>D</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	1.20	120.0+	F*	LT	1.02	42.7	D	LT	1.12	80.5	F
35th Street	WB	TR	1.11	88.9	F	TR	1.20+	120.0+	F*	TR	0.99	57.7	E
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>119.9</b>	<b>F</b>	-	<b>1.16</b>	<b>89.9</b>	<b>F</b>	-	<b>1.07</b>	<b>76.3</b>	<b>E</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.84	16.9	B	TR	0.61	11.9	B	TR	0.57	11.4	B
		R	0.98	55.9	E	R	0.69	20.7	C	R	1.20+	120.0+	F*
36th Street	EB	LT	0.62	27.6	C	LT	0.63	26.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>24.0</b>	<b>C</b>	-	<b>0.67</b>	<b>16.9</b>	<b>B</b>	-	<b>1.20+</b>	<b>84.3</b>	<b>F</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	L	0.24	13.6	B	L	0.21	12.9	B	LT	1.09	73.9	E
		T	0.87	22.1	C	T	0.68	16.9	B	-	-	-	-
37th Street	WB	T	1.11	89.9	F	T	0.78	24.5	C	T	1.01	54.5	D
		R	1.08	94.0	F	R	0.48	17.9	B	R	0.48	19.3	B
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>49.8</b>	<b>D</b>	-	<b>0.73</b>	<b>19.4</b>	<b>B</b>	-	<b>1.05</b>	<b>60.3</b>	<b>E</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.87	15.0	B	T	0.79	12.3	B	T	1.01	40.9	D
		R	0.26	8.1	A	R	0.25	7.7	A	R	0.78	31.0	C
38th Street	EB	LT	0.75	32.8	C	LT	0.66	27.7	C	LT	1.13	103.5	F
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>17.6</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>	-	<b>1.06</b>	<b>58.1</b>	<b>E</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>													
Third Avenue	NB	L	0.43	13.3	B	L	0.65	26.7	C	L	0.65	32.6	C
		T	1.08	68.8	E	T	1.14	92.6	F	T	1.20	120.0+	F*
39th Street	WB	TR	1.03	64.9	E	TR	0.84	34.1	C	TR	0.82	35.2	D
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>65.0</b>	<b>E</b>	-	<b>1.01</b>	<b>76.2</b>	<b>E</b>	-	<b>1.02</b>	<b>100.3</b>	<b>F</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>													
Third Avenue	NB	T	0.86	18.5	B	T	1.13	85.8	F	T	1.20+	120.0+	F*
		R	0.92	81.0	F	R	0.52	22.8	C	R	0.62	32.5	C
40th Street	EB	LT	0.40	18.5	B	LT	0.69	26.9	C	LT	0.80	37.0	D
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>20.7</b>	<b>C</b>	-	<b>0.92</b>	<b>75.4</b>	<b>E</b>	-	<b>1.04</b>	<b>116.2</b>	<b>F</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>													
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
		R	0.45	29.4	C	R	0.42	22.5	C	R	0.19	21.0	C
41st Street	EB	LT	0.71	31.6	C	LT	0.62	25.2	C	LT	0.59	27.1	C
	WB	R	1.02	78.1	E	R	0.84	42.6	D	R	0.86	54.6	D
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>													
Third Avenue	NB	LT	1.12	82.6	F	LT	0.98	39.4	D	LT	1.13	99.0	F
		R	0.69	33.1	C	R	0.83	42.8	D	R	1.20+	120.0+	F*
42nd Street	EB	L	0.39	28.1	C	L	0.89	50.1	D	L	0.47	25.4	C
		T	1.20+	120.0+	F*	T	0.86	32.4	C	T	1.20+	120.0+	F*
	WB	T	1.20+	120.0+	F*	T	0.71	31.9	C	T	1.20+	120.0+	F*
		R	1.20	120.0+	F*	R	1.00	86.3	F	R	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>41.0</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER 34TH STREET CORRIDOR</b>													
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>													
Lexington Avenue	SB	LT	0.77	23.5	C	LT	0.87	27.8	C	LT	0.76	15.5	B
		R	0.44	21.1	C	R	0.39	18.1	B	R	0.52	15.2	B
34th Street	EB	TR	0.70	19.5	B	TR	0.87	28.9	C	TR	1.08	78.8	E
	WB	LT	0.96	40.0	D	LT	0.86	28.8	C	LT	0.89	41.3	D
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>27.4</b>	<b>C</b>	-	<b>0.87</b>	<b>28.0</b>	<b>C</b>	-	<b>0.90</b>	<b>40.9</b>	<b>D</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>													
Park Avenue	NB	LTR	1.06	70.0	E	LTR	0.89	22.8	C	LTR	0.98	38.2	D
	SB	LTR	1.10	88.1	F	LTR	0.89	23.2	C	LTR	0.58	12.3	B
34th Street	EB	LT	0.59	23.2	C	LT	0.80	29.5	C	LT	0.85	32.1	C
		R	0.36	20.3	C	R	0.26	18.8	B	R	0.18	17.5	B
	WB	LT	1.02	61.6	E	LTR	1.07	78.6	E	LT	0.59	23.0	C
		R	0.31	20.4	C	-	-	-	-	R	0.18	17.6	B
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>59.9</b>	<b>E</b>	-	<b>0.97</b>	<b>36.1</b>	<b>D</b>	-	<b>0.92</b>	<b>26.5</b>	<b>C</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>													
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	0.71	18.2	B	LTR	0.75	15.3	B
34th Street	EB	DefL	0.57	28.1	C	LT	0.57	18.9	B	LT	0.63	23.0	C
		T	0.65	24.7	C	-	-	-	-	-	-	-	-
	WB	T	0.76	28.3	C	T	0.68	21.8	C	T	0.63	24.0	C
		R	0.54	27.0	C	R	0.31	17.2	B	R	0.24	18.3	B
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>39.4</b>	<b>D</b>	-	<b>0.69</b>	<b>19.4</b>	<b>B</b>	-	<b>0.70</b>	<b>19.6</b>	<b>B</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>													
Sixth Avenue	NB	T	0.61	6.7	A	T	1.05	55.1	E	T	0.49	5.5	A
Broadway	SB	T	0.88	45.9	D	T	0.79	38.7	D	T	0.97	56.2	E
34th Street	EB	TR	1.15	115.0	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.18	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>78.6</b>	<b>E</b>	-	<b>1.14</b>	<b>104.1</b>	<b>F</b>	-	<b>0.82</b>	<b>88.1</b>	<b>F</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>													
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.86	20.3	C	LTR	1.00	39.0	D
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.08	80.5	F	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*	LT	1.12	96.4	F	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>97.6</b>	<b>F</b>	-	<b>0.98</b>	<b>57.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>													
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.10	83.6	F	LTR	1.12	92.8	F
34th Street	EB	LT	1.15	109.2	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	0.84	29.9	C	TR	0.74	24.2	C
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.16</b>	<b>90.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER 42ND STREET CORRIDOR</b>													
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>													
Lexington Avenue	SB	LTR	0.93	24.2	C	LTR	0.93	25.0	C	LTR	1.12	84.0	F
42nd Street	EB	TR	1.14	104.4	F	TR	1.01	58.5	E	TR	1.20+	120.0+	F*
	WB	LT	1.16	113.3	F	LT	1.15	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>67.8</b>	<b>E</b>	-	<b>1.03</b>	<b>64.5</b>	<b>E</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>													
Park Avenue	NB	LR	0.15	20.1	C	LR	0.17	20.2	C	LR	0.21	20.8	C
		R	0.43	25.3	C	R	0.74	41.2	D	R	0.90	65.1	E
42nd Street	EB	TR	0.83	22.0	C	TR	0.77	19.5	B	TR	0.77	19.3	B
	WB	LT	0.89	26.1	C	LT	0.87	24.8	C	LT	1.18	116.3	F
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>24.1</b>	<b>C</b>	-	<b>0.82</b>	<b>23.9</b>	<b>C</b>	-	<b>1.07</b>	<b>63.6</b>	<b>E</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>													
42nd Street	EB	LT	0.86	29.6	C	LT	0.76	19.1	B	LT	1.20	120.0+	F*
	WB	TR	1.04	62.0	E	TR	1.03	53.9	D	TR	1.17	113.0	F
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>47.2</b>	<b>D</b>	-	<b>1.02</b>	<b>37.6</b>	<b>D</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>													
Madison Avenue	NB	LTR	1.10	80.5	F	LTR	0.84	22.5	C	LTR	1.05	59.0	E
42nd Street	EB	LT	1.04	65.2	E	LT	0.96	45.1	D	LT	0.85	33.2	C
	WB	T	1.17	113.2	F	T	0.68	22.0	C	T	0.91	38.3	D
		R	0.01	14.9	B	R	0.13	14.6	B	R	0.18	19.7	B
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>87.4</b>	<b>F</b>	-	<b>0.90</b>	<b>28.8</b>	<b>C</b>	-	<b>0.99</b>	<b>47.5</b>	<b>D</b>
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>													
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.15	106.1	F	LT	1.12	82.6	F
		R	0.60	53.1	D	R	0.95	111.5	F	R	1.17	120.0+	F*
42nd Street	EB	LT	1.12	99.1	F	LT	1.12	96.2	F	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
		R	1.19	120.0+	F*	R	1.08	100.0	F	R	1.12	113.3	F
<b>Overall Intersection</b>	-		<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>113.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**TABLE B - 27**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>													
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	0.98	36.2	D	LTR	1.20+	120.0+	F*
42nd Street	EB	T	0.99	59.7	E	T	0.69	26.9	C	T	0.60	27.6	C
		R	0.14	22.6	C	R	0.18	19.9	B	R	0.08	20.8	C
	WB	L	0.86	120.0+	F*	LT	1.07	77.9	E	LT	1.16	115.9	F
		T	1.20+	120.0+	F*	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>44.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>													
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.93	30.2	C	LTR	0.91	28.1	C
42nd Street	EB	T	0.72	27.1	C	TR	1.09	80.2	F	T	0.56	23.0	C
		R	0.71	33.2	C	-	-	-	-	R	1.20+	120.0+	F*
	WB	LT	0.73	28.1	C	LT	0.78	28.5	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>27.8</b>	<b>C</b>	-	<b>1.01</b>	<b>47.1</b>	<b>D</b>	-	<b>1.15</b>	<b>80.6</b>	<b>F</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>													
Eighth Avenue	NB	L	0.04	16.3	B	L	0.08	16.6	B	-	-	-	-
		LT	1.09	93.9	F	LT	1.02	51.3	D	LT	1.12	89.9	F
42nd Street	EB	R	1.00	87.4	F	R	0.80	43.1	D	R	1.18	120.0+	F*
		DefL	0.90	49.1	D	DefL	0.88	44.3	D	LT	1.20+	120.0+	F*
	T	1.20+	120.0+	F*	T	1.20	120.0+	F*	-	-	-	-	
	WB	TR	1.20+	120.0+	F*	TR	1.06	84.9	F	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.16</b>	<b>69.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>													
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.02	51.8	D	LTR	1.20+	120.0+	F*
42nd Street	EB	TR	1.08	82.9	F	TR	0.71	29.0	C	TR	1.20+	120.0+	F*
		DefL	0.79	33.9	C	DefL	0.79	37.3	D	DefL	0.92	66.3	E
		T	1.20+	120.0+	F*	T	0.75	27.5	C	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>42.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>													
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	R	-	16.1	C	R	-	12.1	B	R	-	13.3	B
<b>Overall Intersection</b>	-	-	-	<b>16.1</b>	<b>C</b>	-	-	<b>12.1</b>	<b>B</b>	-	-	<b>13.3</b>	<b>B</b>
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	LR	-	13.9	B	LR	-	11.4	B	LR	-	12.4	B
38th Street	EB	LT	-	7.9	A	LT	-	7.6	A	LT	-	7.8	A
<b>Overall Intersection</b>	-	-	-	<b>13.1</b>	<b>B</b>	-	-	<b>9.6</b>	<b>A</b>	-	-	<b>9.3</b>	<b>A</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>					
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>					
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*
		TR	0.16	5.9	A
	SB	LTR	0.73	23.2	C
34th Street	EB	LT	0.74	39.4	D
		R	0.48	18.0	B
Parking Lot Driveway	WB	LTR	0.13	26.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>77.5</b>	<b>E</b>	
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>					
F. D. R. Drive Service Road	NB	L	0.27	17.6	B
		T	0.39	5.5	A
	SB	TR	0.71	26.0	C
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>19.6</b>	<b>B</b>	
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 36th Street	EB	R	-	15.3	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>15.3</b>	<b>C</b>	
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>					
F. D. R. Drive Service Road	SB	TR	0.60	10.2	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>10.2</b>	<b>B</b>	
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 38th Street	EB	R	-	15.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>15.5</b>	<b>C</b>	
<b>FIRST AVENUE CORRIDOR</b>					
<b>7 FIRST AVENUE &amp; 30TH STREET</b>					
First Avenue	NB	TR	0.52	10.9	B
30th Street	EB	L	0.42	24.6	C
		T	0.27	22.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>13.4</b>	<b>B</b>	
<b>8 FIRST AVENUE &amp; 33RD STREET</b>					
First Avenue	NB	LTR	0.78	12.1	B
33rd Street	WB	TR	0.08	18.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.50</b>	<b>12.3</b>	<b>B</b>	
<b>9 FIRST AVENUE &amp; 34TH STREET</b>					
First Avenue	NB	LTR	0.63	16.6	B
34th Street	EB	DefL	0.75	44.0	D
		T	1.20+	120.0+	F*
	WB	TR	0.84	39.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>56.7</b>	<b>E</b>	
<b>10 FIRST AVENUE &amp; 35TH STREET</b>					
First Avenue	NB	LT	0.47	7.8	A
35th Street	WB	TR	0.39	22.4	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>10.0</b>	<b>B</b>	
<b>11 FIRST AVENUE &amp; 36TH STREET</b>					
First Avenue	NB	TR	0.53	8.4	A
36th Street	EB	LT	0.28	20.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>9.7</b>	<b>A</b>	
<b>12 FIRST AVENUE &amp; 37TH STREET</b>					
First Avenue	NB	LT	0.53	8.4	A
37th Street	WB	TR	0.28	20.8	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>10.0</b>	<b>B</b>	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>					
First Avenue	NB	TR	0.51	8.2	A
38th Street	EB	L	0.99	74.8	E
		LT	0.35	22.7	C
	WB	R	0.34	22.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>19.4</b>	<b>B</b>	



**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH		Midday (12:00 PM - 1:00 PM)				
		Mvt.	V/C	Delay	LOS	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>						
First Avenue	NB	LTR	0.65	9.7	A	
		-	-	-	-	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.65</b>	<b>9.7</b>	<b>A</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>						
First Avenue	NB	T	0.68	10.2	B	
40th Street	EB	L	0.65	29.9	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.67</b>	<b>13.1</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>						
41st Street	WB	R	-	120.0+	F*	
	<b>Overall Intersection</b>		<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>						
First Avenue (left)	NB	LT	0.42	14.7	B	
First Avenue (right)		T	0.44	15.5	B	
		R	0.91	47.3	D	
42nd Street	EB	LT	1.20+	120.0+	F*	
		-	-	-	-	
	WB	TR	0.41	22.6	C	
		R	0.67	38.3	D	
	<b>Overall Intersection</b>		<b>-</b>	<b>1.17</b>	<b>108.6</b>	<b>F</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>						
First Avenue	NB	T	0.26	6.6	A	
44th Street	EB	L	0.74	39.6	D	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.45</b>	<b>12.3</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>						
First Avenue	NB	LT	0.35	7.1	A	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.35</b>	<b>7.1</b>	<b>A</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>						
First Avenue	NB	T	0.36	7.2	A	
46th Street	EB	L	0.44	23.5	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.39</b>	<b>10.9</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>						
First Avenue	NB	LT	0.30	6.8	A	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.30</b>	<b>6.8</b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>						
48th Street	EB	L	-	18.0	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>-</b>	<b>18.0</b>	<b>C</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>						
First Avenue (left)	NB	LT	0.66	13.2	B	
First Avenue (tunnel)		T	0.61	9.8	A	
First Avenue (right)		T	0.47	9.1	A	
49th Street	WB	T	0.62	29.1	C	
		R	0.27	22.2	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.64</b>	<b>13.1</b>	<b>B</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>						
First Avenue	NB	TR	0.57	8.7	A	
52nd Street	EB	LT	0.61	29.7	C	
	WB	R	0.10	19.2	B	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.58</b>	<b>11.1</b>	<b>B</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>						
First Avenue	NB	LT	0.63	9.3	A	
53rd Street	WB	TR	0.54	24.2	C	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>						
First Avenue	NB	LTR	0.90	28.4	C	
57th Street	EB	DefL	0.66	42.7	D	
		T	0.29	22.4	C	
	WB	TR	1.05	84.8	F	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.97</b>	<b>39.9</b>	<b>D</b>

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>					
First Avenue	NB	L	0.39	11.8	B
		LTR	0.57	11.5	B
59th Street	EB	LT	0.39	25.2	C
	WB	TR	0.21	21.4	C
<b>Overall Intersection</b>	-	<b>0.50</b>	<b>13.4</b>	<b>B</b>	
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>					
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>					
34th Street	EB	LT	0.90	28.0	C
	WB	TR	0.55	34.1	C
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>29.9</b>	<b>C</b>	
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B
35th Street	WB	TR	0.41	21.2	C
<b>Overall Intersection</b>	-	<b>0.27</b>	<b>15.8</b>	<b>B</b>	
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.47	13.5	B
36th Street	EB	T	0.18	18.4	B
<b>Overall Intersection</b>	-	<b>0.35</b>	<b>14.6</b>	<b>B</b>	
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Approach Street	SB	TR	0.10	14.8	B
37th Street	WB	L	0.11	12.7	B
		LTR	0.22	13.5	B
<b>Overall Intersection</b>	-	<b>0.16</b>	<b>13.6</b>	<b>B</b>	
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B
	SB	LT	0.10	13.7	B
38th Street	EB	LTR	0.41	16.7	B
<b>Overall Intersection</b>	-	<b>0.25</b>	<b>16.2</b>	<b>B</b>	
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B
	SB	TR	0.06	13.3	B
39th Street	WB	LT	0.89	45.1	D
<b>Overall Intersection</b>	-	<b>0.48</b>	<b>40.9</b>	<b>D</b>	
<b>SECOND AVENUE CORRIDOR</b>					
<b>35 SECOND AVENUE &amp; 30TH STREET</b>					
Second Avenue	SB	LT	0.72	10.6	B
30th Street	EB	TR	0.69	33.4	C
<b>Overall Intersection</b>	-	<b>0.71</b>	<b>12.8</b>	<b>B</b>	
<b>36 SECOND AVENUE &amp; 33RD STREET</b>					
Second Avenue	SB	TR	0.73	10.7	B
33rd Street	WB	LT	0.17	20.2	C
<b>Overall Intersection</b>	-	<b>0.52</b>	<b>11.3</b>	<b>B</b>	
<b>37 SECOND AVENUE &amp; 34TH STREET</b>					
Second Avenue	SB	L	0.72	25.4	C
		LTR	0.67	14.6	B
34th Street	EB	T	0.92	45.6	D
		R	0.68	43.4	D
	WB	DefL	0.44	36.2	D
		T	0.27	16.4	B
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>23.3</b>	<b>C</b>	
<b>38 SECOND AVENUE &amp; 35TH STREET</b>					
Second Avenue	SB	TR	0.59	15.7	B
35th Street	EB	R	0.61	24.2	C
	WB	LT	0.23	17.8	B
<b>Overall Intersection</b>	-	<b>0.60</b>	<b>17.2</b>	<b>B</b>	

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH		Midday (12:00 PM - 1:00 PM)			
		Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>					
Second Avenue	SB	L	0.11	7.2	A
		T	0.81	14.0	B
36th Street	EB	TR	0.87	32.9	C
<b>Overall Intersection</b>		-	<b>0.84</b>	<b>20.3</b>	<b>C</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>					
Second Avenue	SB	T	1.20+	120.0+	F*
		R	0.27	7.7	
37th Street	WB	LT	0.35	21.8	C
<b>Overall Intersection</b>		-	<b>0.88</b>	<b>108.9</b>	<b>F</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>					
Second Avenue	SB	LT	0.73	10.7	B
38th Street	EB	TR	0.78	32.3	C
<b>Overall Intersection</b>		-	<b>0.75</b>	<b>14.9</b>	<b>B</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>					
Second Avenue	SB	T	0.88	14.9	B
		R	0.58	13.9	B
39th Street	WB	LT	0.53	26.3	C
<b>Overall Intersection</b>		-	<b>0.74</b>	<b>15.8</b>	<b>B</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>					
Second Avenue	SB	L	0.28	7.9	A
		T	0.79	12.2	B
40th Street	EB	TR	0.89	45.6	D
<b>Overall Intersection</b>		-	<b>0.83</b>	<b>17.3</b>	<b>B</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>					
Second Avenue	SB	LTR	0.73	10.7	B
41st Street	EB	TR	0.50	27.9	C
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>11.6</b>	<b>B</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>					
Second Avenue	SB	LTR	0.96	24.2	C
42nd Street	EB	TR	0.62	23.0	C
	WB	LT	0.51	21.3	C
<b>Overall Intersection</b>		-	<b>0.81</b>	<b>23.6</b>	<b>C</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>					
Second Avenue	SB	TR	0.79	11.6	B
43rd Street	WB	LT	0.49	26.3	C
<b>Overall Intersection</b>		-	<b>0.67</b>	<b>12.6</b>	<b>B</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>					
Second Avenue	SB	LT	0.71	7.7	A
44th Street	EB	TR	0.68	36.4	D
<b>Overall Intersection</b>		-	<b>0.70</b>	<b>9.9</b>	<b>A</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>					
Second Avenue	SB	TR	0.81	12.1	B
49th Street	WB	L	0.90	54.3	D
		LT	0.83	45.5	D
<b>Overall Intersection</b>		-	<b>0.84</b>	<b>18.5</b>	<b>B</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>					
Second Avenue	SB	LT	0.71	10.3	B
52nd Street	EB	TR	0.72	35.8	D
<b>Overall Intersection</b>		-	<b>0.71</b>	<b>12.6</b>	<b>B</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>					
Second Avenue	SB	TR	0.70	10.3	B
53rd Street	WB	LT	0.62	25.8	C
<b>Overall Intersection</b>		-	<b>0.67</b>	<b>13.8</b>	<b>B</b>

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>51 SECOND AVENUE &amp; 57TH STREET</b>					
Second Avenue	SB	LTR	0.73	17.9	B
57th Street	EB	TR	1.07	89.2	F
	WB	LT	0.86	44.9	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>37.8</b>	<b>D</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>					
57th Street	EB	L	0.50	15.3	B
		LT	0.80	16.4	B
	WB	TR	1.09	96.9	F
		R	1.20+	120.0+	F*
	<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>76.8</b>	<b>E</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>					
Second Avenue	SB	LT	0.86	14.2	B
59th Street	EB	TR	0.87	36.4	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>20.0</b>	<b>B</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>					
Second Avenue	SB	L	0.73	25.5	C
		LT	0.85	23.4	C
Queensboro Bridge Ramp	WB	L	1.02	56.7	E
		T	0.56	19.2	B
	<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>31.9</b>	<b>C</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>					
Second Avenue	SB	TR	0.96	31.2	C
60th Street	WB	LT	0.01	12.9	B
	<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>31.2</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>					
Second Avenue	SB	TR	1.08	69.8	E
61st Street	WB	LT	0.71	23.0	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>58.8</b>	<b>E</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>					
Second Avenue	SB	TR	0.83	20.5	C
63rd Street	WB	L	0.95	50.5	D
		LT	0.86	28.6	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>27.6</b>	<b>C</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>					
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.35	36.5	D
		LR	0.16	33.3	C
		R	0.46	13.3	B
34th Street	EB	T	0.43	4.7	A
	WB	T	0.94	53.6	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.65</b>	<b>21.4</b>	<b>C</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C
		LTR	0.94	41.8	D
		R	0.19	12.1	B
35th Street	WB	LT	0.44	21.2	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>30.1</b>	<b>C</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.1	A
37th Street	WB	TR	0.55	31.3	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>15.8</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.41	16.5	B
38th Street	EB	LT	0.77	28.9	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>21.4</b>	<b>C</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A
39th Street	WB	TR	0.48	23.8	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>16.6</b>	<b>B</b>

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.15	9.4	A
		-	-	-	-
40th Street	EB	LT	0.88	46.1	D
	<b>Overall Intersection</b>	-	<b>0.44</b>	<b>29.3</b>	<b>C</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>					
Queens Midtown Tunnel Exit Street	NB	L	0.25	11.4	B
		LR	0.07	9.0	A
		R	0.04	8.8	A
41st Street	EB	T	0.17	20.0	C
	WB	T	0.13	19.6	B
	<b>Overall Intersection</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>					
<b>64 THIRD AVENUE &amp; 34TH STREET</b>					
Third Avenue	NB	LTR	0.66	16.3	B
34th Street	EB	DefL	0.81	38.5	D
		T	0.53	18.7	B
	WB	TR	0.64	28.9	C
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>21.0</b>	<b>C</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>					
Third Avenue	NB	LT	0.51	8.2	A
35th Street	WB	TR	0.53	24.5	C
	<b>Overall Intersection</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>					
Third Avenue	NB	TR	0.51	10.8	B
		R	0.65	18.0	B
36th Street	EB	LT	0.68	28.0	C
	<b>Overall Intersection</b>	-	<b>0.66</b>	<b>17.1</b>	<b>B</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>					
Third Avenue	NB	LT	0.52	14.4	B
		-	-	-	-
37th Street	WB	TR	0.55	18.8	B
		R	0.35	16.1	B
	<b>Overall Intersection</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>					
Third Avenue	NB	T	0.57	8.9	A
		R	0.30	8.3	A
38th Street	EB	LT	0.68	28.2	C
	<b>Overall Intersection</b>	-	<b>0.61</b>	<b>13.6</b>	<b>B</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>					
Third Avenue	NB	LT	0.84	17.1	B
		-	-	-	-
39th Street	WB	TR	0.65	24.8	C
	<b>Overall Intersection</b>	-	<b>0.76</b>	<b>18.8</b>	<b>B</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>					
Third Avenue	NB	TR	0.63	13.6	B
		-	-	-	-
40th Street	EB	LT	0.61	23.8	C
	<b>Overall Intersection</b>	-	<b>0.62</b>	<b>15.4</b>	<b>B</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>					
Third Avenue	NB	TR	0.59	15.2	B
41st Street	EB	L	0.42	18.8	B
		T	0.08	13.5	B
	WB	R	0.94	57.3	E
	<b>Overall Intersection</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>					
Third Avenue	NB	LTR	1.20+	120.0+	F*
42nd Street	EB	L	0.79	37.5	D
		T	0.85	33.3	C
	WB	T	0.80	40.8	D
		R	1.18	120.0+	F*
	<b>Overall Intersection</b>	-	<b>1.14</b>	<b>104.1</b>	<b>F</b>

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER 34TH STREET CORRIDOR</b>					
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>					
Lexington Avenue	SB	LT	0.94	24.4	C
		R	0.53	13.3	B
34th Street	EB	TR	0.96	47.1	D
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>52.5</b>	<b>D</b>	
<b>74 PARK AVENUE &amp; 34TH STREET</b>					
Park Avenue	NB	LTR	0.52	11.7	B
	SB	LTR	0.46	11.0	B
34th Street	EB	LTR	0.62	23.1	C
	WB	LTR	0.78	27.3	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>19.9</b>	<b>B</b>	
<b>75 MADISON AVENUE &amp; 34TH STREET</b>					
Madison Avenue	NB	LTR	0.51	11.2	B
34th Street	EB	LT	0.57	22.1	C
	WB	TR	0.72	25.0	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>19.6</b>	<b>B</b>	
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>					
Sixth Avenue	NB	T	0.42	5.4	A
Broadway	SB	T	0.82	41.6	D
34th Street	EB	TR	1.20+	120.0+	F*
	WB	TR	1.17	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>96.8</b>	<b>F</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>					
Seventh Avenue	SB	LTR	0.77	16.0	B
34th Street	EB	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>111.2</b>	<b>F</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>					
Eighth Avenue	NB	LTR	0.95	35.2	D
34th Street	EB	LT	1.20+	120.0+	F*
	WB	TR	1.14	100.2	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>112.1</b>	<b>F</b>	
<b>OTHER 42ND STREET CORRIDOR</b>					
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>					
Lexington Avenue	SB	LTR	1.02	49.1	D
42nd Street	EB	TR	1.18	120.0+	F*
	WB	LT	0.60	22.6	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>71.9</b>	<b>E</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>					
Park Avenue	NB	LR	0.62	40.6	D
		R	0.73	38.8	D
42nd Street	EB	TR	0.60	14.5	B
	WB	T	1.15	99.8	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>56.9</b>	<b>E</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>					
42nd Street	EB	LT	0.70	22.2	C
	WB	TR	1.16	107.1	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.16</b>	<b>70.0</b>	<b>E</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>					
Madison Avenue	NB	LTR	0.59	12.3	B
42nd Street	EB	LT	1.07	78.3	E
	WB	T	0.72	26.4	C
		R	0.35	23.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>37.2</b>	<b>D</b>	
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>					
Sixth Avenue	NB	LT	0.73	18.4	B
		R	0.49	17.7	B
42nd Street	EB	LT	1.03	67.7	E
	WB	T	0.50	21.0	C
		R	0.61	28.6	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>29.2</b>	<b>C</b>	

**TABLE B - 28**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY ALL RESIDENTIAL BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>					
Broadway	SB	LTR	0.54	15.1	B
42nd Street	EB	T	0.60	24.5	C
		R	0.09	18.1	B
	WB	DefL	0.54	22.2	C
		T	0.97	54.2	D
<b>Overall Intersection</b>		-	<b>0.75</b>	<b>27.1</b>	<b>C</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>					
Seventh Avenue	SB	LTR	0.54	10.6	B
42nd Street	EB	TR	0.78	29.3	C
	WB	LT	0.47	21.4	C
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>18.0</b>	<b>B</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>					
Eighth Avenue	NB	L	0.02	14.0	B
		LTR	0.86	24.4	C
42nd Street	EB	DefL	0.72	24.3	C
		T	0.49	15.1	B
	WB	TR	0.42	26.2	C
<b>Overall Intersection</b>		-	<b>0.77</b>	<b>23.2</b>	<b>C</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>					
Ninth Avenue	SB	LTR	0.57	18.7	B
42nd Street	EB	TR	0.99	56.2	E
	WB	DefL	0.75	31.9	C
		T	1.14	109.6	F
<b>Overall Intersection</b>		-	<b>0.91</b>	<b>42.3</b>	<b>D</b>

**GARAGE ENTRANCE / EXIT LOCATIONS**

<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>			
Garage Entrance and Exit Driveway	SB	R	-	10.3	B
<b>Overall Intersection</b>		-	-	<b>10.3</b>	<b>B</b>
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>			
Garage Entrance and Exit Driveway	SB	LR	-	10.9	B
38th Street	EB	LT	-	7.5	A
<b>Overall Intersection</b>		-	-	<b>9.1</b>	<b>A</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*				- Unmitigatable Impact.	
		TR	1.02	63.8	E	TR	1.20+	120.0+	F*					
	SB	LTR	1.15	105.9	F	LTR	1.20+	120.0+	F*					
34th Street	EB	LT	1.01	81.3	F	LT	1.05	95.2	F					
		R	1.05	71.5	E	R	1.05	71.5	E					
Parking Lot Driveway	WB	LTR	0.30	28.4	C	LTR	0.29	28.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>97.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.14	115.8	F	L	1.20+	120.0+	F*				- Unmitigatable Impact.	
		T	0.82	20.5	C	T	0.82	20.5	C					
	SB	TR	1.08	84.6	F	TR	1.20+	120.0+	F*					
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>77.3</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.86	20.8	C	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].
East 36th Street	EB	R	-	29.7	D	R	-	120.0+	F*	R	0.71	37.5	D	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>29.7</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.81</b>	<b>23.2</b>	<b>C</b>	
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	1.02	43.8	D	TR	1.20+	120.0+	F*				- Unmitigatable Impact.	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>43.8</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	1.02	44.0	D	- Install a new traffic signal with a 90-second cycle length. [SB green time is 53 s; EB green time is 27 s; both phases have 3 s of amber and 2 s of all red time].
East 38th Street	EB	R	-	35.4	E	R	-	120.0+	F*	R	0.70	35.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.91</b>	<b>42.8</b>	<b>D</b>	
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.89	21.1	C	TR	0.92	22.8	C				- Mitigation not required.	
30th Street	EB	L	0.86	40.2	D	L	0.86	40.2	D					
		T	0.03	18.3	B	T	0.03	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>25.1</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>26.4</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	1.08	62.5	E	LTR	1.10	73.0	E	LTR	1.06	55.6	E	- Modify signal timing: shift 2 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 52 s; WB green time shifts from 31 s to 29 s].
33rd Street	WB	TR	0.03	18.3	B	TR	0.03	18.3	B	TR	0.03	19.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>0.68</b>	<b>72.7</b>	<b>E</b>		<b>-</b>	<b>0.68</b>	<b>55.4</b>	<b>E</b>	
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.91	24.8	C	LTR	0.95	28.9	C	LTR	1.00	43.9	D	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 39 s to 37 s; EB/WB green time shifts from 23 s to 25 s; EB-lead green time remains at 7 s; LPI remains at 6 s].
34th Street	EB	LT	0.99	51.7	D	LT	1.03	60.4	E	LT	0.97	45.2	D	
	WB	TR	0.72	33.1	C	TR	0.92	45.3	D	TR	0.85	37.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>33.5</b>	<b>C</b>	<b>-</b>	<b>0.99</b>	<b>40.5</b>	<b>D</b>		<b>-</b>	<b>0.99</b>	<b>42.8</b>	<b>D</b>	
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.87	15.4	B	LT	0.96	23.9	C	LT	0.96	23.9	C	- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block. - Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft.
35th Street	WB	TR	1.11	101.2	F	TR	1.20+	120.0+	F*	TR	0.89	46.8	D	
		-	-	-	-					R	0.89	51.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>33.6</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>107.6</b>	<b>F</b>		<b>-</b>	<b>0.93</b>	<b>30.4</b>	<b>C</b>	
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	1.04	52.2	D	TR	1.20+	120.0+	F*	T	0.72	12.2	B	- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit parking from 7A-10A 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes). - Install "No Standing" regulations along the north side of the EB 36th Street approach and receiving lanes 120 ft. from the intersection to gain an additional travel lane (for a total of 3 lanes). - Modify signal timing: shift 2 s green time from NB phase to EB phase. [NB green time shifts from 49 s to 47 s; EB green time shifts from 31 s to 33 s].
		-	-	-	-					R	0.00	9.4	A	
36th Street	EB	LT	0.89	74.9	E	LT	1.20+	120.0+	F*	LT	0.94	71.1	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>53.7</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.81</b>	<b>17.8</b>	<b>B</b>	



**Table B - 29  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.28	10.0	B	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 7A-10A M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes). - Modify signal timing: shift 3 s green time from NB phase to WB phase. [NB green time shifts from 49 s to 46 s; WB green time shifts from 31 s to 34 s].
	LT	0.98	28.8	C	LT	1.13	83.3	F	T	0.99	32.4	C		
37th Street	WB	TR	0.83	47.3	D	TR	0.91	58.6	E	TR	0.84	44.4	D	
<b>Overall Intersection</b>	-	<b>0.93</b>	<b>30.9</b>	<b>C</b>	-	<b>1.04</b>	<b>80.5</b>	<b>F</b>	-	<b>0.93</b>	<b>32.9</b>	<b>C</b>		
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.58	8.9	A	TR	0.66	9.8	A					- Mitigation not required.
	EB	-	-	-	-	-	-	-	-					
38th Street	LT	0.63	26.5	C	LT	0.70	28.4	C						
	WB	R	0.50	25.5	C	R	0.72	32.8	C					
<b>Overall Intersection</b>	-	<b>0.60</b>	<b>14.1</b>	<b>B</b>	-	<b>0.68</b>	<b>16.3</b>	<b>B</b>						
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.88	14.9	B	LT	1.01	38.1	D					- Mitigation not required.
39th Street	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	<b>0.88</b>	<b>14.9</b>	<b>B</b>	-	<b>1.01</b>	<b>38.1</b>	<b>D</b>						
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.74	10.9	B	T	0.83	13.0	B					- Mitigation not required.
40th Street	EB	L	0.35	21.7	C	L	0.44	23.0	C					
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>12.3</b>	<b>B</b>	-	<b>0.68</b>	<b>14.4</b>	<b>B</b>						
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.87	20.0	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	14.1	B	R	-	120.0+	F*	R	0.48	26.2	C	
<b>Overall Intersection</b>	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.72</b>	<b>20.3</b>	<b>C</b>		
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.40	14.3	B	LT	0.60	17.7	B	LT	0.64	20.6	C	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 41 s; EB/WB green time shifts from 31 s to 34 s; LPI remains 5 s].
First Avenue (right)		T	0.63	21.2	C	T	0.78	28.1	C	T	0.83	34.7	C	
		R	0.11	11.9	B	R	0.58	22.3	C	R	0.63	27.3	C	
42nd Street	EB	DefL	1.02	87.6	F	DefL	1.05	95.4	F	DefL	0.96	67.7	E	
		T	1.16	119.4	F	T	1.20+	120.0+	F*	T	1.16	116.3	F	
	WB	TR	1.11	94.3	F	TR	1.15	112.5	F	TR	1.05	71.1	E	
		R	1.07	93.0	F	R	1.07	93.0	F	R	0.98	63.6	E	
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>76.3</b>	<b>E</b>	-	<b>0.98</b>	<b>86.0</b>	<b>F</b>	-	<b>0.98</b>	<b>62.7</b>	<b>E</b>		
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	1.06	60.9	E	T	1.11	78.9	E	T	1.05	54.0	D	- Modify signal timing: shift 3 s green time from EB phase to NB phase. [NB green time shifts from 49 s to 52 s; EB green time shifts from 31 s to 28 s].
44th Street	EB	L	0.45	23.7	C	L	0.45	23.7	C	L	0.51	27.3	C	
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>55.4</b>	<b>E</b>	-	<b>0.85</b>	<b>71.1</b>	<b>E</b>	-	<b>0.86</b>	<b>50.2</b>	<b>D</b>		
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.97	54.0	D	L	0.97	54.0	D	L	0.87	31.7	C	- Modify signal timing: shift 3 s from east/west-ped phase to NB phase green time. [NB green time shifts from 49 s to 52 s; all-ped time shifts from 31 s to 28 s]. (NOTE: Based on the maximum crossing distance of 65 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across First Avenue is 26 s; the proposed 28 s is sufficient).
		T	1.08	67.9	E	T	1.13	88.5	F	T	1.07	62.2	E	
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>65.6</b>	<b>E</b>	-	<b>1.13</b>	<b>83.0</b>	<b>F</b>	-	<b>1.07</b>	<b>57.3</b>	<b>E</b>		
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.56	8.8	A	T	0.59	9.1	A					- Mitigation not required.
46th Street	EB	L	0.90	48.2	D	L	0.90	48.2	D					
<b>Overall Intersection</b>	-	<b>0.69</b>	<b>17.0</b>	<b>B</b>	-	<b>0.71</b>	<b>16.9</b>	<b>B</b>						
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	1.02	43.4	D	LT	1.06	55.9	E	LT	1.02	41.8	D	- Modify signal timing: shift 2 s from east/west-ped phase to NB phase green time. [NB green time shifts from 49 s to 51 s; all-ped time shifts from 31 s to 29 s]. - (NOTE: Based on the maximum crossing distance of 42 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across First Avenue is 19 s; the proposed 29 s is sufficient).
<b>Overall Intersection</b>	-	<b>1.02</b>	<b>43.4</b>	<b>D</b>	-	<b>1.06</b>	<b>55.9</b>	<b>E</b>	-	<b>1.02</b>	<b>41.8</b>	<b>D</b>		
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	7.7	A	L	-	7.7	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>7.7</b>	<b>A</b>	-	-	<b>7.7</b>	<b>A</b>						

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	0.99	54.6	D	LT	0.99	54.6	D	LT	0.95	44.4	D	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 2 s from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
First Avenue (tunnel)		T	0.99	33.3	C	T	1.05	55.2	E	T	1.01	42.0	D	
First Avenue (right)		T	0.75	16.0	B	T	0.79	17.9	B	T	0.76	14.8	B	
49th Street	WB	TR	1.06	76.6	E	TR	1.07	79.2	E	TR	1.07	78.5	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>55.2</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>47.1</b>	<b>D</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	0.92	16.7	B	TR	0.96	20.9	C					- Mitigation not required.
52nd Street	EB	LT	0.69	33.5	C	LT	0.69	33.5	C					
	WB	R	0.19	20.5	C	R	0.19	20.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>18.1</b>	<b>B</b>	<b>-</b>	<b>0.86</b>	<b>21.8</b>	<b>C</b>						
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	1.10	70.9	E	LT	1.15	90.7	F					- Unmitigable Impact.
53rd Street	WB	TR	0.94	51.2	D	TR	0.94	51.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>67.7</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>84.4</b>	<b>F</b>						
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LTR	1.03	54.3	D	LTR	1.08	72.5	E	L	0.47	23.9	C	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.
		-	-	-	-	-	-	-	-	LTR	0.94	34.8	C	
57th Street	EB	DefL	0.59	28.4	C	DefL	0.59	28.4	C	DefL	0.59	28.4	C	
		T	0.39	23.4	C	T	0.39	23.4	C	T	0.39	23.4	C	
	WB	TR	0.31	21.2	C	TR	0.31	21.2	C	TR	0.31	21.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>0.84</b>	<b>61.9</b>	<b>E</b>	<b>-</b>	<b>0.77</b>	<b>31.8</b>	<b>C</b>		
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	1.02	68.1	E	L	1.20+	120.0+	F*	L	1.03	66.3	E	- Modify the existing "No Standing" regulations along the west side of First Avenue: allow truck loading/unloading from 10A-3P instead of 7A-3P 120 ft. from the intersection. - Modify signal timing: shift 2 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 47 s; EB/WB green time shifts from 29 s to 27 s; LPI remains at 6 s].
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
59th Street	EB	DefL	0.42	27.3	C	DefL	0.42	27.3	C	DefL	0.45	29.8	C	
		T	0.17	21.3	C	T	0.17	21.3	C	T	0.18	22.8	C	
	WB	TR	0.48	24.9	C	TR	0.48	24.9	C	TR	0.51	26.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.02</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.02</b>	<b>120.0+</b>	<b>F*</b>		
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	L	0.44	15.4	B	L	0.44	15.4	B	L	0.46	16.0	B	- Modify signal timing: shift 1 s from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 29 s to 28 s; EB/WB green time shifts from 17 s to 18 s; all-ped times remain the same].
	-	T	0.70	16.6	B	T	0.72	17.2	B	T	0.73	17.5	B	
	WB	T	0.98	99.3	F	T	0.99	105.0	F	T	0.93	66.8	E	
		R	0.37	34.3	C	R	0.37	34.3	C	R	0.35	32.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>41.2</b>	<b>D</b>	<b>-</b>	<b>0.72</b>	<b>42.9</b>	<b>D</b>	<b>-</b>	<b>0.65</b>	<b>32.1</b>	<b>C</b>		
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.78	28.2	C					- Mitigation not required.
35th Street	WB	TR	0.78	30.6	C	TR	0.84	34.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>32.1</b>	<b>C</b>						
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.86	29.6	C	TR	0.88	31.4	C					- Mitigation not required.
36th Street	EB	T	0.10	17.7	B	T	0.17	18.4	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>27.8</b>	<b>C</b>	<b>-</b>	<b>0.58</b>	<b>28.4</b>	<b>C</b>						
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.81	50.5	D	L	0.87	59.5	E	L	0.83	50.1	D	- Modify signal timing: shift 2 s green time from WB phase to NB/SB phase. [NB/SB green time shifts from 38 s to 40 s; WB green time shifts from 27 s to 26 s; WB-lag phase remains at 10 s].
		T	0.82	35.8	D	T	0.89	42.7	D	T	0.85	36.1	D	
	SB	R	0.04	14.3	B	R	0.04	14.3	B	R	0.04	13.2	B	
37th Street	WB	TR	0.20	13.3	B	TR	0.24	13.8	B	TR	0.25	15.0	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>31.3</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>35.6</b>	<b>D</b>	<b>-</b>	<b>0.55</b>	<b>31.1</b>	<b>C</b>		

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.85	39.1	D	TR	0.92	48.1	D	TR	0.90	43.8	D	- Modify the existing "No Standing" regulations along the south side of the 38th Street approach and receiving lanes to prohibit truck loading/unloading from 7A-10A 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 1 s green time from EB phase to NB phase. [NB/SB green time shifts from 40 s to 41 s; EB green time shifts from 40 s to 39 s].
	SB	LT	0.56	32.5	C	LT	0.58	33.9	C	LT	0.57	31.9	C	
38th Street	EB	LTR	0.87	39.3	D	LTR	0.94	49.5	D	LTR	0.65	23.1	C	
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>38.6</b>	<b>D</b>	-	<b>0.93</b>	<b>47.7</b>	<b>D</b>	-	<b>0.77</b>	<b>32.5</b>	<b>C</b>		
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.44	18.3	B	L	0.44	18.3	B	
	SB	TR	0.34	19.5	B	TR	0.34	19.5	B	TR	0.34	19.5	B	
39th Street	WB	LT	0.82	36.6	D	LT	1.04	79.2	E	LT	0.50	18.6	B	
<b>Overall Intersection</b>	-	<b>0.63</b>	<b>27.4</b>	<b>C</b>	-	<b>0.74</b>	<b>51.8</b>	<b>D</b>	-	<b>0.47</b>	<b>18.6</b>	<b>B</b>		
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	1.15	91.7	F	LT	1.17	98.9	F	LT	1.14	87.7	F	- Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 47 s to 48 s; EB green time shifts from 33 s to 32 s].
	EB	T	0.76	40.1	D	T	0.76	40.1	D	T	0.78	43.2	D	
30th Street		R	0.44	25.4	C	R	0.44	25.4	C	R	0.46	26.6	C	
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>86.5</b>	<b>F</b>	-	<b>1.00</b>	<b>93.1</b>	<b>F</b>	-	<b>0.99</b>	<b>83.2</b>	<b>F</b>		
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	0.87	13.8	B	T	0.88	14.3	B					- Mitigation not required.
		R	0.72	24.9	C	R	0.72	24.9	C					
33rd Street	WB	LT	0.88	49.9	D	LT	0.88	49.9	D					
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>17.8</b>	<b>B</b>	-	<b>0.88</b>	<b>18.2</b>	<b>B</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	1.06	79.1	E	L	1.06	79.1	E					- Unmitigatable Impact.
		LT	0.92	21.9	C	LT	0.93	23.0	C					
		R	0.87	43.9	D	R	0.99	67.9	E					
34th Street	EB	TR	0.89	40.4	D	TR	0.92	44.1	D					
	WB	DefL	0.65	38.9	D	DefL	0.66	39.8	D					
	T		0.48	19.3	B	T	0.48	19.4	B					
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>32.4</b>	<b>C</b>	-	<b>0.95</b>	<b>34.9</b>	<b>C</b>						
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	1.17	105.4	F	T	1.19	112.5	F	T	1.08	68.7	E	- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain a lane (for a total of 7 lanes). - Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb. - Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection.
		R	0.97	57.2	E	R	0.97	57.2	E	R	0.97	57.2	E	
35th Street	EB	R	0.93	42.8	D	R	0.93	42.8	D	R	0.93	42.8	D	
	WB	LT	0.72	41.9	D	LT	0.85	51.0	D	L	0.37	24.2	C	
			-	-	-		-	-	-	T	0.37	28.0	C	
<b>Overall Intersection</b>	-	<b>1.05</b>	<b>86.3</b>	<b>F</b>	-	<b>1.06</b>	<b>91.6</b>	<b>F</b>	-	<b>1.01</b>	<b>59.9</b>	<b>E</b>		
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	1.10	93.9	F	L	1.20+	120.0+	F*					- Unmitigatable Impact. (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
36th Street	EB	TR	0.86	41.3	D	TR	0.88	42.8	D					
	WB	L	0.99	55.6	E	L	0.99	55.9	E					
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>105.7</b>	<b>F</b>	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	1.00	98.9	F	T	1.04	112.8	F	T	0.99	90.4	F	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
		R	0.04	5.8	A	R	0.04	5.8	A	R	0.04	4.8	A	
37th Street	WB	LT	0.63	26.9	C	LT	0.75	30.9	C	LT	0.80	35.1	D	
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>87.4</b>	<b>F</b>	-	<b>0.91</b>	<b>98.4</b>	<b>F</b>	-	<b>0.91</b>	<b>80.6</b>	<b>F</b>		
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	L	0.28	18.1	B	L	0.34	19.1	B	L	0.32	17.0	B	- Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB green time shifts from 31 s to 29 s].
		T	1.06	100.3	F	T	1.11	118.0	F	T	1.05	92.4	F	
38th Street	EB	TR	0.53	24.6	C	TR	0.55	25.0	C	TR	0.58	27.2	C	
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>86.4</b>	<b>F</b>	-	<b>0.84</b>	<b>100.6</b>	<b>F</b>	-	<b>0.84</b>	<b>80.0</b>	<b>E</b>		

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
42 SECOND AVENUE & 39TH STREET														
Second Avenue	SB	T	0.91	19.8	B	T	0.93	22.3	C					- Mitigation not required.
		R	0.86	32.9	C	R	0.88	35.6	D					
39th Street	WB	L	0.40	25.0	C	L	0.65	33.7	C					
		T	0.46	23.1	C	T	0.47	23.3	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>21.7</b>	<b>C</b>	-	<b>0.82</b>	<b>24.2</b>	<b>C</b>					
43 SECOND AVENUE & 40TH STREET														
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-	- Provide strict enforcement of the existing "No Standing" regulations along the east side of Second Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 1 s green time from SB phase to EB phase. [SB green time shifts from 49 s to 48 s; EB green time shifts from 31 s to 32 s].
		LT	0.97	24.0	C	LT	1.01	40.1	D	LT	0.85	16.2	B	
40th Street	EB	TR	0.96	58.2	E	TR	0.98	63.0	E	TR	0.95	55.1	E	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>28.7</b>	<b>C</b>	-	<b>1.00</b>	<b>43.1</b>	<b>D</b>	-	<b>0.89</b>	<b>21.4</b>	<b>C</b>	
44 SECOND AVENUE & 41ST STREET														
Second Avenue	SB	LT	1.02	82.1	F	LT	1.06	96.2	F	LT	1.02	78.0	E	- Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB green time shifts from 31 s to 29 s].
		R	0.25	7.8	A	R	0.25	7.8	A	R	0.23	6.5	A	
41st Street	EB	TR	0.46	26.0	C	TR	0.46	26.0	C	TR	0.50	28.6	C	
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>77.0</b>	<b>E</b>	-	<b>0.81</b>	<b>90.2</b>	<b>F</b>	-	<b>0.81</b>	<b>73.5</b>	<b>E</b>	
45 SECOND AVENUE & 42ND STREET														
Second Avenue	SB	LTR	0.99	32.2	C	LTR	1.03	46.6	D					- Unmitigatable Impact.
42nd Street	EB	TR	0.88	33.1	C	TR	0.94	40.7	D					
	WB	LT	1.09	86.2	F	LT	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>40.8</b>	<b>D</b>	-	<b>1.15</b>	<b>65.7</b>	<b>E</b>					
46 SECOND AVENUE & 43RD STREET														
Second Avenue	SB	T	0.89	14.8	B	T	0.92	16.4	B					- Mitigation not required.
		R	0.79	23.2	C	R	0.79	23.2	C					
43rd Street	WB	LT	0.54	27.5	C	LT	0.54	27.5	C					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>16.2</b>	<b>B</b>	-	<b>0.77</b>	<b>17.6</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET														
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.
		LT	0.89	11.7	B	LT	0.92	13.0	B					
44th Street	EB	TR	0.66	34.3	C	TR	0.66	34.3	C					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>13.2</b>	<b>B</b>	-	<b>0.83</b>	<b>14.4</b>	<b>B</b>					
48 SECOND AVENUE & 49TH STREET														
Second Avenue	SB	T	0.96	25.1	C	T	0.99	39.8	D					- Mitigation not required.
		R	0.58	13.3	B	R	0.58	13.3	B					
49th Street	WB	L	0.86	43.9	D	L	0.88	45.6	D					
		LT	0.74	33.9	C	LT	0.74	33.9	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>27.1</b>	<b>C</b>	-	<b>0.94</b>	<b>38.1</b>	<b>D</b>					
49 SECOND AVENUE & 52ND STREET														
Second Avenue	SB	LT	0.93	16.9	B	LT	0.96	19.4	B					- Mitigation not required.
52nd Street	EB	TR	0.91	53.7	D	TR	0.91	53.7	D					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>20.5</b>	<b>C</b>	-	<b>0.94</b>	<b>22.7</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET														
Second Avenue	SB	T	0.96	20.2	C	T	0.99	25.6	C					- Mitigation not required.
		R	0.54	16.3	B	R	0.54	16.3	B					
53rd Street	WB	LT	1.03	67.5	E	LT	1.03	67.5	E					
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>28.7</b>	<b>C</b>	-	<b>1.00</b>	<b>32.6</b>	<b>C</b>					
51 SECOND AVENUE & 57TH STREET														
Second Avenue	SB	LT	0.85	28.3	C	LT	0.88	29.8	C					- Mitigation not required.
		R	0.53	25.5	C	R	0.53	25.5	C					
57th Street	EB	T	1.02	87.4	F	T	1.02	87.4	F					
		R	0.51	44.5	D	R	0.51	44.5	D					
	WB	L	1.13	99.1	F	L	1.13	99.1	F					
		LT	1.08	78.3	E	LT	1.08	78.3	E					
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>53.2</b>	<b>D</b>	-	<b>1.03</b>	<b>53.5</b>	<b>D</b>					

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET (UNSIGNALIZED INTERSECTION - AM Only)</b>														
Queensboro Bridge Upper Level	SB	R	-	-	R	-	-	-					- Mitigation not required.	
57th Street	EB	L	-	-	-	-	-	-						
	T	-	13.0	B	T	-	13.0	B						
	WB	T	-	71.4	F	T	-	71.4	F					
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>						
<b>53 SECOND AVENUE &amp; 59TH STREET</b>														
Second Avenue	SB	LT	1.03	41.2	D	LT	1.06	54.1	D				- Unmitigatable Impact.	
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>106.9</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>113.7</b>	<b>F</b>						
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Unmitigatable Impact. - Shift the south curb along WB Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left-turn lanes as three 12.5 ft. lanes. [Measures reflect geometric improvements needed for the Saturday midday peak period.]
	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*		
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.90	46.7	D	T	0.91	50.0	D				- Mitigation not required.	
	R	0.15	13.8	B	R	0.15	13.8	B						
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>45.5</b>	<b>D</b>	<b>-</b>	<b>0.45</b>	<b>48.7</b>	<b>D</b>						
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	T	0.79	19.4	B	T	0.79	19.5	B				- Mitigation not required.	
	R	0.38	15.2	B	R	0.38	15.2	B						
61st Street	WB	LT	1.14	100.3	F	LT	1.14	100.3	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>						
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	T	0.70	17.5	B	T	0.71	17.6	B				- Mitigation not required.	
	R	0.37	15.2	B	R	0.37	15.2	B						
63rd Street	WB	L	1.11	101.6	F	L	1.11	101.6	F					
	T	1.14	106.2	F	T	1.14	106.2	F						
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>48.7</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>						
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.31	34.5	C	L	0.31	34.5	C	- Modify signal timing: shift 2 s green time from EB-lag/SB-right phase to EB/WB phase. [EB/WB green time shifts from 31 s to 33 s; EB-lag/SB-right green time shifts from 30 s to 28 s; SB green time remains at 13 s].
	R	0.51	14.1	B	R	0.51	14.1	B	R	0.53	15.7	B		
34th Street	EB	T	0.60	6.9	A	T	0.62	7.4	A	T	0.62	7.4	A	
	WB	T	1.20	120.0+	F*	T	1.20+	120.0+	F*	T	1.19	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>54.7</b>	<b>D</b>	<b>-</b>	<b>0.80</b>	<b>65.1</b>	<b>E</b>	<b>-</b>	<b>0.80</b>	<b>53.9</b>	<b>D</b>		
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	64.3	E				- Mitigation not required.	
	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	R	1.05	79.8	E	R	1.05	79.8	E						
35th Street	WB	LT	1.16	118.0	F	LT	1.16	118.7	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>116.5</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>						
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	1.19	120.0+	F*				- Unmitigatable Impact.	
37th Street	WB	TR	0.97	73.7	E	TR	1.04	92.4	F					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.12</b>	<b>114.8</b>	<b>F</b>						
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.36	16.0	B				- Mitigation not required.	
38th Street	EB	LT	0.51	19.8	B	LT	0.53	20.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>17.3</b>	<b>B</b>						

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.26	10.2	B				- Mitigation not required.	
39th Street	WB	TR	0.81	32.7	C	TR	0.82	33.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>0.48</b>	<b>24.1</b>	<b>C</b>						
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.0	A	TR	0.24	10.1	B				- Mitigation not required.	
40th Street	EB	LT	0.63	30.0	C	LT	0.65	31.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>17.6</b>	<b>B</b>						
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.28	11.0	B				- Mitigation not required.	
		LR	0.08	9.0	A	LR	0.08	9.0	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.25	21.1	C	T	0.25	21.1	C					
	WB	T	0.20	20.4	C	T	0.20	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>						
<b>THIRD AVENUE CORRIDOR</b>														
<b>64 THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.93	31.0	C	LTR	0.94	31.6	C	LTR	0.96	35.4	D	- Modify signal timing: shift 1 s green time from EB-lead phase to EB/WB phase and 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 39 s; EB-lead green time shifts from 11 s to 10 s; EB/WB green time shifts from 26 s to 28 s].
34th Street	EB	DefL	0.62	26.2	C	DefL	0.70	29.8	C	DefL	0.70	29.7	C	
		T	0.86	35.1	D	T	0.92	42.9	D	T	0.89	37.1	D	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>69.2</b>	<b>E</b>	<b>-</b>	<b>1.11</b>	<b>76.7</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>66.9</b>	<b>E</b>		
<b>65 THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.20	120.0+	F*	L	0.32	11.5	B	- Modify the existing "No Standing" regulations along the west side of the Third Avenue approach to prohibit truck loading/unloading from 7A-10A 120 ft. from the intersection to provide a daylight left-turn lane (for a total of 7 lanes).
		-	-	-	-	-	-	-	-	T	1.11	97.7	F	
35th Street	WB	TR	1.11	88.2	F	TR	1.11	88.9	F	TR	1.11	88.9	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>116.3</b>	<b>F</b>	<b>-</b>	<b>1.16</b>	<b>119.9</b>	<b>F</b>	<b>-</b>	<b>1.11</b>	<b>91.5</b>	<b>F</b>		
<b>66 THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.84	16.9	B	TR	0.84	16.9	B	TR	0.80	14.2	B	- Modify signal timing: shift 2 s green time from EB phase to NB phase. [NB green time shifts from 45 s to 47 s; EB green time shifts from 29 s to 27 s].
		R	0.93	44.2	D	R	0.98	55.9	E	R	0.94	44.6	D	
36th Street	EB	LT	0.62	27.6	C	LT	0.62	27.6	C	LT	0.66	30.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>22.3</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>24.0</b>	<b>C</b>	<b>-</b>	<b>0.84</b>	<b>21.3</b>	<b>C</b>		
<b>67 THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	L	0.24	13.6	B	L	0.24	13.6	B	L	0.24	14.4	B	- Modify signal timing: shift 1 s green time from NB phase to WB phase. [NB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s].
		T	0.87	22.1	C	T	0.87	22.1	C	T	0.89	24.1	C	
37th Street	WB	T	1.09	83.3	F	T	1.11	89.9	F	T	1.09	79.8	E	
		R	1.08	94.0	F	R	1.08	94.0	F	R	1.06	83.8	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>47.8</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>49.8</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>46.9</b>	<b>D</b>		
<b>68 THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	0.87	15.0	B	T	0.87	15.0	B				- Mitigation not required.	
		R	0.26	8.0	A	R	0.26	8.1	A					
38th Street	EB	LT	0.73	31.8	C	LT	0.75	32.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>17.6</b>	<b>B</b>						
<b>69 THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.38	12.0	B	L	0.43	13.3	B	L	0.43	13.3	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles).
		T	1.08	68.6	E	T	1.08	68.8	E	T	1.08	68.8	E	
39th Street	WB	TR	1.00	56.5	E	TR	1.03	64.9	E	TR	1.00	55.3	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>65.0</b>	<b>E</b>	<b>-</b>	<b>1.05</b>	<b>62.1</b>	<b>E</b>		
<b>70 THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	0.86	18.5	B	T	0.86	18.5	B				- Mitigation not required.	
		R	0.92	81.0	F	R	0.92	81.0	F					
40th Street	EB	LT	0.39	18.4	B	LT	0.40	18.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>20.7</b>	<b>C</b>						

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>71 THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.45	29.4	C	R	0.45	29.4	C					
41st Street	EB	LT	0.71	31.6	C	LT	0.71	31.6	C					
	WB	R	1.02	78.1	E	R	1.02	78.1	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	
<b>72 THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.12	82.2	F	LT	1.12	82.6	F					- Unmitigatable Impact.
		R	0.69	33.1	C	R	0.69	33.1	C					
42nd Street	EB	L	0.40	26.3	C	L	0.39	28.1	C					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	1.09	120.0+	F*	R	1.20	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	
<b>OTHER 34TH STREET CORRIDOR</b>														
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.76	23.2	C	LT	0.77	23.5	C					- Mitigation not required.
		R	0.40	20.1	C	R	0.44	21.1	C					
34th Street	EB	TR	0.65	18.4	B	TR	0.70	19.5	B					
	WB	LT	0.92	34.2	C	LT	0.96	40.0	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>25.2</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>27.4</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>27.4</b>	<b>C</b>	<b>-</b>	
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	1.06	70.0	E	LTR	1.06	70.0	E					- Unmitigatable Impact.
	SB	LTR	1.10	88.1	F	LTR	1.10	88.1	F					
34th Street	EB	LT	0.55	22.3	C	LT	0.59	23.2	C					
		R	0.36	20.3	C	R	0.36	20.3	C					
	WB	LT	0.97	48.6	D	LT	1.02	61.6	E					
		R	0.30	20.1	C	R	0.31	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>56.9</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>59.9</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>59.9</b>	<b>E</b>	<b>-</b>	
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	1.04	60.9	E					- Mitigation not required.
34th Street	EB	DefL	0.58	28.3	C	DefL	0.57	28.1	C					
		T	0.61	23.7	C	T	0.65	24.7	C					
	WB	T	0.72	26.6	C	T	0.76	28.3	C					
		R	0.54	27.0	C	R	0.54	27.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>39.1</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>39.4</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>39.4</b>	<b>D</b>	<b>-</b>	
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	0.61	6.7	A	T	0.61	6.7	A	T	0.63	8.2	A	- Modify signal timing: shift 2 s green time from NB-lead phase to EB/WB phase. [NB-lead green time shifts from 32 s to 30 s; EB/WB green time shifts from 27 s to 29 s; NB/SB green time remains at 21 s].
Broadway	SB	T	0.88	45.9	D	T	0.88	45.9	D	T	0.88	45.9	D	
34th Street	EB	TR	1.09	91.3	F	TR	1.15	115.0	F	TR	1.08	85.8	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>67.2</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>78.6</b>	<b>E</b>	<b>-</b>	<b>0.89</b>	<b>65.3</b>	<b>E</b>	<b>-</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.91	22.8	C	LTR	0.98	34.2	C	- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 41 s; EB/WB green time shifts from 35 s to 38 s].
34th Street	EB	TR	1.16	116.7	F	TR	1.20+	120.0+	F*	TR	1.13	102.6	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>82.4</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>97.6</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>82.8</b>	<b>F</b>	<b>-</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.15	105.4	F	LT	1.11	91.6	F	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 30 s; EB/WB green time shifts from 40 s to 43 s; LPI remains at 7 s].
		-	-	-	-	-	-	-	-	R	0.56	31.8	C	
34th Street	EB	LT	1.09	86.8	F	LT	1.15	109.2	F	LT	1.08	78.3	E	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.17</b>	<b>96.0</b>	<b>F</b>	<b>-</b>	

**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>OTHER 42ND STREET CORRIDOR</b>														
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>														
Lexington Avenue	SB	LTR	0.92	23.3	C	LTR	0.93	24.2	C	LTR	0.77	18.7	B	<ul style="list-style-type: none"> <li>- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes).</li> <li>- Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane.</li> <li>- Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue.</li> <li>- Modify signal timing: shift 5 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 40 s; EB/WB green time shifts from 35 s to 40 s].</li> </ul>
42nd Street	EB	TR	1.08	81.2	F	TR	1.14	104.4	F	TR	1.01	54.7	D	
	WB	LT	1.04	67.3	E	LT	1.16	113.3	F	LT	1.02	59.8	E	
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>48.5</b>	<b>D</b>	-	<b>1.03</b>	<b>67.8</b>	<b>E</b>	-	<b>0.90</b>	<b>38.5</b>	<b>D</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>														
Park Avenue	NB	LR	0.15	20.1	C	LR	0.15	20.1	C	L	0.16	25.1	C	<ul style="list-style-type: none"> <li>- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking.</li> <li>- Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 44 s green, WB/NB-right only = 7 s green time, and NB = 24 s of green time (each phase has 3 s amber and 2 s all red).</li> </ul> <p><b>[Measures reflect geometric and signal improvements needed for the Weekday PM and Saturday Midday peak periods; otherwise mitigation is not needed.]</b></p>
	R		0.43	25.3	C	R	0.43	25.3	C	R	0.38	20.5	C	
42nd Street	EB	TR	0.79	19.9	B	TR	0.83	22.0	C	TR	0.92	32.9	C	
	WB	LT	0.82	21.5	C	LT	0.89	26.1	C	LT	0.78	15.5	B	
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>21.0</b>	<b>C</b>	-	<b>0.71</b>	<b>24.1</b>	<b>C</b>	-	<b>0.68</b>	<b>23.7</b>	<b>C</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>														
42nd Street	EB	LT	0.82	26.9	C	LT	0.86	29.6	C	LT	0.81	24.2	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 43 s; all-ped time reduces from 40 s to 37 s].</li> <li>(NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 37 s is sufficient).</li> </ul>
	WB	TR	0.96	41.9	D	TR	1.04	62.0	E	TR	0.97	41.2	D	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>34.9</b>	<b>C</b>	-	<b>1.05</b>	<b>47.2</b>	<b>D</b>	-	<b>0.98</b>	<b>33.4</b>	<b>C</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>														
Madison Avenue	NB	LTR	1.10	80.2	F	LTR	1.10	80.5	F	L	0.07	10.2	B	<p><b>Partially Mitigated.</b></p> <ul style="list-style-type: none"> <li>- Install "No Standing" regulations for 7A-10A along the west side of Madison Avenue to provide a daylight left-turn lane.</li> <li>- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 43.5 s to 41.5 s; EB/WB green time shifts from 36.5 s to 38.5 s].</li> </ul>
	-	-	-	-	-	-	-	-	-	TR	1.09	77.2	E	
42nd Street	EB	LT	0.98	49.9	D	LT	1.04	65.2	E	LT	0.99	49.7	D	
	WB	T	1.08	78.2	E	T	1.17	113.2	F	T	1.11	88.3	F	
	R		0.01	14.9	E	R	0.01	14.9	B	R	0.01	13.8	B	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>71.3</b>	<b>E</b>	-	<b>1.13</b>	<b>87.4</b>	<b>F</b>	-	<b>1.10</b>	<b>73.0</b>	<b>E</b>	
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>														
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.05	105.1	F					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>
	R		0.60	53.1	D	R	0.60	53.1	D					
42nd Street	EB	LT	1.06	79.7	E	LT	1.12	99.1	F					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	R		1.10	108.5	F	R	1.19	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>114.2</b>	<b>F</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>					
<b>86 BROADWAY &amp; 42ND STREET</b>														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>
42nd Street	EB	T	0.94	50.5	D	T	0.99	59.7	E					
	R		0.14	22.6	C	R	0.14	22.6	C					
	WB	L	0.86	120.0+	F*	L	0.86	120.0+	F*					
	T		1.10	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>87 SEVENTH AVENUE &amp; 42ND STREET</b>														
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.91	27.0	C					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
42nd Street	EB	T	0.68	26.1	C	T	0.72	27.1	C					
	R		0.71	33.2	C	R	0.71	33.2	C					
	WB	LT	0.66	25.9	C	LT	0.73	28.1	C					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.1</b>	<b>C</b>	-	<b>0.83</b>	<b>27.8</b>	<b>C</b>					
<b>88 EIGHTH AVENUE &amp; 42ND STREET</b>														
Eighth Avenue	NB	L	0.04	16.3	B	L	0.04	16.3	B					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>
	LT		1.09	93.9	F	LT	1.09	93.9	F					
42nd Street	R		1.00	87.4	F	R	1.00	87.4	F					
	EB	DefL	0.88	45.0	D	DefL	0.90	49.1	D					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					



**Table B - 29**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.12	90.7	F	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 32 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 32 s].
42nd Street	EB	TR	1.05	72.9	E	TR	1.08	82.9	F	TR	0.98	51.9	D	
	WB	DefL	0.79	34.4	C	DefL	0.79	33.9	C	DefL	0.75	30.0	C	
	T		1.19	120.0+	F*	T	1.20+	120.0+	F*	T	1.16	115.7	F	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>80.3</b>	<b>F</b>	
<b>GARAGE ENTRANCE/EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>														
Garage Entrance and Exit Driveway	SB	R	(UNSIGNALIZED INTERSECTION)			R	-	16.1	C					- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>16.1</b>	<b>C</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>														
Garage Entrance and Exit Driveway	SB	LR	(UNSIGNALIZED INTERSECTION)			LR	-	13.9	B					- Mitigation not required.
38th Street	EB	LT				LT	-	7.9	A					
<b>Overall Intersection</b>	-					-	-	<b>13.1</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.03	71.6	E	L	1.15	113.0	F					<b>- Unmitigatable Impact.</b>
		TR	0.63	17.5	B	TR	0.72	22.1	C					
	SB	LTR	1.09	82.6	F	LTR	1.20+	120.0+	F*					
34th Street	EB	LT	1.00	78.8	E	LT	1.02	84.6	F					
		R	1.15	107.6	F	R	1.15	107.6	F					
Parking Lot Driveway	WB	LTR	0.07	25.2	C	LTR	0.07	25.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>81.1</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>111.0</b>	<b>F</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.36	19.6	B	L	0.42	21.9	C	L	0.49	25.5	C	<b>- Modify signal timing: shift 5 s green time from NB-lag phase to NB/SB phase; shift 1 s green time from WB phase to NB/SB phase. [NB/SB green time shifts from 33 s to 39 s; NB-lag green time shifts from 26 s to 21 s; WB green time shifts from 16 s to 15 s]</b>
		T	0.37	5.3	A	T	0.37	5.3	A	T	0.37	4.9	A	
	SB	TR	0.97	47.4	D	TR	1.16	108.7	F	TR	0.98	45.8	D	
35th Street/Parking Lot Driveway	WB	LTR	0.03	29.2	C	LTR	0.03	29.2	C	LTR	0.03	30.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.64</b>	<b>74.5</b>	<b>E</b>	<b>-</b>	<b>0.66</b>	<b>34.2</b>	<b>C</b>		
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.59	12.6	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM &amp; PM peak period; otherwise mitigation is not needed.]</b>
East 36th Street	EB	R	-	13.5	B	R	-	16.9	C	R	0.47	28.1	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>16.9</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>14.8</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.70	12.1	B	TR	0.77	13.7	B					<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>13.7</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.79	17.4	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>
East 38th Street	EB	R	-	17.6	C	R	-	22.5	C	R	0.52	28.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>17.6</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>22.5</b>	<b>C</b>	<b>-</b>	<b>0.70</b>	<b>18.9</b>	<b>B</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.49	10.6	B	TR	0.50	10.7	B					<b>- Mitigation not required.</b>
30th Street	EB	L	0.91	48.4	D	L	0.91	48.4	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.86	14.8	B	LTR	0.87	15.3	B					<b>- Mitigation not required.</b>
33rd Street	WB	TR	0.06	18.6	B	TR	0.06	18.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>15.4</b>	<b>B</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	L	0.41	19.7	B	L	0.42	19.7	B					<b>- Mitigation not required.</b>
		TR	0.85	22.4	C	TR	0.86	23.2	C					
34th Street	EB	DefL	0.49	23.8	C	DefL	0.55	25.6	C					
		T	0.90	36.4	D	T	0.90	37.2	D					
	WB	TR	0.74	33.6	C	TR	0.81	36.4	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>29.6</b>	<b>C</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.42	7.5	A	LT	0.45	7.7	A	LT	0.45	7.7	A	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand cu</b>
35th Street	WB	TR	0.57	25.3	C	TR	0.75	30.5	C	TR	0.47	23.4	C	
		-	-	-	-	-	-	-	-	R	0.55	29.1	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.57</b>	<b>13.9</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>12.5</b>	<b>B</b>	<b>- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]</b>	
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.6	A	TR	0.51	8.3	A					<b>- Mitigation not required.</b>
36th Street	EB	LT	0.27	20.8	C	LT	0.32	21.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>0.44</b>	<b>10.1</b>	<b>B</b>						

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.99	31.9	C	LT	1.09	71.8	E	L	0.35	9.6	A	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 10A-4P M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes).
	-	-	-	-	-	-	-	-	-	T	0.48	8.0	A	
37th Street	WB	TR	0.81	38.2	D	TR	0.82	39.8	D	TR	0.82	39.8	D	
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>33.2</b>	<b>C</b>	-	<b>0.99</b>	<b>65.8</b>	<b>E</b>	-	<b>0.62</b>	<b>14.1</b>	<b>B</b>	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.47	7.9	A	TR	0.53	8.5	A					- Mitigation not required.
38th Street	EB	L	0.78	37.6	D	L	0.86	44.6	D					
	LT	0.33	22.4	C	LT	0.37	23.1	C						
	WB	R	0.41	24.2	C	R	0.61	31.0	C					
<b>Overall Intersection</b>	-	-	<b>0.59</b>	<b>14.8</b>	<b>B</b>	-	<b>0.66</b>	<b>16.9</b>	<b>B</b>					
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.61	9.3	A	LT	0.72	10.7	B					- Mitigation not required.
39th Street	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.61</b>	<b>9.3</b>	<b>A</b>	-	<b>0.72</b>	<b>10.7</b>	<b>B</b>					
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.65	9.9	A	T	0.72	10.9	B					- Mitigation not required.
40th Street	EB	L	0.37	22.1	C	L	0.69	30.8	C					
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.54</b>	<b>11.8</b>	<b>B</b>	-	<b>0.71</b>	<b>14.1</b>	<b>B</b>					
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.61	13.7	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	23.6	C	R	-	120.0+	F*	R	0.20	20.5	C	
<b>Overall Intersection</b>	-	-	-	<b>23.6</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.45</b>	<b>14.0</b>	<b>B</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.33	13.5	B	LT	0.41	14.4	B	LT	0.44	16.6	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 41 s; EB/WB green time shifts from 31 s to 34 s; LPI remains 5 s].
First Avenue (right)	T	0.75	26.4	C	T	0.82	31.5	C	T	0.88	40.1	D		
	R	0.10	11.7	B	R	0.45	18.3	B	R	0.50	21.7	C		
42nd Street	EB	DefL	0.99	68.7	E	DefL	0.99	68.7	E	DefL	0.91	48.6	D	
	T	0.97	58.0	E	T	1.04	76.5	E	T	0.95	51.7	D		
	WB	TR	0.70	28.6	C	TR	0.73	30.1	C	TR	0.66	25.7	C	
	R	0.83	43.0	D	R	0.83	43.0	D	R	0.76	34.4	C		
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>39.0</b>	<b>D</b>	-	<b>0.91</b>	<b>42.6</b>	<b>D</b>	-	<b>0.91</b>	<b>35.0</b>	<b>C</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.42	7.5	A	T	0.43	7.6	A					- Mitigation not required.
44th Street	EB	L	0.82	46.8	D	L	0.82	46.8	D					
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>12.8</b>	<b>B</b>	-	<b>0.58</b>	<b>12.7</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.76	23.2	C	L	0.76	23.2	C					- Mitigation not required.
	T	0.48	8.1	A	T	0.50	8.2	A						
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>	-	<b>0.76</b>	<b>10.6</b>	<b>B</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.40	7.4	A	T	0.41	7.4	A					- Mitigation not required.
46th Street	EB	L	0.38	22.0	C	L	0.38	22.0	C					
<b>Overall Intersection</b>	-	-	<b>0.39</b>	<b>10.5</b>	<b>B</b>	-	<b>0.40</b>	<b>10.5</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.45	7.7	A	LT	0.46	7.8	A					- Mitigation not required.
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.45</b>	<b>7.7</b>	<b>A</b>	-	<b>0.46</b>	<b>7.8</b>	<b>A</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	17.8	C	L	-	17.8	C					- Mitigation not required.
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>17.8</b>	<b>C</b>					

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	1.07	71.8	E	LT	1.07	71.8	E	LT	1.04	63.9	E	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 1 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
First Avenue (tunnel)		T	0.80	14.2	B	T	0.84	15.7	B	T	0.83	14.2	B	
First Avenue (right)		T	0.98	40.1	D	T	1.00	51.4	D	T	0.98	38.5	D	
49th Street	WB	TR	1.06	76.8	E	TR	1.07	78.3	E	TR	1.03	65.6	E	
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>46.6</b>	<b>D</b>	-	<b>1.06</b>	<b>49.3</b>	<b>D</b>	-	<b>1.04</b>	<b>41.5</b>	<b>D</b>	
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	0.78	11.5	B	TR	0.80	11.9	B					- Mitigation not required.
52nd Street	EB	LT	0.73	35.7	D	LT	0.73	35.7	D					
	WB	R	0.25	21.4	C	R	0.25	21.4	C					
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>14.1</b>	<b>B</b>	-	<b>0.77</b>	<b>14.5</b>	<b>B</b>					
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	0.79	11.9	B	LT	0.81	12.3	B					- Mitigation not required.
53rd Street	WB	TR	0.66	27.4	C	TR	0.66	27.4	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>14.8</b>	<b>B</b>	-	<b>0.75</b>	<b>15.1</b>	<b>B</b>					
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LT	0.97	39.6	D	LT	1.01	46.5	D	L	0.80	36.2	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.
		-	-	-	-	-	-	-	-	LT	0.80	26.5	C	
		R	0.23	19.2	B	R	0.23	19.2	B	R	0.23	19.2	B	
57th Street	EB	DefL	0.46	29.1	C	DefL	0.46	29.1	C	DefL	0.46	29.1	C	
		T	0.34	23.2	C	T	0.34	23.2	C	T	0.34	23.2	C	
	WB	TR	0.42	23.5	C	TR	0.42	23.5	C	TR	0.42	23.5	C	
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>35.9</b>	<b>D</b>	-	<b>0.75</b>	<b>41.3</b>	<b>D</b>	-	<b>0.64</b>	<b>27.1</b>	<b>C</b>	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.66	22.6	C	L	0.66	22.6	C	L	0.64	21.0	C	- Modify signal timing: shift 1 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 46 s; EB/WB green time shifts from 29 s to 28 s; LPI remains at 6 s].
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.23	131.5	F	
59th Street	EB	DefL	0.38	25.5	C	DefL	0.38	25.5	C	DefL	0.40	26.6	C	
		T	0.18	21.4	C	T	0.18	21.4	C	T	0.19	22.2	C	
	WB	TR	0.48	25.1	C	TR	0.48	25.1	C	TR	0.50	26.1	C	
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>110.4</b>	<b>F</b>	-	<b>0.95</b>	<b>111.7</b>	<b>F</b>	-	<b>0.95</b>	<b>103.1</b>	<b>F</b>	
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	DefL	0.99	78.3	E	DefL	1.00	120.0+	F*	DefL	1.00	52.8	D	- Modify signal timing: shift 2 s from parking garage phase to EB/WB phase. [EB-lead green time remains at 28 s; EB/WB green time shifts from 18 s to 20 s; parking garage time shifts from 10 s to 8 s; all ped-phase remains at 20 s].
		T	1.12	89.1	F	T	1.15	100.0	F	T	1.11	81.9	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.23	150.9	F	
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.96</b>	<b>104.2</b>	<b>F</b>	
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.22	10.8	B	LT	0.22	10.8	B					- Mitigation not required.
35th Street	WB	TR	0.65	26.1	C	TR	0.68	26.9	C					
<b>Overall Intersection</b>	-		<b>0.40</b>	<b>19.1</b>	<b>B</b>	-	<b>0.41</b>	<b>19.7</b>	<b>B</b>					
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.50	14.1	B	TR	0.51	14.1	B					- Mitigation not required.
36th Street	EB	T	0.18	18.4	B	T	0.20	18.7	B					
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>14.9</b>	<b>B</b>	-	<b>0.38</b>	<b>15.1</b>	<b>B</b>					
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-					- Mitigation not required.
		-	-	-	-	-	-	-	-					
	SB	TR	0.02	14.1	B	TR	0.03	14.2	B					
37th Street	WB	L	0.55	25.8	C	L	0.63	30.0	C					
		LTR	0.76	30.2	C	LTR	0.79	32.1	C					
<b>Overall Intersection</b>	-		<b>0.41</b>	<b>28.7</b>	<b>C</b>	-	<b>0.43</b>	<b>30.8</b>	<b>C</b>					
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.01	12.9	B	TR	0.01	12.9	B					- Mitigation not required.
	SB	LT	0.08	13.6	B	LT	0.10	13.7	B					
38th Street	EB	LTR	0.45	17.4	B	LTR	0.50	18.1	B					
<b>Overall Intersection</b>	-		<b>0.26</b>	<b>16.9</b>	<b>B</b>	-	<b>0.30</b>	<b>17.6</b>	<b>B</b>					

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.02	13.0	B	L	0.02	13.0	B					- Mitigation not required.
	SB	TR	0.06	13.4	B	TR	0.06	13.4	B					
39th Street	WB	LT	0.58	21.6	C	LT	0.67	24.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.36</b>	<b>22.9</b>	<b>C</b>						
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	0.68	10.8	B	LT	0.69	10.9	B					- Mitigation not required.
30th Street	EB	T	0.40	23.0	C	T	0.40	23.0	C					
		R	0.45	26.3	C	R	0.45	26.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	1.09	65.8	E	T	1.10	70.3	E	T	1.08	61.3	E	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
		R	0.52	13.7	B	R	0.52	13.7	B	R	0.50	12.4	B	
33rd Street	WB	L	0.66	35.4	D	L	0.66	35.4	D	L	0.69	38.0	D	
		T	0.29	22.4	C	T	0.29	22.4	C	T	0.30	23.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>60.3</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>64.2</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>56.5</b>	<b>E</b>		
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	0.89	44.2	D	L	0.89	44.2	D	L	0.89	44.2	D	- Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low.
		LT	0.81	17.7	B	LT	0.82	17.9	B	LT	0.82	17.9	B	
		R	0.58	22.5	C	R	0.67	27.0	C	R	0.67	27.0	C	
34th Street	EB	T	1.16	115.5	F	T	1.19	120.0+	F*	T	1.11	94.4	F	
		R	0.86	61.8	E	R	0.87	64.7	E	R	0.81	53.1	D	
	WB	L	0.75	52.3	D	L	0.76	53.0	D	L	0.76	53.2	D	
		T	0.75	27.8	C	T	0.75	28.0	C	T	0.79	31.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>43.3</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>46.6</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>39.6</b>	<b>D</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	0.62	16.4	B	T	0.63	16.5	B	T	0.63	16.5	B	- Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb.
		R	0.93	51.5	D	R	0.93	51.5	D	R	0.93	51.5	D	- Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection.
35th Street	EB	R	0.99	52.1	D	R	0.99	52.1	D	R	0.99	52.1	D	[Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	WB	LT	0.43	20.3	C	LT	0.46	20.8	C	L	0.32	20.5	C	
		-	-	-	-	-	-	-	-	T	0.29	18.4	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>30.4</b>	<b>C</b>		
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	0.80	18.2	B	L	0.83	19.4	B					- Mitigation not required.
		T	0.66	11.3	B	T	0.67	11.4	B					
36th Street	EB	TR	0.95	42.2	D	TR	0.96	42.9	D					
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>23.1</b>	<b>C</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	0.93	18.3	B	T	0.95	19.7	B					- Mitigation not required.
		R	0.21	7.3	A	R	0.21	7.3	A					
37th Street	WB	LT	0.58	26.6	C	LT	0.60	27.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>20.2</b>	<b>C</b>						
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	-	-	-	-	-	-	-	-					- Mitigation not required.
		LT	0.79	11.8	B	LT	0.81	12.2	B					
38th Street	EB	TR	0.73	30.2	C	TR	0.77	31.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.79</b>	<b>15.8</b>	<b>B</b>						
<b>42 SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	1.10	69.9	E	T	1.11	77.0	E	T	1.09	67.7	E	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading
		R	1.17	120.0+	F*	R	1.17	120.0+	F*	R	1.15	117.9	F	
39th Street	WB	LT	0.91	54.2	D	LT	0.98	67.6	E	LT	0.66	29.9	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>74.3</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>81.2</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>68.6</b>	<b>E</b>	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].	
<b>43 SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	L	0.39	12.9	B	L	0.57	19.8	B	L	0.57	19.8	B	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 10A-4P 120 ft. from the intersection to gain an additional through lane (for a total of 6 lanes).
		T	1.13	93.0	F	T	1.15	99.9	F	T	0.92	18.4	B	
40th Street	EB	TR	0.86	47.2	D	TR	0.87	47.8	D	TR	0.87	47.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>91.4</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>21.7</b>	<b>C</b>		

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LTR	0.82	12.5	B	LT	0.84	13.0	B					- Mitigation not required.
	EB	TR	0.71	40.7	D	TR	0.71	40.7	D					
	<b>Overall Intersection</b>	-	<b>0.78</b>	<b>14.1</b>	<b>B</b>	-	<b>0.79</b>	<b>14.6</b>	<b>B</b>					
45 SECOND AVENUE & 42ND STREET Second Avenue 42nd Street	SB	LTR	1.04	50.1	D	LTR	1.06	58.1	E					- Unmitigatable Impact.
	EB	TR	0.74	26.5	C	TR	0.81	29.6	C					
	WB	LT	1.09	91.6	F	LT	1.20	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>51.2</b>	<b>D</b>	-	<b>1.13</b>	<b>63.7</b>	<b>E</b>					
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	TR	1.04	48.1	D	TR	1.06	55.0	D	TR	1.04	46.6	D	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
	WB	LT	0.45	25.4	C	LT	0.45	25.4	C	LT	0.46	26.5	C	
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>47.0</b>	<b>D</b>	-	<b>0.82</b>	<b>53.7</b>	<b>D</b>	-	<b>0.82</b>	<b>45.7</b>	<b>D</b>	
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	1.07	55.3	E	LT	1.09	63.5	E	L	0.48	10.3	B	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a t
	-	-	-	-	-	-	-	-	-	T	1.01	35.7	D	
	EB	TR	0.88	53.2	D	TR	0.88	53.2	D	TR	0.88	53.2	D	
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>55.1</b>	<b>E</b>	-	<b>1.02</b>	<b>62.6</b>	<b>E</b>	-	<b>0.97</b>	<b>36.2</b>	<b>D</b>	
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	TR	0.83	12.8	B	T	0.84	13.2	B					- Mitigation not required.
	WB	L	0.97	65.9	E	L	0.99	68.7	E					
	LT	1.03	75.8	E	LT	1.03	75.8	E						
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>27.4</b>	<b>C</b>	-	<b>0.91</b>	<b>27.9</b>	<b>C</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.78	11.7	B	LT	0.80	12.0	B					- Mitigation not required.
	EB	TR	0.93	57.9	E	TR	0.93	57.9	E					
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>17.1</b>	<b>B</b>	-	<b>0.85</b>	<b>17.4</b>	<b>B</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	TR	0.76	11.2	B	TR	0.77	11.5	B					- Mitigation not required.
	WB	LT	1.01	64.5	E	LT	1.01	64.5	E					
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>23.5</b>	<b>C</b>	-	<b>0.87</b>	<b>23.5</b>	<b>C</b>					
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	1.03	49.9	D	LTR	1.05	57.9	E	LTR	1.03	48.6	D	- Modify signal timing: shift 1 s green time from WB-lead phase to SB phase. [SB green time shifts from 39 s to 40 s; WB-lead green time shifts from 8 s to 7 s; EB/WB green time remains 23 s; and LPI remains 5 s].
	EB	T	1.09	91.5	F	T	1.09	91.5	F	T	1.09	91.5	F	
		R	0.44	33.8	C	R	0.44	33.8	C	R	0.44	33.8	C	
	WB	L	0.55	40.7	D	L	0.55	40.7	D	L	0.58	43.0	D	
		LT	0.34	18.9	B	LT	0.34	18.9	B	LT	0.35	19.7	B	
	<b>Overall Intersection</b>	-	<b>1.01</b>	<b>56.4</b>	<b>E</b>	-	<b>1.02</b>	<b>61.7</b>	<b>E</b>	-	<b>1.02</b>	<b>55.6</b>	<b>E</b>	
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	-	-	-	-	-	-	-	-	- Modify the existing "No Standing" regulations along the north side of westbound 57th Street approach to prohibit truck loading/unloading from 10A-4P 120 ft. from the intersection to provide two through lanes and a daylight shared through-right lane (for a
	EB	L	1.02	58.5	E	L	1.02	58.6	E	L	1.02	58.2	E	
		T	0.29	3.9	A	T	0.29	3.9	A	T	0.29	3.9	A	
	WB	TR	1.17	119.2	F	TR	1.20+	120.0+	F*	TR	0.85	35.6	D	
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>80.4</b>	<b>F</b>	-	<b>1.07</b>	<b>98.3</b>	<b>F</b>	-	<b>0.98</b>	<b>39.0</b>	<b>D</b>		
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	1.13	85.3	F	LT	1.16	95.6	F					- Unmitigatable Impact.
	EB	TR	1.09	81.8	F	TR	1.09	81.8	F					
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>84.2</b>	<b>F</b>	-	<b>1.13</b>	<b>91.2</b>	<b>F</b>					
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.24	158.8	F	- Unmitigatable Impact. - Shift the south curb along WB Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left-turn lanes as three 12.5 ft. lanes. [Measures reflect geometric improvements needed for the Saturday midday peak period.]
		LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.24	140.8	F	
	WB	L	1.16	110.8	F	L	1.20+	120.0+	F*	L	1.19	119.9	F	
		T	1.19	120.0+	F*	T	1.19	120.0+	F*	T	1.19	120.2	F	
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.21</b>	<b>134.7</b>	<b>F</b>	

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	TR	1.12	84.0	F	TR	1.12	84.9	F					- Mitigation not required.
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>83.6</b>	<b>F</b>	<b>-</b>	<b>0.55</b>	<b>84.6</b>	<b>F</b>	<b>-</b>	<b>0.55</b>	<b>84.6</b>	<b>F</b>	<b>-</b>	
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	T	1.35	192.2	F	- Install "No Standing" regulations for 10A - 3P along the west side of Second Avenue approach to provide a daylight right-turn lane. - Relocate the existing sign on the west side of the Second Avenue approach (No Standing 7A - 10A, 3P - 8P except Sun; No standing except trucks loading and unloading 10A - 3P except Sun) 120 ft. from the intersection.
										R	0.40	12.0	B	
61st Street	WB	LT	1.12	93.9	F	LT	1.12	93.9	F	LT	1.12	94.3	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.25</b>	<b>160.3</b>	<b>F</b>	<b>-</b>	
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	1.17	112.3	F	T	1.17	113.8	F					- Mitigation not required.
63rd Street	WB	L	1.10	92.4	F	L	1.10	92.4	F					
		T	0.64	23.7	C	T	0.64	23.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>89.8</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>90.8</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>90.8</b>	<b>F</b>	<b>-</b>	
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.66	47.1	D	L	0.68	48.3	D					- Mitigation not required.
		R	0.19	9.8	A	R	0.19	9.8	A					
34th Street	EB	T	0.47	4.6	A	T	0.48	4.7	A					
	WB	T	0.72	29.0	C	T	0.74	29.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.51</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	<b>0.52</b>	<b>17.5</b>	<b>B</b>	<b>-</b>	
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	56.7	E	L	1.01	56.7	E					- Mitigation not required.
		LTR	0.98	49.1	D	LTR	0.99	50.7	D					
		R	0.70	22.1	C	R	0.70	22.1	C					
35th Street	WB	LT	0.88	41.4	D	LT	0.88	41.6	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>44.5</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>45.0</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>45.0</b>	<b>D</b>	<b>-</b>	
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.0	A	T	0.28	8.2	A					- Mitigation not required.
37th Street	WB	TR	0.45	29.0	C	TR	0.46	29.3	C					
			-	-	-									
<b>Overall Intersection</b>	<b>-</b>	<b>0.33</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	<b>0.34</b>	<b>14.2</b>	<b>B</b>	<b>-</b>	
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.33	15.6	B	TR	0.35	15.8	B					- Mitigation not required.
38th Street	EB	LT	0.91	42.5	D	LT	0.93	45.4	D					
			-	-	-									
<b>Overall Intersection</b>	<b>-</b>	<b>0.62</b>	<b>28.4</b>	<b>C</b>	<b>-</b>	<b>0.64</b>	<b>29.7</b>	<b>C</b>	<b>-</b>	<b>0.64</b>	<b>29.7</b>	<b>C</b>	<b>-</b>	
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A	LT	0.21	9.8	A					- Mitigation not required.
39th Street	WB	TR	0.61	26.3	C	TR	0.63	26.8	C					
			-	-	-									
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.38</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.14	9.3	A	TR	0.14	9.3	A					- Mitigation not required.
40th Street	EB	LT	0.60	29.0	C	LT	0.62	29.7	C					
			-	-	-									
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>18.8</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>18.8</b>	<b>B</b>	<b>-</b>	
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.19	9.9	A	L	0.19	9.9	A					- Mitigation not required.
		LR	0.05	8.8	A	LR	0.05	8.8	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.32	22.3	C	T	0.32	22.3	C					
	WB	T	0.13	19.6	B	T	0.13	19.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>THIRD AVENUE CORRIDOR</b>														
64 <b>THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.89	27.0	C	LTR	0.89	27.3	C	LTR	0.94	32.5	C	- Modify signal timing: shift 1 s green time from NB phase to EB-lead phase; shift 1 s from the NB phase to EB/Wb phase. [NB green time shifts from 40 s to 38 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time shifts from 26 s to 27 s].
34th Street	EB	DefL	0.93	72.3	E	DefL	0.97	82.0	F	DefL	0.93	70.4	E	
		T	1.07	80.0	E	T	1.11	91.8	F	T	1.04	68.3	E	
	WB	TR	0.98	54.6	D	TR	1.00	59.4	E	TR	0.96	50.8	D	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>45.1</b>	<b>D</b>	-	<b>1.17</b>	<b>49.2</b>	<b>D</b>	-	<b>1.10</b>	<b>45.1</b>	<b>D</b>	
65 <b>THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.01	41.5	D	LT	1.02	42.7	D					- Mitigation not required.
35th Street	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>89.2</b>	<b>F</b>	-	<b>1.16</b>	<b>89.9</b>	<b>F</b>					
66 <b>THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.60	11.8	B	TR	0.61	11.9	B					- Mitigation not required.
		R	0.69	20.2	C	R	0.69	20.7	C					
36th Street	EB	LT	0.63	26.8	C	LT	0.63	26.8	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>16.9</b>	<b>B</b>	-	<b>0.67</b>	<b>16.9</b>	<b>B</b>					
67 <b>THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	L	0.21	12.9	B	L	0.21	12.9	B					- Mitigation not required.
		T	0.68	16.8	B	T	0.68	16.9	B					
37th Street	WB	T	0.77	24.3	C	T	0.78	24.5	C					
		R	0.48	17.9	B	R	0.48	17.9	B					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>19.3</b>	<b>B</b>	-	<b>0.73</b>	<b>19.4</b>	<b>B</b>					
68 <b>THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	0.79	12.3	B	T	0.79	12.3	B					- Mitigation not required.
		R	0.24	7.6	A	R	0.25	7.7	A					
38th Street	EB	LT	0.65	27.5	C	LT	0.66	27.7	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>15.1</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>					
69 <b>THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.65	26.7	C	L	0.65	26.7	C	L	0.65	26.7	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		T	1.14	92.6	F	T	1.14	92.6	F	T	1.14	92.6	F	
39th Street	WB	TR	0.84	33.4	C	TR	0.84	34.1	C	TR	0.82	31.9	C	
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>76.1</b>	<b>E</b>	-	<b>1.01</b>	<b>76.2</b>	<b>E</b>	-	<b>1.00</b>	<b>75.6</b>	<b>E</b>	
70 <b>THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	1.13	85.8	F	T	1.13	85.8	F					- Mitigation not required.
		R	0.52	22.8	C	R	0.52	22.8	C					
40th Street	EB	LT	0.69	26.8	C	LT	0.69	26.9	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>75.4</b>	<b>E</b>	-	<b>0.92</b>	<b>75.4</b>	<b>E</b>					
71 <b>THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.42	22.5	C	R	0.42	22.5	C					
41st Street	EB	LT	0.62	25.2	C	LT	0.62	25.2	C					
	WB	R	0.84	42.6	D	R	0.84	42.6	D					
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>					
72 <b>THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	0.98	39.4	D	LT	0.98	39.4	D					- Unmitigatable Impact.
		R	0.83	42.8	D	R	0.83	42.8	D					
	EB	L	0.90	53.0	D	L	0.89	50.1	D					
42nd Street		T	0.80	27.8	C	T	0.86	32.4	C					
	WB	T	0.66	30.3	C	T	0.71	31.9	C					
		R	0.95	74.6	E	R	1.00	86.3	F					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>39.8</b>	<b>D</b>	-	<b>0.95</b>	<b>41.0</b>	<b>D</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.86	27.2	C	LT	0.87	27.8	C					- Mitigation not required.
		R	0.37	17.7	B	R	0.39	18.1	B					
34th Street	EB	TR	0.85	27.3	C	TR	0.87	28.9	C					
	WB	LT	0.84	27.6	C	LT	0.86	28.8	C					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>26.9</b>	<b>C</b>	-	<b>0.87</b>	<b>28.0</b>	<b>C</b>					



**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>74 PARK AVENUE &amp; 34TH STREET</b>															
Park Avenue	NB	LTR	0.89	22.8	C	LTR	0.89	22.8	C	LTR	0.91	25.6	C	- Modify signal timing: shift 1 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].	
	SB	LTR	0.89	23.2	C	LTR	0.89	23.2	C	LTR	0.91	25.9	C		
34th Street	EB	LT	0.78	28.5	C	LT	0.80	29.5	C	LT	0.78	27.8	C		
	R		0.26	18.8	B	R	0.26	18.8	B	R	0.26	18.0	B		
	WB	LTR	1.05	70.4	E	LTR	1.07	78.6	E	LTR	1.04	68.4	E		
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>34.0</b>	<b>C</b>	-	<b>0.97</b>	<b>36.1</b>	<b>D</b>	-	<b>0.97</b>	<b>35.1</b>	<b>D</b>		
<b>75 MADISON AVENUE &amp; 34TH STREET</b>															
Madison Avenue	NB	LTR	0.71	18.2	B	LTR	0.71	18.2	B					- Mitigation not required.	
35th Street	EB	LT	0.55	18.6	B	LT	0.57	18.9	B						
	WB	T	0.66	21.3	C	T	0.68	21.8	C						
	R		0.31	17.2	B	R	0.31	17.2	B						
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>19.2</b>	<b>B</b>	-	<b>0.69</b>	<b>19.4</b>	<b>B</b>						
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>															
Sixth Avenue	NB	T	1.05	55.1	E	T	1.05	55.1	E					- Unmitigatable Impact.	
Broadway	SB	T	0.79	38.7	D	T	0.79	38.7	D						
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>97.8</b>	<b>F</b>	-	<b>1.14</b>	<b>104.1</b>	<b>F</b>						
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>															
Seventh Avenue	SB	LTR	0.86	20.3	C	LTR	0.86	20.3	C	LTR	0.90	24.9	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].	
34th Street	EB	TR	1.05	71.7	E	TR	1.08	80.5	F	TR	1.02	61.3	E		
	WB	LT	1.09	85.4	F	LT	1.12	96.4	F	LT	1.06	74.4	E		
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>51.4</b>	<b>D</b>	-	<b>0.98</b>	<b>57.2</b>	<b>E</b>	-	<b>0.98</b>	<b>48.1</b>	<b>D</b>		
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>															
Eighth Avenue	NB	LTR	1.10	83.6	F	LTR	1.10	83.6	F	LT	1.01	53.0	D	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].	
	-	-	-	-	-	-	-	-	-	R	0.52	27.7	C		
34th Street	EB	LT	1.18	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.18	143.3	F		
	WB	TR	1.10	28.5	C	TR	0.84	29.9	C	TR	0.82	27.9	C		
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>87.2</b>	<b>F</b>	-	<b>1.16</b>	<b>90.5</b>	<b>F</b>	-	<b>1.10</b>	<b>70.5</b>	<b>E</b>		
<b>OTHER 42ND STREET CORRIDOR</b>															
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>															
Lexington Avenue	SB	LTR	0.92	23.9	C	LTR	0.93	25.0	C	LTR	0.75	16.9	B	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].	
42nd Street	EB	TR	0.97	49.8	D	TR	1.01	58.5	E	TR	0.93	39.4	D		
	WB	LT	1.08	106.5	F	LT	1.15	120.0+	F*	LT	1.07	97.0	F		
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>53.4</b>	<b>D</b>	-	<b>1.03</b>	<b>64.5</b>	<b>E</b>	-	<b>0.90</b>	<b>45.6</b>	<b>D</b>		
<b>81 PARK AVENUE &amp; 42ND STREET</b>															
Park Avenue	NB	LR	0.17	20.2	C	LR	0.17	20.2	C	L	0.15	22.6	C	- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 41 s green, WB/NB-right only = 7 s green time, and NB = 27 s of green time (each ph  [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]	
	R		0.74	41.2	D	R	0.74	41.2	D	R	0.60	25.9	C		
42nd Street	EB	TR	0.74	18.6	B	TR	0.77	19.5	B	TR	0.92	36.1	D		
	WB	LT	0.84	22.6	C	LT	0.87	24.8	C	LT	0.81	18.4	B		
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>22.6</b>	<b>C</b>	-	<b>0.82</b>	<b>23.9</b>	<b>C</b>	-	<b>0.76</b>	<b>26.3</b>	<b>C</b>		
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>															
42nd Street	EB	LT	0.73	18.1	B	LT	0.76	19.1	B	LT	0.75	18.0	B	- Modify signal timing: shift 1 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 49 s to 50 s; all-ped time reduces from 31 s to 30 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 30 s is sufficient).	
	WB	TR	1.00	47.2	D	TR	1.03	53.9	D	TR	1.01	47.1	D		
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>33.6</b>	<b>C</b>	-	<b>1.02</b>	<b>37.6</b>	<b>D</b>	-	<b>1.00</b>	<b>33.4</b>	<b>C</b>		
<b>83 MADISON AVENUE &amp; 42ND STREET</b>															
Madison Avenue	NB	LTR	0.84	22.5	C	LTR	0.84	22.5	C	LTR	0.88	26.8	C	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 38 s; EB/WB green time shifts from 40 s to 42 s].	
42nd Street	EB	LT	0.92	38.3	D	LT	0.96	45.1	D	LT	0.92	36.2	D		
	WB	T	0.65	21.1	C	T	0.68	22.0	C	T	0.65	19.9	B		
	R		0.13	14.6	B	R	0.13	14.6	B	R	0.12	13.4	B		
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>26.6</b>	<b>C</b>	-	<b>0.90</b>	<b>28.8</b>	<b>C</b>	-	<b>0.90</b>	<b>27.6</b>	<b>C</b>		

**Table B - 30**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>														
Sixth Avenue	NB	LT	1.15	106.1	F	LT	1.15	106.1	F					<b>- Unmitigatable Impact.</b>
		R	0.95	111.5	F	R	0.95	111.5	F					
42nd Street	EB	LT	1.09	86.0	F	LT	1.12	96.2	F					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
		R	1.04	85.6	F	R	1.08	100.0	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>106.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>113.4</b>	<b>F</b>						
<b>86 BROADWAY &amp; 42nd STREET</b>														
Broadway	SB	LTR	0.97	35.2	D	LTR	0.98	36.2	D					<b>- Unmitigatable Impact.</b>
42nd Street	EB	T	0.67	26.5	C	T	0.69	26.9	C					
		R	0.18	19.9	B	R	0.18	19.9	B					
	WB	LT	1.03	65.9	E	LT	1.07	77.9	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>40.9</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>44.8</b>	<b>D</b>						
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>														
Seventh Avenue	SB	LTR	0.93	30.2	C	LTR	0.93	30.2	C	LTR	0.95	34.3	C	<b>- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 39 s; EB/WB green time shifts from 40 s to 41 s].</b>
42nd Street	EB	TR	1.07	74.5	E	TR	1.09	80.2	F	TR	1.06	70.6	E	
	WB	LT	0.75	26.6	C	LT	0.78	28.5	C	LT	0.77	26.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>47.1</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>45.3</b>	<b>D</b>		
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	L	0.08	16.6	B	L	0.08	16.6	B					<b>- Unmitigatable Impact.</b>
		LT	1.02	51.3	D	LT	1.02	51.3	D					
42nd Street		R	0.80	43.1	D	R	0.80	43.1	D					
	EB	DefL	0.85	39.3	D	DefL	0.88	44.3	D					
		T	1.14	106.5	F	T	1.20	120.0+	F*					
	WB	TR	1.00	69.3	E	TR	1.06	84.9	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>62.1</b>	<b>E</b>	<b>-</b>	<b>1.16</b>	<b>69.6</b>	<b>E</b>						
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.02	50.7	D	LTR	1.02	51.8	D					<b>- Mitigation not required.</b>
42nd Street	EB	TR	0.70	28.9	C	TR	0.71	29.0	C					
	WB	DefL	0.79	37.4	D	DefL	0.79	37.3	D					
		T	0.72	26.0	C	T	0.75	27.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>41.9</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>42.6</b>	<b>D</b>						
<b>GARAGE ENTRANCE/EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R		NA		R		12.1	B					<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>					<b>-</b>		<b>12.1</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR		NA		LR		11.4	B					<b>- Mitigation not required.</b>
38th Street	EB	LT		NA		LT		7.6	A					
<b>Overall Intersection</b>	<b>-</b>					<b>-</b>		<b>9.6</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 31  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>															
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>															
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>	
		LTR	1.20+	120.0+	F*	LTR	1.11	120.0+	F*						
	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*						
34th Street	EB	L	1.07	120.0+	F*	L	1.11	120.0+	F*						
		LT	0.99	120.0+	F*	LT	1.02	120.0+	F*						
	R		1.19	120.0+	F*	R	1.19	120.0+	F*						
Parking Lot Driveway	WB	LTR	0.37	30.2	C	LTR	0.37	30.4	C						
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>							
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>															
F. D. R. Drive Service Road	NB	L	0.63	25.2	C	L	0.73	29.5	C						<b>- Unmitigatable Impact.</b>
		T	0.49	6.4	A	T	0.49	6.4	A						
	SB	TR	0.99	50.9	D	TR	1.20+	120.0+	F*						
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>83.0</b>	<b>F</b>							
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>															
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.72	15.1	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>	
East 36th Street	EB	R	-	24.2	C	R	-	81.1	F	R	0.42	26.6	C		
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>81.1</b>	<b>F</b>	<b>-</b>	<b>0.61</b>	<b>16.4</b>	<b>B</b>			
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>															
F. D. R. Drive Service Road	SB	TR	0.71	12.1	B	TR	0.80	14.8	B						<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.80</b>	<b>14.8</b>	<b>B</b>							
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>															
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.94	28.2	C	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 56 s; EB green time is 24 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>	
East 38th Street	EB	R	-	16.4	C	R	-	21.4	C	R	0.32	24.3	C		
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>16.4</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>21.4</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>27.9</b>	<b>C</b>			
<b>FIRST AVENUE CORRIDOR</b>															
<b>7 FIRST AVENUE &amp; 30TH STREET</b>															
First Avenue	NB	TR	0.69	12.8	B	TR	0.70	13.0	B					<b>- Mitigation not required.</b>	
30th Street	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>64.8</b>	<b>E</b>	<b>-</b>	<b>0.96</b>	<b>64.2</b>	<b>E</b>							
<b>8 FIRST AVENUE &amp; 33RD STREET</b>															
First Avenue	NB	LTR	1.01	38.3	D	LTR	1.03	42.8	D					<b>- Mitigation not required.</b>	
33rd Street	WB	TR	0.02	18.3	B	TR	0.02	18.3	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>38.2</b>	<b>D</b>	<b>-</b>	<b>0.63</b>	<b>42.7</b>	<b>D</b>							
<b>9 FIRST AVENUE &amp; 34TH STREET</b>															
First Avenue	NB	LTR	1.17	105.1	F	LTR	1.20+	120.0+	F*	LTR	1.20	69.2	E	<b>Partially Mitigated.</b> <b>- Modify the existing metered parking regulation along the west side of First Avenue: allow 1 HR metered parking from 9A-4P instead of 9A-7P, and provide "No Standing" regulations for 4P-7P 120 ft from the intersection, to gain an additional moving lane (for a total of 6 lanes).</b> <b>- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 39 s to 36 s; EB/WB green time shifts from 23 s to 26 s; EB lead green time remains at 7 s; LPI remains at 6 s].</b>	
34th Street	EB	DefL	1.06	105.8	F	DefL	1.09	114.0	F	DefL	1.02	87.8	F		
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.18	120.0+	F*		
	WB	TR	1.02	75.0	E	TR	1.20+	120.0+	F*	TR	1.20	120.0+	F*		
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>106.3</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>89.7</b>	<b>F</b>			
<b>10 FIRST AVENUE &amp; 35TH STREET</b>															
First Avenue	NB	LT	0.89	15.1	B	LT	0.97	22.8	C	LT	0.97	22.8	C	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.</b> <b>- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft.</b>	
35th Street	WB	TR	1.16	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.82	40.4	D		
		-	-	-	-	-	-	-	-	R	0.82	42.2	D		
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>1.20</b>	<b>65.0</b>	<b>E</b>	<b>-</b>	<b>0.91</b>	<b>25.7</b>	<b>C</b>			
<b>11 FIRST AVENUE &amp; 36TH STREET</b>															
First Avenue	NB	TR	1.07	57.9	E	TR	1.20+	120.0+	F*	T	1.06	53.7	D	<b>- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit bus layover from 3P-7P 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes).</b> <b>- Modify signal timing: shift 5 s green time from EB phase to NB phase. [NB green time shifts from 49 s to 54 s; EB green time shifts from 31 s to 26 s].</b>	
		-	-	-	-	-	-	-	-	R	0.28	5.5	A		
36th Street	EB	LT	0.10	19.0	B	LT	0.15	19.4	B	LT	0.17	23.1	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>56.8</b>	<b>E</b>	<b>-</b>	<b>0.80</b>	<b>117.3</b>	<b>F</b>	<b>-</b>	<b>0.77</b>	<b>50.9</b>	<b>D</b>			

**Table B - 31**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	L	0.99	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
		T	1.03	47.5	D	T	1.17	99.9	F					
37th Street	WB	TR	0.68	34.1	C	TR	0.72	36.4	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>73.7</b>	<b>E</b>		<b>-</b>	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>					
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.66	9.7	A	TR	0.76	11.2	B	TR	0.81	14.4	B	- Install "No Standing" regulations from 4P-7P M-F to prohibit parking along the north side of the 38th Street WB approach (adjacent to the project site). - Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 46 s; EB/WB green time shifts from 31 s to 34 s].
38th Street	EB	LT	0.68	28.3	C	LT	1.02	67.1	E	LT	0.92	44.1	D	
	WB	R	0.51	26.6	C	R	0.84	49.0	D	R	0.59	26.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.67</b>	<b>14.1</b>	<b>B</b>		<b>-</b>	<b>0.86</b>	<b>24.2</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>20.8</b>	<b>C</b>	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.90	15.3	B	LT	1.05	52.0	D	LT	1.03	44.1	D	- Modify signal timing: shift 1 s green time from WB phase to NB phase. [NB green time shifts from 4 s to 50 s; WB green time shifts from 31 s to 30 s].
39th Street	WB	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>15.3</b>	<b>B</b>		<b>-</b>	<b>1.05</b>	<b>52.0</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>44.1</b>	<b>D</b>	
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.74	10.8	B	T	0.82	12.4	B					<b>- Unmitigatable Impact.</b>
40th Street	EB	L	0.68	28.4	C	L	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>14.0</b>	<b>B</b>		<b>-</b>	<b>1.12</b>	<b>67.9</b>	<b>E</b>					
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.94	23.7	C	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	17.0	C	R	-	120.0+	F*	R	0.31	22.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>17.0</b>	<b>C</b>		<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.69</b>	<b>23.6</b>	<b>C</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.52	15.8	B	LT	0.68	19.0	B					<b>- Unmitigatable Impact.</b>
First Avenue (right)		T	0.89	30.1	C	T	0.95	40.5	D					
		R	0.09	11.6	B	R	0.51	19.1	B					
42nd Street	EB	DefL	0.93	54.4	D	DefL	0.98	67.2	E					
		T	1.15	113.7	F	T	1.20+	120.0+	F*					
	WB	TR	0.59	25.4	C	TR	0.60	25.6	C					
		R	0.87	47.8	D	R	0.87	47.8	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>47.1</b>	<b>D</b>		<b>-</b>	<b>1.09</b>	<b>59.2</b>	<b>E</b>					
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.53	8.3	A	T	0.54	8.5	A					- Mitigation not required.
44th Street	EB	L	0.37	22.3	C	L	0.37	22.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>10.0</b>	<b>B</b>		<b>-</b>	<b>0.48</b>	<b>10.1</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.57	12.3	B	L	0.57	12.3	B					- Mitigation not required.
		T	0.66	9.9	A	T	0.68	10.1	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>10.2</b>	<b>B</b>		<b>-</b>	<b>0.68</b>	<b>10.4</b>	<b>B</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.53	8.3	A	T	0.54	8.4	A					- Mitigation not required.
46th Street	EB	L	0.40	21.9	C	L	0.40	21.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>11.5</b>	<b>B</b>		<b>-</b>	<b>0.48</b>	<b>11.5</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.68	10.0	A	LT	0.70	10.2	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>10.0</b>	<b>A</b>		<b>-</b>	<b>0.70</b>	<b>10.2</b>	<b>B</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	12.8	B	L	-	12.8	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>12.8</b>	<b>B</b>		<b>-</b>	<b>-</b>	<b>12.8</b>	<b>B</b>					

**Table B - 31  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	1.10	107.3	F	LT	1.10	107.3	F	LT	1.06	90.7	F	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer.</li> <li>- Modify signal timing: shift 2 s from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].</li> <li>[Measures reflect geometric improvements needed for the AM and midday peak periods.]</li> </ul>
First Avenue (tunnel)		T	1.10	96.4	F	T	1.15	116.3	F	T	1.10	96.8	F	
First Avenue (right)		T	0.82	24.6	C	T	0.83	25.8	C	T	0.80	22.4	C	
49th Street	WB	TR	0.99	57.2	E	TR	1.00	60.1	E	TR	1.00	58.9	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>79.4</b>	<b>E</b>	<b>-</b>	<b>1.09</b>	<b>89.2</b>	<b>F</b>	<b>-</b>	<b>1.06</b>	<b>76.5</b>	<b>E</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	1.10	74.8	E	TR	1.13	88.6	F	TR	1.08	65.6	E	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s from EB/WB phase to NB phase. [NB green time shifts from 49 s to 51 s; EB/WB green time shifts from 31 s to 29 s].</li> </ul>
52nd Street	EB	LT	0.79	37.4	D	LT	0.79	37.4	D	LT	0.84	43.7	D	
	WB	R	0.27	21.7	C	R	0.27	21.7	C	R	0.29	23.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>69.3</b>	<b>E</b>	<b>-</b>	<b>0.98</b>	<b>81.5</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>62.2</b>	<b>E</b>		
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	L	0.17	6.6	A	L	0.17	6.6	A					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		T	0.85	13.0	B	T	0.87	13.8	B					
53rd Street	WB	TR	0.82	32.7	C	TR	0.82	32.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>16.8</b>	<b>B</b>	<b>-</b>	<b>0.85</b>	<b>17.4</b>	<b>B</b>	<b>-</b>					
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	L	0.85	37.7	D	L	0.92	45.6	D	L	0.86	39.6	D	<ul style="list-style-type: none"> <li>- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles.</li> <li>- Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.</li> </ul>
		LTR	0.85	24.3	C	LTR	0.77	24.6	C	LTR	0.79	25.0	C	
57th Street	EB	DefL	0.73	56.6	E	DefL	0.73	56.6	E	DefL	0.73	56.6	E	
		T	0.27	22.9	C	T	0.27	22.9	C	T	0.27	22.9	C	
	WB	TR	0.86	37.8	D	TR	0.86	37.8	D	TR	0.86	37.8	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>30.6</b>	<b>C</b>	<b>-</b>	<b>0.86</b>	<b>29.9</b>	<b>C</b>		
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.71	22.8	C	L	0.71	22.8	C					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		LTR	0.79	15.3	B	LTR	0.80	15.4	B					
59th Street	EB	DefL	0.50	29.8	C	DefL	0.50	29.8	C					
		T	0.20	21.5	C	T	0.20	21.5	C					
	WB	TR	0.59	27.0	C	TR	0.59	27.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>18.8</b>	<b>B</b>	<b>-</b>	<b>0.71</b>	<b>18.8</b>	<b>B</b>	<b>-</b>					
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	-	-	-	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		LT	0.63	14.8	B	LT	0.65	15.2	B					
	WB	TR	0.99	70.3	E	TR	0.99	70.3	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>32.5</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>32.4</b>	<b>C</b>	<b>-</b>					
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 1 s from NB phase to WB phase. [NB green time shifts from 47 s to 46 s; WB green time shifts from 33 s to 34 s].</li> </ul>
35th Street	WB	TR	0.97	49.7	D	TR	1.00	56.8	E	TR	0.97	49.0	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>49.7</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>56.8</b>	<b>E</b>	<b>-</b>	<b>0.97</b>	<b>49.0</b>	<b>D</b>		
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	1.06	92.7	F	TR	1.07	96.8	F	TR	1.02	77.7	E	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 1 s from EB phase to NB phase. [NB green time shifts from 47 s to 48 s; EB green time shifts from 33 s to 32 s].</li> </ul>
36th Street	EB	T	0.05	17.2	B	T	0.07	17.4	B	T	0.07	18.0	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.38</b>	<b>86.6</b>	<b>F</b>	<b>-</b>	<b>0.40</b>	<b>88.1</b>	<b>F</b>	<b>-</b>	<b>0.40</b>	<b>71.2</b>	<b>E</b>		
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 38 s to 36 s; WB green time shifts from 27 s to 29 s].</li> </ul>
		-	-	-	-	-	-	-	-	-	-	-	-	
37th Street	SB	TR	0.48	32.7	C	TR	0.51	33.5	C	TR	0.56	36.7	D	
	WB	L	0.58	19.8	B	L	0.61	20.7	C	L	0.58	18.7	B	
		LTR	0.88	43.8	D	LTR	0.91	48.9	D	LTR	0.87	41.3	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>31.1</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>33.5</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>30.5</b>	<b>C</b>		

**Table B - 31**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	TR	0.02	13.0	B	TR	0.02	13.0	B					- Mitigation not required.	
	SB	LT	0.22	15.0	B	LT	0.24	15.3	B						
38th Street	EB	LTR	0.64	21.9	C	LTR	0.77	26.8	C						
<b>Overall Intersection</b>	-	-	<b>0.43</b>	<b>20.0</b>	<b>B</b>	-	<b>0.51</b>	<b>24.0</b>	<b>C</b>						
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	L	0.09	19.0	B	L	0.09	19.0	B	L	0.09	19.0	B	- Modify the existing "No Standing" regulations along the north side of the WB 39th Street approach to prohibit truck loading/unloading from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 2 lanes).	
	SB	TR	0.62	37.4	D	TR	0.62	37.4	D	TR	0.62	37.4	D		
39th Street	WB	LT	0.86	35.7	D	LT	0.97	52.6	D	LT	0.46	17.5	B		
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>35.0</b>	<b>C</b>	-	<b>0.82</b>	<b>48.3</b>	<b>D</b>	-	<b>0.54</b>	<b>20.7</b>	<b>C</b>		
<b>SECOND AVENUE CORRIDOR</b>															
<b>35 SECOND AVENUE &amp; 30TH STREET</b>															
Second Avenue	SB	LT	0.93	18.1	B	LT	0.94	18.9	B					- Mitigation not required.	
	EB	T	0.95	56.9	E	T	0.95	56.9	E						
30th Street		R	0.45	25.7	C	R	0.45	25.7	C						
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>23.2</b>	<b>C</b>	-	<b>0.94</b>	<b>23.9</b>	<b>C</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>															
Second Avenue	SB	T	0.83	12.5	B	T	0.84	12.8	B					- Mitigation not required.	
		R	0.24	7.5	A	R	0.24	7.5	A						
33rd Street	WB	LT	0.77	36.3	D	LT	0.77	36.3	D						
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>14.9</b>	<b>B</b>	-	<b>0.81</b>	<b>15.1</b>	<b>B</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>															
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.19	120.0+	F*	<b>Partially Mitigated.</b> - Provide strict enforcement of the existing "No Standing" regulations along the south side of the 34th Street EB approach to gain full utilization of all three moving lanes. - Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low. - Modify signal timing: shift 2 s green time from EB/WB phase to SB phase. [SB green time shifts from 39 s to 41 s; EB/WB green time shifts from 28 s to 26 s].	
		LT	1.15	94.5	F	LT	1.16	100.5	F	LT	1.11	76.2	E		
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
34th Street	EB	T	1.01	62.0	E	T	1.05	74.4	E	T	1.05	74.4	E		
		R	0.82	55.1	E	R	0.85	59.6	E	R	0.76	47.1	D		
	WB	DefL	0.73	49.0	D	DefL	0.73	49.2	D	DefL	0.73	49.6	D		
		T	0.41	16.6	B	T	0.42	16.7	B	T	0.46	19.9	B		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>90.2</b>	<b>F</b>	-	<b>1.20+</b>	<b>101.2</b>	<b>F</b>	-	<b>1.20+</b>	<b>82.7</b>	<b>F</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>															
Second Avenue	SB	T	1.10	75.2	E	T	1.11	81.6	F	T	1.02	45.1	D		- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain a lane (for a total of 7 lanes). - Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb. - Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection. [Measures reflect geometric improvements needed for the AM peak period; otherwise physical measures are not needed.]
		R	0.25	14.0	B	R	0.25	14.0	B	R	0.25	14.0	B		
35th Street	EB	R	1.04	67.0	E	R	1.04	67.0	E	R	1.04	67.0	E		
	WB	LT	0.26	18.1	B	LT	0.30	18.5	B	L	0.28	19.5	B		
		-	-	-	-	-	-	-	-	T	0.16	17.0	B		
<b>Overall Intersection</b>	-	-	<b>1.07</b>	<b>68.8</b>	<b>E</b>	-	<b>1.08</b>	<b>73.1</b>	<b>E</b>	-	<b>1.03</b>	<b>47.0</b>	<b>D</b>		
<b>39 SECOND AVENUE &amp; 36TH STREET</b>															
Second Avenue	SB	L	1.06	70.5	E	L	1.09	78.8	E					- <b>Unmitigable Impact.</b> (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)	
		T	0.80	16.3	B	T	0.82	16.7	B						
36th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	WB	-	-	-	-	-	-	-	-						
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>99.4</b>	<b>F</b>	-	<b>1.17</b>	<b>100.7</b>	<b>F</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>															
Second Avenue	SB	T	1.11	79.9	E	T	1.12	86.3	F	T	1.10	73.9	E	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].	
		R	0.15	7.3	A	R	0.15	7.3	A	R	0.15	6.7	A		
37th Street	WB	LT	0.51	28.9	C	LT	0.53	29.2	C	LT	0.55	30.3	C		
<b>Overall Intersection</b>	-	-	<b>0.87</b>	<b>73.7</b>	<b>E</b>	-	<b>0.89</b>	<b>79.2</b>	<b>E</b>	-	<b>0.89</b>	<b>68.4</b>	<b>E</b>		
<b>41 SECOND AVENUE &amp; 38TH STREET</b>															
Second Avenue	SB	L	0.04	12.1	B	L	0.12	12.8	B	L	0.12	12.1	B	- Modify the existing "No Standing" regulations along the north side of 38th Street to prohibit truck loading/unloading from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 49 to 50 s; EB green time shifts from 31 s to 30 s].	
		T	1.15	96.0	F	T	1.16	103.1	F	T	1.14	90.3	F		
38th Street	EB	TR	1.16	113.6	F	TR	1.20+	120.0+	F*	TR	0.84	33.1	C		
<b>Overall Intersection</b>	-	-	<b>1.15</b>	<b>99.5</b>	<b>F</b>	-	<b>1.20</b>	<b>112.3</b>	<b>F</b>	-	<b>1.01</b>	<b>75.6</b>	<b>E</b>		
<b>42 SECOND AVENUE &amp; 39TH STREET</b>															
Second Avenue	SB	T	1.17	103.9	F	T	1.20	112.9	F	T	1.15	91.1	F	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading/unloading from 10A-7P 120 ft. from the intersection. - Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].	
		R	0.44	12.6	B	R	0.44	12.6	B	R	0.42	10.9	B		
39th Street	WB	LT	0.69	39.6	D	LT	0.81	46.4	D	LT	0.59	36.9	D		
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>93.3</b>	<b>F</b>	-	<b>1.08</b>	<b>101.4</b>	<b>F</b>	-	<b>1.01</b>	<b>81.8</b>	<b>F</b>		
<b>43 SECOND AVENUE &amp; 40TH STREET</b>															
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-	- Provide strict enforcement of the existing "No Standing" regulations along the east side of Second Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 1 s green time from SB phase to EB phase. [SB green time shifts from 49 to 48 s; EB green time shifts from 31 s to 32 s].	
		LT	1.01	41.9	D	LT	1.06	57.3	E	LT	0.90	20.5	C		
40th Street	EB	TR	1.14	108.4	F	TR	1.15	110.3	F	TR	1.11	95.8	F		
<b>Overall Intersection</b>	-	-	<b>1.07</b>	<b>57.4</b>	<b>E</b>	-	<b>1.10</b>	<b>69.3</b>	<b>E</b>	-	<b>0.99</b>	<b>37.5</b>	<b>D</b>		

**Table B - 31**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LT	1.11	74.9	E	LT	1.15	93.5	F	LT	1.11	73.4	E	- Modify the existing "No Standing" regulations along the south side of 41st Street: prohibit truck loading/unloading and parking from 4P-7P 120 ft. from the intersection. - Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 to 51 s; EB green time shifts from 31 s to 29 s].
		R	0.05	5.9	A	R	0.05	5.9	A	R	0.05	4.9	A	
	EB	TR	0.76	44.2	D	TR	0.76	44.2	D	TR	0.72	42.3	D	
	<b>Overall Intersection</b>	-	<b>0.98</b>	<b>72.5</b>	<b>E</b>	-	<b>1.01</b>	<b>89.9</b>	<b>F</b>	-	<b>0.98</b>	<b>71.1</b>	<b>E</b>	
45 SECOND AVENUE & 42ND STREET Second Avenue 43rd Street	SB	LTR	0.90	20.4	C	LTR	0.93	23.9	C					- Unmitigatable Impact.
	EB	TR	1.14	104.6	F	TR	1.20+	120.0+	F*					
	WB	DefL	0.86	57.1	E	DefL	0.94	72.9	E					
	T		1.13	109.1	F	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-	<b>1.00</b>	<b>45.2</b>	<b>D</b>	-	<b>1.11</b>	<b>67.1</b>	<b>E</b>						
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	T	1.13	82.2	F	T	1.17	98.5	F	T	1.12	78.6	E	- Modify the existing "No Standing" regulations along the north side of 43rd Street: allow truck loading/unloading from 7A-4P instead of from 7A-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 2 lanes). - Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 to 51 s; WB green time shifts from 31 s to 29 s].
		R	0.85	38.5	D	R	0.85	38.5	D	R	0.60	14.3	B	
	WB	LT	0.73	41.5	D	LT	0.73	41.5	D	LT	0.25	21.9	C	
	<b>Overall Intersection</b>	-	<b>0.97</b>	<b>77.7</b>	<b>E</b>	-	<b>0.99</b>	<b>92.4</b>	<b>F</b>	-	<b>0.80</b>	<b>72.3</b>	<b>E</b>	
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	L	0.37	7.3	A	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a total of 6 lanes).
		-	-	-	-	-	-	-	-	T	1.20+	120.0+	F*	
	EB	TR	0.88	49.7	D	TR	0.88	49.7	D	TR	0.88	49.7	D	
	<b>Overall Intersection</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.16</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	T	0.82	13.9	B	T	0.85	15.0	B					- Mitigation not required.
		R	0.59	12.7	B	R	0.59	12.7	B					
	WB	L	0.83	47.0	D	L	0.85	49.1	D					
	LT		0.87	44.9	D	LT	0.87	44.9	D					
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>20.1</b>	<b>C</b>	-	<b>0.85</b>	<b>21.0</b>	<b>C</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.90	15.6	B	LT	0.93	17.7	B					- Mitigation not required.
	EB	TR	0.98	61.3	E	TR	0.98	61.3	E					
		-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>23.3</b>	<b>C</b>	-	<b>0.95</b>	<b>24.8</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	T	1.06	56.4	E	T	1.11	73.0	E	T	1.01	37.9	D	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 7 lanes).
		R	0.44	13.9	B	R	0.44	13.9	B	R	0.44	13.9	B	
	WB	LT	1.04	72.4	E	LT	1.04	72.4	E	LT	1.04	72.4	E	
	<b>Overall Intersection</b>	-	<b>1.05</b>	<b>57.2</b>	<b>E</b>	-	<b>1.08</b>	<b>69.8</b>	<b>E</b>	-	<b>1.02</b>	<b>43.2</b>	<b>D</b>	
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.98	38.0	D	LTR	1.02	47.2	D	LTR	0.99	40.0	D	- Modify signal timing: shift 1 s green time from WB-lead phase to SB phase. [SB green time shifts from 39 s to 40 s; WB-lead green time shifts from 9 s to 8 s; EB/WB green time remains 22 s; and LPI remains 5 s].
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	L	0.80	41.1	D	L	0.80	41.1	D	L	0.82	43.6	D	
	LT		0.48	22.7	C	LT	0.48	22.7	C	LT	0.51	24.4	C	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>68.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>72.8</b>	<b>E</b>	-	<b>1.20+</b>	<b>69.0</b>	<b>E</b>		
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	-	-	-	-					- Mitigation not required.
	EB	DefL	1.08	77.9	E	DefL	1.08	79.6	E					
	T		0.81	25.9	C	T	0.86	32.8	C					
	WB	TR	0.88	34.3	C	TR	0.92	37.7	D					
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>48.8</b>	<b>D</b>	-	<b>1.08</b>	<b>51.5</b>	<b>D</b>						
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	1.12	83.8	F	LT	1.16	101.0	F					- Unmitigatable Impact.
	EB	TR	1.12	100.2	F	TR	1.12	100.2	F					
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>89.3</b>	<b>F</b>	-	<b>1.14</b>	<b>100.7</b>	<b>F</b>					
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	- Unmitigatable Impact. - Shift the south curb along Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left-turn lanes as three 12.5 ft. lanes. [Measures reflect geometric improvements needed for the Saturday midday peak period.]
	LT		1.16	120.0+	F*	LT	1.17	120.0+	F*	LT	1.17	120.0+	F*	
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
	T		1.09	86.1	F	T	1.09	86.1	F	T	1.09	86.1	F	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		

**Table B - 31  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.89	24.9	C	T	0.91	26.1	C					- Mitigation not required.
		R	0.48	20.0	C	R	0.48	20.0	C					
60th Street	WB	LT	0.01	12.9	B	LT	0.01	12.9	B					
<b>Overall Intersection</b>	<b>-</b>		<b>0.44</b>	<b>24.5</b>	<b>C</b>	<b>-</b>	<b>0.45</b>	<b>25.6</b>	<b>C</b>					
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.16	115.5	F	TR	1.17	117.4	F					- Mitigation not required.
61st Street	WB	LT	0.99	120.0+	F*	LT	0.99	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>		<b>1.09</b>	<b>117.3</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>118.7</b>	<b>F</b>					
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	0.95	31.5	C	TR	0.95	32.3	C					- Mitigation not required.
63rd Street	WB	L	1.14	112.0	F	L	1.14	112.0	F					
		T	0.95	46.1	D	T	0.95	46.1	D					
<b>Overall Intersection</b>	<b>-</b>		<b>1.03</b>	<b>48.4</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>48.8</b>	<b>D</b>					
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.12	120.0+	F*	L	1.19	120.0+	F*					- Unmitigatable Impact.
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
34th Street	EB	T	0.64	7.4	A	T	0.66	7.7	A					
	WB	T	0.86	45.9	D	T	0.90	52.2	D					
<b>Overall Intersection</b>	<b>-</b>		<b>1.09</b>	<b>58.6</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>63.1</b>	<b>E</b>					
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.96	45.5	D	L	0.96	45.5	D	L	0.94	40.9	D	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 45 s to 46 s; EB green time shifts from 35 s to 34 s].
		LTR	1.16	113.8	F	LTR	1.17	119.4	F	LTR	1.15	109.5	F	
		R	0.90	42.2	D	R	0.90	42.2	D	R	0.88	38.4	D	
35th Street	WB	LT	0.60	25.2	C	LT	0.60	25.2	C	LT	0.62	26.4	C	
<b>Overall Intersection</b>	<b>-</b>		<b>0.91</b>	<b>59.5</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>61.1</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>56.3</b>	<b>E</b>	
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.38	9.0	A	T	0.42	9.3	A					- Mitigation not required.
37th Street	WB	TR	0.35	25.8	C	TR	0.37	26.1	C					
<b>Overall Intersection</b>	<b>-</b>		<b>0.37</b>	<b>12.4</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>12.5</b>	<b>B</b>					
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.42	16.7	B	TR	0.47	17.3	B	TR	0.48	18.1	B	- Modify signal timing: shift 1 s green time from NB phase to EB phase. [NB green time shifts from 40 s to 39 s; EB green time shifts from 40 s to 41 s].
38th Street	EB	LT	1.11	90.3	F	LT	1.13	98.1	F	LT	1.10	87.2	F	
<b>Overall Intersection</b>	<b>-</b>		<b>0.77</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>0.80</b>	<b>60.7</b>	<b>E</b>	<b>-</b>	<b>0.80</b>	<b>55.2</b>	<b>E</b>	
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.27	10.3	B	LT	0.27	10.3	B					- Mitigation not required.
39th Street	WB	TR	0.50	23.9	C	TR	0.53	24.4	C					
<b>Overall Intersection</b>	<b>-</b>		<b>0.36</b>	<b>16.4</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>16.7</b>	<b>B</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.15	9.4	A	T	0.15	9.4	A	T	0.16	9.9	A	- Modify signal timing: shift 1 s green time from NB phase to EB phase. [NB green time shifts from 49 s to 48 s; EB green time shifts from 31 s to 32 s].
		R	0.29	11.2	B	R	0.29	11.2	B	R	0.30	11.8	B	
40th Street	EB	LT	1.10	94.8	F	LT	1.10	97.1	F	LT	1.07	84.9	F	
<b>Overall Intersection</b>	<b>-</b>		<b>0.61</b>	<b>60.8</b>	<b>E</b>	<b>-</b>	<b>0.61</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>0.61</b>	<b>55.2</b>	<b>E</b>	
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.23	10.4	B	L	0.23	10.4	B					- Mitigation not required.
		LR	0.07	8.9	A	LR	0.07	8.9	A					
		R	0.06	8.9	A	R	0.06	8.9	A					
41st Street	EB	T	0.35	22.8	C	T	0.35	22.8	C					
	WB	T	0.03	18.4	B	T	0.03	18.4	B					
<b>Overall Intersection</b>	<b>-</b>		<b>0.28</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.28</b>	<b>14.7</b>	<b>B</b>					
<b>THIRD AVENUE CORRIDOR</b>														
<b>64 THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.92	28.9	C	LTR	0.93	29.1	C	LTR	0.97	36.5	C	- Modify signal timing: shift 1 s green time from NB to EB/WB phase; and shift 1 s green time from NB to EB-lead phase. [NB green time shifts from 40 s to 38 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time shifts from 26 s to 27 s].
34th Street	EB	DefL	1.00	76.4	E	DefL	1.03	79.6	E	DefL	0.97	67.8	E	
		T	0.98	51.8	D	T	1.02	63.2	E	T	0.97	47.0	D	
	WB	TR	1.01	68.1	E	TR	1.04	77.7	E	TR	1.01	66.5	E	
<b>Overall Intersection</b>	<b>-</b>		<b>0.96</b>	<b>42.6</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>46.7</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>45.6</b>	<b>D</b>	



**Table B - 31  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>65 THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.12	79.0	E	LT	1.12	80.5	F					- Mitigation not required.
35th Street	WB	TR	0.99	57.4	E	TR	0.99	57.7	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>75.0</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>76.3</b>	<b>E</b>						
<b>66 THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.57	11.3	B	TR	0.57	11.4	B	TR	0.61	11.8	B	- Increase the percentage of right-turning vehicles in the the shared through-right lane by providing improved lane marking and advanced signage to inform right-turning traffic to use the shared through-right lane more effectively. (Mitigated results show delays with 10% of the total right-turn traffic in the shared through-right lane.)
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.14	98.7	F	
36th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>83.8</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>84.3</b>	<b>F</b>		<b>-</b>	<b>1.17</b>	<b>70.9</b>	<b>E</b>	
<b>67 THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	-	-	-	-									- Mitigation not required.
	LT		1.09	72.7	E	LT	1.09	73.9	E					
37th Street	WB	T	1.00	52.4	D	T	1.01	54.5	D					
	R		0.48	19.3	B	R	0.48	19.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>59.0</b>	<b>E</b>	<b>-</b>	<b>1.05</b>	<b>60.3</b>	<b>E</b>						
<b>68 THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	1.01	40.8	D	T	1.01	40.9	D	T	1.01	40.9	D	- Modify the existing "No Standing" regulations along the north side of the EB 38th Street approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to provide a daylight left-turn lane (for a total of 3 lanes).
	R		0.76	28.7	C	R	0.78	31.0	C	R	0.78	31.0	C	
38th Street	EB	LT	1.12	99.1	F	LT	1.13	103.5	F	L	0.82	45.0	D	
						T				T	0.68	27.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>56.6</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>58.1</b>	<b>E</b>		<b>-</b>	<b>0.93</b>	<b>6.0</b>	<b>A</b>	
<b>69 THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.59	28.9	C	L	0.65	32.6	C	L	0.65	32.6	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	T		1.20	120.0+	F*	T	1.20	120.0+	F*	T	1.20	120.0+	F*	
39th Street	WB	TR	0.80	34.1	C	TR	0.82	35.2	D	TR	0.79	33.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>99.8</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>100.3</b>	<b>F</b>		<b>-</b>	<b>1.01</b>	<b>99.9</b>	<b>F</b>	
<b>70 THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
	R		0.48	25.3	C	R	0.62	32.5	C					
40th Street	EB	LT	0.80	36.7	D	LT	0.80	37.0	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>115.6</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>116.2</b>	<b>F</b>						
<b>71 THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	- Install "No Standing" regulations along the north side of the WB 41st Street approach to prohibit commercial parking from 4P-7P 120 ft from the intersection to provide a 16 ft. moving lane.
	R		0.15	19.9	B	R	0.19	21.0	C	R	0.19	21.0	C	
41st Street	EB	LT	0.59	27.1	C	LT	0.59	27.1	C	LT	0.59	27.1	C	
	WB	R	0.71	37.0	D	R	0.86	54.6	D	R	0.58	28.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>	
<b>72 THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.13	99.0	F	LT	1.13	99.0	F					- Unmitigatable Impact.
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*					
42nd Street	EB	L	0.48	24.8	C	L	0.47	25.4	C					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	R		1.10	120.0+	F*	R	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>OTHER 34TH STREET CORRIDOR</b>														
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.75	15.2	B	LT	0.76	15.5	B	LT	0.78	16.8	B	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].
	R		0.51	14.8	B	R	0.52	15.2	B	R	0.53	16.3	B	
34th Street	EB	TR	1.05	68.7	E	TR	1.08	78.8	E	TR	1.05	68.4	E	
	WB	LT	0.82	33.9	C	LT	0.89	41.3	D	LT	0.86	36.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>36.0</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>40.9</b>	<b>D</b>		<b>-</b>	<b>0.90</b>	<b>37.2</b>	<b>D</b>	
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	0.98	38.2	D	LTR	0.98	38.2	D					- Mitigation not required.
	SB	LTR	0.58	12.3	B	LTR	0.58	12.3	B					
34th Street	EB	LT	0.82	30.5	C	LT	0.85	32.1	C					
	R		0.18	17.5	B	R	0.18	17.5	B					
	WB	LT	0.57	22.5	C	LT	0.59	23.0	C					
	R		0.18	17.6	B	R	0.18	17.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>26.0</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>26.5</b>	<b>C</b>						

**Table B - 31**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	0.75	15.3	B	LTR	0.75	15.3	B					- Mitigation not required.
34th Street	EB	-	-	-	-	-	-	-	-					
		LT	0.61	22.7	C	LT	0.63	23.0	C					
	WB	T	0.61	23.5	C	T	0.63	24.0	C					
		R	0.24	18.3	B	R	0.24	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>19.6</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>19.6</b>	<b>B</b>	<b>-</b>	
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	0.49	5.5	A	T	0.49	5.5	A	T	0.51	6.8	A	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 23 s to 21 s; NB/SB green time remains 22 s; EB/WB green time shifts from 25 s to 27 s].
Broadway	SB	T	0.97	56.2	E	T	0.97	56.2	E	T	0.97	56.2	E	
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	TR	1.14	110.5	F	TR	1.18	120.0+	F*	TR	1.10	90.2	F	
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>79.1</b>	<b>E</b>	<b>-</b>	<b>0.82</b>	<b>88.1</b>	<b>F</b>	<b>-</b>	<b>0.82</b>	<b>72.1</b>	<b>E</b>	<b>-</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	1.00	39.0	D	LTR	1.00	39.0	D	LTR	0.82	19.3	B	- Modify the existing "No Standing" regulations along the west side of Seventh Avenue to prohibit truck loading/unloading from 4P-7P M-F 120 ft from the intersection to gain an additional moving lane (for a total of 5 lanes). - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.13</b>	<b>111.0</b>	<b>F</b>	<b>-</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.12	92.8	F	LTR	1.12	92.8	F	LT	1.07	75.9	E	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 31 s; EB/WB green time shifts from 40 s to 42 s; LPI remains at 7 s].
34th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	WB	TR	0.72	23.3	C	TR	0.74	24.2	C	TR	0.71	21.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>109.7</b>	<b>F</b>	<b>-</b>	
<b>OTHER 42ND STREET CORRIDOR</b>														
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>														
Lexington Avenue	SB	LTR	1.10	76.3	E	LTR	1.12	84.0	F	LTR	0.93	27.6	C	<b>Partially Mitigated.</b> - Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 5 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 40 s; EB/WB green time shifts from 35 s to 40 s].
42nd Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.15	106.2	F	
	WB	LT	1.13	105.9	F	LT	1.20+	120.0+	F*	LT	1.14	107.1	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>98.7</b>	<b>F</b>	<b>-</b>	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.04</b>	<b>66.3</b>	<b>E</b>	<b>-</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>														
Park Avenue	NB	LR	0.21	20.8	C	LR	0.21	20.8	C	L	0.22	25.1	C	- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 41 s green, WB/NB-right only = 9 s green time, and NB = 25 s of green time (each phase has 3 s amber and 2 s all red).
42nd Street		R	0.90	65.1	E	R	0.90	65.1	E	R	0.74	35.2	D	
	EB	TR	0.71	17.6	B	TR	0.77	19.3	B	TR	0.92	35.3	D	
	WB	LT	1.10	84.8	F	LT	1.18	116.3	F	LT	1.06	65.1	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>50.1</b>	<b>D</b>	<b>-</b>	<b>1.07</b>	<b>63.6</b>	<b>E</b>	<b>-</b>	<b>0.83</b>	<b>47.2</b>	<b>D</b>	<b>-</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>														
42nd Street	EB	LT	1.11	90.2	F	LT	1.20	120.0+	F*	LT	1.10	82.6	F	- Modify signal timing: shift 4 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 44 s; all-ped time reduces from 40 s to 36 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 36 s is sufficient).
	WB	TR	1.09	82.5	F	TR	1.17	113.0	F	TR	1.07	71.7	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>86.4</b>	<b>F</b>	<b>-</b>	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.10</b>	<b>77.2</b>	<b>E</b>	<b>-</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>														
Madison Avenue	NB	LTR	1.05	58.4	E	LTR	1.05	59.0	E					- Mitigation not required.
42nd Street	EB	LT	0.78	29.1	C	LT	0.85	33.2	C					
	WB	T	0.84	32.5	C	T	0.91	38.3	D					
		R	0.18	19.7	B	R	0.18	19.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>45.3</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>47.5</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>47.5</b>	<b>D</b>	<b>-</b>	
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>														
Sixth Avenue	NB	LT	1.12	82.6	F	LT	1.12	82.6	F					- Unmitigatable Impact.
42nd Street		R	1.17	120.0+	F*	R	1.17	120.0+	F*					
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
		R	1.05	89.6	F	R	1.12	113.3	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>111.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>111.7</b>	<b>F</b>	<b>-</b>	
<b>86 BROADWAY &amp; 42ND STREET</b>														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	<b>Partially Mitigated.</b> - Modify signal timing: shift 1 s green time from EB/WB phase to SB phase; shift 7 s from EB/WB to the WB-lead phase. [SB green time shifts from 44 s to 45 s; WB-lead green time shifts from 7 s to 14 s; EB/WB green time shifts from 29 s to 28 s].
42nd Street	EB	T	0.55	26.6	C	T	0.60	27.6	C	T	0.81	42.4	D	
		R	0.08	20.8	C	R	0.08	20.8	C	R	0.12	27.8	C	
	WB	LT	1.1	92.3	F	LT	1.16	115.9	F	LT	1.13	100.9	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>113.5</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>116.6</b>	<b>F</b>	<b>-</b>	

**Table B - 31**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
87 SEVENTH AVENUE & 42nd STREET Seventh Avenue 42nd Street	SB	LTR	0.91	28.1	C	LTR	0.91	28.1	C	LTR	0.98	39.7	D	- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 46 s to 43 s; EB/WB green time shifts from 34 s to 37 s].
	EB	T	0.52	22.3	C	T	0.56	23.0	C	T	0.51	20.3	C	
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.15</b>	<b>73.1</b>	<b>E</b>	-	<b>1.15</b>	<b>80.6</b>	<b>F</b>	-	<b>1.13</b>	<b>70.9</b>	<b>E</b>	
88 EIGHTH AVENUE & 42nd STREET Eighth Avenue 42nd Street	NB	LT	1.12	89.9	F	LT	1.12	89.9	F					- Unmitigatable Impact.
		R	1.18	120.0+	F*	R	1.18	120.0+	F*					
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
89 NINTH AVENUE & 42nd STREET Ninth Avenue 42nd Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.06	72.5	E	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes).  - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 33 s; WB-lead green time remains 9 s; EB/WB green time shifts from 29 s to 31 s].
	EB	TR	1.17	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.14	112.6	F	
	WB	DefL	0.92	66.8	E	DefL	0.92	66.3	E	DefL	0.88	58.1	E	
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>103.0</b>	<b>F</b>	
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R		NA		R	-	13.3	B					- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>13.3</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR		NA		LR	-	12.4	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.8	A					
<b>Overall Intersection</b>	-					-	-	<b>9.3</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 32  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.85	26.1	C	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		TR	0.12	5.7	A	TR	0.16	5.9	A					
	SB	LTR	0.56	19.2	B	LTR	0.73	23.2	C					
34th Street	EB	LT	0.71	38.0	D	LT	0.74	39.4	D					
		R	0.48	18.0	B	R	0.48	18.0	B					
Parking Lot Driveway	WB	LTR	0.13	26.0	C	LTR	0.13	26.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.75</b>	<b>22.7</b>	<b>C</b>	<b>-</b>	<b>1.20+</b>	<b>77.5</b>	<b>E</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.15	9.5	A	L	0.27	17.6	B					- Mitigation not required.
		T	0.39	5.5	A	T	0.39	5.5	A					
	SB	TR	0.52	22.3	C	TR	0.71	26.0	C					
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C	LTR	0.01	29.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>15.6</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>19.6</b>	<b>B</b>						
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	-	-	-	-	T	0.50	11.2	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the Weekday AM & PM peak period; otherwise mitigation is not needed.]
East 36th Street	EB	R	-	11.6	B	R	-	15.3	C	R	0.51	29.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>11.6</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>15.3</b>	<b>C</b>	<b>-</b>	<b>0.50</b>	<b>14.3</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.49	8.8	A	TR	0.60	10.2	B					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>8.8</b>	<b>A</b>	<b>-</b>	<b>0.60</b>	<b>10.2</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	-	-	-	-	TR	0.66	13.8	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the Weekday AM peak period; otherwise mitigation is not needed.]
East 38th Street	EB	R	-	12.3	B	R	-	15.5	C	R	0.34	24.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>12.3</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>15.5</b>	<b>C</b>	<b>-</b>	<b>0.55</b>	<b>15.1</b>	<b>B</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.50	10.7	B	TR	0.52	10.9	B					- Mitigation not required.
30th Street	EB	L	0.42	24.6	C	L	0.42	24.6	C					
		T	0.27	22.7	C	T	0.27	22.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>13.4</b>	<b>B</b>	<b>-</b>	<b>0.48</b>	<b>13.4</b>	<b>B</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.76	11.7	B	LTR	0.78	12.1	B					- Mitigation not required.
33rd Street	WB	TR	0.08	18.9	B	TR	0.08	18.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.50</b>	<b>12.3</b>	<b>B</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.61	16.3	B	LTR	0.63	16.6	B					- Unmitigatable Impact.
34th Street	EB	LT	0.99	54.5	D	DefL	0.75	44.0	D					
		-	-	-	-	T	1.20+	120.0+	F*					
	WB	TR	0.54	29.7	C	TR	0.84	39.9	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>0.95</b>	<b>56.7</b>	<b>E</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.40	7.4	A	LT	0.47	7.8	A	LT	0.47	7.8	A	- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.
35th Street	WB	TR	0.23	20.3	C	TR	0.39	22.4	C	TR	0.18	19.8	B	
		-	-	-	-	-	-	-	-	R	0.38	23.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.34</b>	<b>8.9</b>	<b>A</b>	<b>-</b>	<b>0.44</b>	<b>10.0</b>	<b>B</b>	<b>-</b>	<b>0.43</b>	<b>9.9</b>	<b>A</b>		- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.5	A	TR	0.53	8.4	A					- Mitigation not required.
36th Street	EB	LT	0.23	20.4	C	LT	0.28	20.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>8.9</b>	<b>A</b>	<b>-</b>	<b>0.43</b>	<b>9.7</b>	<b>A</b>						
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.44	7.7	A	LT	0.53	8.4	A					- Mitigation not required.
37th Street	WB	TR	0.26	20.6	C	TR	0.28	20.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>9.5</b>	<b>A</b>	<b>-</b>	<b>0.43</b>	<b>10.0</b>	<b>B</b>						

**Table B - 32**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
13 <b>FIRST AVENUE &amp; 38TH STREET</b> First Avenue 38th Street	NB	TR	0.42	7.5	A	TR	0.51	8.2	A	TR	0.55	11.2	B	- Modify signal timing: shift 4 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 45 s; EB/WB green time shifts from 31 s to 35 s].
	EB	L	0.65	31.2	C	L	0.99	74.8	E	L	0.86	44.1	D	
	LT		0.23	20.8	C	LT	0.35	22.7	C	LT	0.31	19.3	B	
	WB	R	0.09	19.1	B	R	0.34	22.9	C	R	0.30	19.3	B	
<b>Overall Intersection</b>	-	-	<b>0.51</b>	<b>11.7</b>	<b>B</b>	-	<b>0.70</b>	<b>19.4</b>	<b>B</b>	-	<b>0.69</b>	<b>16.8</b>	<b>B</b>	
14 <b>FIRST AVENUE &amp; 39TH STREET</b> First Avenue 39th Street	NB	LT	0.51	8.2	A	LTR	0.65	9.7	A					- Mitigation not required.
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.51</b>	<b>8.2</b>	<b>A</b>	-	<b>0.65</b>	<b>9.7</b>	<b>A</b>					
15 <b>FIRST AVENUE &amp; 40TH STREET</b> First Avenue 40th Street	NB	T	0.57	8.9	A	T	0.68	10.2	B					- Mitigation not required.
	EB	L	0.25	20.5	C	L	0.65	29.9	C					
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>10.3</b>	<b>B</b>	-	<b>0.67</b>	<b>13.1</b>	<b>B</b>					
16 <b>FIRST AVENUE &amp; 41ST STREET</b> First Avenue 41st Street	NB	TR	-	-	-	TR	-	-	-	TR	0.57	13.1	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 3 s; both phases have 3 s of amber and 2 s of all red time].
	WB	R	-	11.7	B	R	-	120.0+	F*	R	0.27	21.8	C	
<b>Overall Intersection</b>	-	-	-	<b>11.7</b>	<b>B</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.45</b>	<b>13.4</b>	<b>B</b>	
17 <b>FIRST AVENUE &amp; 42ND STREET</b> First Avenue (left) First Avenue (right) 42nd Street	NB	LT	0.29	13.1	B	LT	0.42	14.7	B					- Unmitigatable Impact.
		T	0.36	14.4	B	T	0.44	15.5	B					
		R	0.11	11.7	B	R	0.91	47.3	D					
	EB	DefL	1.04	90.2	F	LT	1.20+	120.0+	F*					
		T	0.99	65.9	E									
	WB	TR	0.40	22.3	C	TR	0.41	22.6	C					
		R	0.49	27.3	C	R	0.67	38.3	D					
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>39.8</b>	<b>D</b>	-	<b>1.17</b>	<b>108.6</b>	<b>F</b>					
18 <b>FIRST AVENUE &amp; 44TH STREET</b> First Avenue 44th Street	NB	T	0.25	6.5	A	T	0.26	6.6	A					- Mitigation not required.
	EB	L	0.74	39.6	D	L	0.74	39.6	D					
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>12.5</b>	<b>B</b>	-	<b>0.45</b>	<b>12.3</b>	<b>B</b>					
19 <b>FIRST AVENUE &amp; 45TH STREET</b> First Avenue	NB	LT	0.34	7.0	A	LT	0.35	7.1	A	LT	0.35	7.1	A	- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.34</b>	<b>7.0</b>	<b>A</b>	-	<b>0.35</b>	<b>7.1</b>	<b>A</b>	-	<b>0.35</b>	<b>7.1</b>	<b>A</b>	
20 <b>FIRST AVENUE &amp; 46TH STREET</b> First Avenue 46th Street	NB	T	0.34	7.1	A	T	0.36	7.2	A					- Mitigation not required.
	EB	L	0.44	23.5	C	L	0.44	23.5	C					
<b>Overall Intersection</b>	-	-	<b>0.38</b>	<b>10.9</b>	<b>B</b>	-	<b>0.39</b>	<b>10.9</b>	<b>B</b>					
21 <b>FIRST AVENUE &amp; 47TH STREET</b> First Avenue	NB	LT	0.29	6.7	A	LT	0.30	6.8	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.29</b>	<b>6.7</b>	<b>A</b>	-	<b>0.30</b>	<b>6.8</b>	<b>A</b>					
22 <b>FIRST AVENUE &amp; 48TH STREET</b> 48th Street	EB	L	-	18.0	C	L	-	18.0	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>18.0</b>	<b>C</b>	-	-	<b>18.0</b>	<b>C</b>					
23 <b>FIRST AVENUE &amp; 49TH STREET</b> First Avenue (left) First Avenue (tunnel) First Avenue (right) 49th Street	NB	LT	0.66	13.2	B	LT	0.66	13.2	B	LT	0.66	13.2	B	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the Weekday peak periods; otherwise mitigation is not needed.]
		T	0.57	9.2	A	T	0.61	9.8	A	T	0.61	9.8	A	
		T	0.45	8.9	A	T	0.47	9.1	A	T	0.47	9.1	A	
	WB	T	0.61	28.7	C	T	0.62	29.1	C	T	0.58	27.5	C	
		R	0.27	22.2	C	R	0.27	22.2	C	R	0.25	21.7	C	
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>12.8</b>	<b>B</b>	-	<b>0.64</b>	<b>13.1</b>	<b>B</b>	-	<b>0.62</b>	<b>12.9</b>	<b>B</b>	
24 <b>FIRST AVENUE &amp; 52ND STREET</b> First Avenue 52nd Street	NB	TR	0.54	8.4	A	TR	0.57	8.7	A					- Mitigation not required.
	EB	LT	0.61	29.7	C	LT	0.61	29.7	C					
	WB	R	0.10	19.2	B	R	0.10	19.2	B					
<b>Overall Intersection</b>	-	-	<b>0.57</b>	<b>11.0</b>	<b>B</b>	-	<b>0.58</b>	<b>11.1</b>	<b>B</b>					

**Table B - 32  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
25 <b>FIRST AVENUE &amp; 53RD STREET</b> First Avenue 53rd Street	NB	LT	0.60	9.0	A	LT	0.63	9.3	A					- Mitigation not required.	
	WB	TR	0.54	24.2	C	TR	0.54	24.2	C						
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>12.5</b>	<b>B</b>	-		<b>0.59</b>	<b>12.6</b>	<b>B</b>					
26 <b>FIRST AVENUE &amp; 57TH STREET</b> First Avenue 57th Street	NB	LTR	0.84	25.7	C	LTR	0.90	28.4	C	L	0.79	38.0	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection. [Measures reflect geometric improvements needed for the Weekday peak periods; otherwise mitigation is not needed.]	
			-	-	-			-	-	LTR	0.78	23.6	C		
	EB	DefL	0.66	42.7	D	DefL	0.66	42.7	D	DefL	0.66	42.7	D		
		T	0.29	22.4	C	T	0.29	22.4	C	T	0.29	22.4	C		
	WB	TR	1.05	84.8	F	TR	1.05	84.8	F	TR	1.05	84.8	F		
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>38.4</b>	<b>D</b>	-		<b>0.97</b>	<b>39.9</b>	<b>D</b>	-		<b>0.90</b>	<b>37.8</b>	<b>D</b>
27 <b>FIRST AVENUE &amp; 59TH STREET</b> First Avenue 59th Street	NB	L	0.39	11.8	B	L	0.39	11.8	B					- Mitigation not required.	
		LTR	0.56	11.5	B	LTR	0.57	11.5	B						
	EB	LT	0.39	25.2	C	LT	0.39	25.2	C						
	WB	TR	0.21	21.4	C	TR	0.21	21.4	C						
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>13.4</b>	<b>B</b>	-		<b>0.50</b>	<b>13.4</b>	<b>B</b>					
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>															
28 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b> 34th Street	EB	LT	0.87	25.1	C	LT	0.90	28.0	C					- Mitigation not required.	
	WB	TR	0.55	34.0	C	TR	0.55	34.1	C						
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.9</b>	<b>C</b>	-		<b>0.85</b>	<b>29.9</b>	<b>C</b>					
29 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b> Queens Midtown Tunnel Approach Street 35th Street	NB	LT	0.17	10.5	B	LT	0.17	10.5	B					- Mitigation not required.	
	WB	TR	0.38	20.8	C	TR	0.41	21.2	C						
<b>Overall Intersection</b>	-		<b>0.26</b>	<b>15.4</b>	<b>B</b>	-		<b>0.27</b>	<b>15.8</b>	<b>B</b>					
30 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b> Queens Midtown Tunnel Approach Street 36th Street	NB	TR	0.46	13.4	B	TR	0.47	13.5	B					- Mitigation not required.	
	EB	T	0.15	18.1	B	T	0.18	18.4	B						
<b>Overall Intersection</b>	-		<b>0.33</b>	<b>14.3</b>	<b>B</b>	-		<b>0.35</b>	<b>14.6</b>	<b>B</b>					
31 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b> Queens Midtown Tunnel Approach Street 37th Street	SB	TR	0.02	14.1	B	TR	0.10	14.8	B					- Mitigation not required.	
	WB	L	0.00	11.8	B	L	0.11	12.7	B						
		LTR	0.21	13.4	B	LTR	0.22	13.5	B						
<b>Overall Intersection</b>	-		<b>0.12</b>	<b>13.5</b>	<b>B</b>	-		<b>0.16</b>	<b>13.6</b>	<b>B</b>					
32 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b> Queens Midtown Tunnel Approach Street 38th Street	NB	TR	0.03	13.0	B	TR	0.03	13.0	B					- Mitigation not required.	
	SB	LT	0.06	13.4	B	LT	0.10	13.7	B						
	EB	LTR	0.30	15.4	B	LTR	0.41	16.7	B						
<b>Overall Intersection</b>	-		<b>0.18</b>	<b>15.1</b>	<b>B</b>	-		<b>0.25</b>	<b>16.2</b>	<b>B</b>					
33 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b> Queens Midtown Tunnel Approach Street 39th Street	NB	L	0.02	12.9	B	L	0.02	12.9	B	L	0.02	13.5	B	- Modify signal timing: shift 1 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 40 s to 39 s; WB green time shifts from 40 s to 41 s].	
	SB	TR	0.06	13.3	B	TR	0.06	13.3	B	TR	0.06	13.9	B		
	WB	LT	0.67	26.3	C	LT	0.89	45.1	D	LT	0.87	41.1	D		
<b>Overall Intersection</b>	-		<b>0.36</b>	<b>24.2</b>	<b>C</b>	-		<b>0.48</b>	<b>40.9</b>	<b>D</b>	-		<b>0.48</b>	<b>37.6</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>															
35 <b>SECOND AVENUE &amp; 30TH STREET</b> Second Avenue 30th Street	SB	LT	0.71	10.4	B	LT	0.72	10.6	B					- Mitigation not required.	
	EB	TR	0.69	33.4	C	TR	0.69	33.4	C						
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>12.7</b>	<b>B</b>	-		<b>0.71</b>	<b>12.8</b>	<b>B</b>					
36 <b>SECOND AVENUE &amp; 33RD STREET</b> Second Avenue 33rd Street	SB	TR	0.72	10.5	B	TR	0.73	10.7	B					- Mitigation not required.	
	WB	LT	0.17	20.2	C	LT	0.17	20.2	C						
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>11.2</b>	<b>B</b>	-		<b>0.52</b>	<b>11.3</b>	<b>B</b>					

**Table B - 32  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
37 SECOND AVENUE & 34TH STREET Second Avenue	SB	L	0.72	25.4	C	L	0.72	25.4	C					- Mitigation not required.
	LTR		0.65	14.4	B	LTR	0.67	14.6	B					
34th Street	EB	T	0.88	41.1	D	T	0.92	45.6	D					
	R		0.68	43.4	D	R	0.68	43.4	D					
	WB	DeFL	0.43	35.9	D	DeFL	0.44	36.2	D					
	T		0.26	16.3	B	T	0.27	16.4	B					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>22.2</b>	<b>C</b>	-	<b>0.81</b>	<b>23.3</b>	<b>C</b>					
38 SECOND AVENUE & 35TH STREET Second Avenue	SB	TR	0.58	15.6	B	TR	0.59	15.7	B	TR	0.59	15.7	B	- Restripe the 35th Street WB approach general travel lanes as one 10 ft. left-turn lane, two 10 ft. through lanes, and one 10 ft. lane for trucks loading /unloading on the south curb. - Install "No Standing Anytime" regulations along the north side of the WB 35th Street approach 120 ft. from the intersection. [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
35th Street	EB	R	0.61	24.2	C	R	0.61	24.2	C	R	0.61	24.2	C	
	WB	LT	0.21	17.5	B	LT	0.23	17.8	B	L	0.19	17.9	B	
	-	-	-	-	-	-	-	-	-	T	0.13	16.7	B	
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>17.1</b>	<b>B</b>	-	<b>0.60</b>	<b>17.2</b>	<b>B</b>	-	<b>0.60</b>	<b>17.1</b>	<b>B</b>	
39 SECOND AVENUE & 36TH STREET Second Avenue	SB	L	0.09	7.0	A	L	0.11	7.2	A					- Mitigation not required.
	T		0.79	13.7	B	T	0.81	14.0	B					
36th Street	EB	TR	0.87	32.7	C	TR	0.87	32.9	C					
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>20.1</b>	<b>C</b>	-	<b>0.84</b>	<b>20.3</b>	<b>C</b>					
40 SECOND AVENUE & 37TH STREET Second Avenue	SB	T	1.19	112.1	F	T	1.20+	120.0+	F*	T	1.18	103.9	F	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [WB green time shifts from 31 s to 29 s; SB green time shifts from 49 s to 51 s].
	R		0.27	7.7	A	R	0.27	7.7	A	R	0.25	6.5	A	
37th Street	WB	LT	0.34	21.6	C	LT	0.35	21.8	C	LT	0.37	23.4	C	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>97.8</b>	<b>F</b>	-	<b>0.88</b>	<b>108.9</b>	<b>F</b>	-	<b>0.88</b>	<b>91.0</b>	<b>F</b>	
41 SECOND AVENUE & 38TH STREET Second Avenue	SB	LT	0.70	10.2	B	LT	0.73	10.7	B					- Mitigation not required.
38th Street	EB	TR	0.69	29.0	C	TR	0.78	32.3	C					
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>13.6</b>	<b>B</b>	-	<b>0.75</b>	<b>14.9</b>	<b>B</b>					
42 SECOND AVENUE & 39TH STREET Second Avenue	SB	T	0.85	13.9	B	T	0.88	14.9	B					- Mitigation not required.
	R		0.56	13.2	B	R	0.58	13.9	B					
39th Street	WB	LT	0.43	24.1	C	LT	0.53	26.3	C					
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>14.6</b>	<b>B</b>	-	<b>0.74</b>	<b>15.8</b>	<b>B</b>					
43 SECOND AVENUE & 40TH STREET Second Avenue	SB	L	0.09	6.2	A	L	0.28	7.9	A					- Mitigation not required.
	T		0.77	11.6	B	T	0.79	12.2	B					
40th Street	EB	TR	0.88	44.2	D	TR	0.89	45.6	D					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>17.0</b>	<b>B</b>	-	<b>0.83</b>	<b>17.3</b>	<b>B</b>					
44 SECOND AVENUE & 41ST STREET Second Avenue	SB	LTR	0.69	10.1	B	LTR	0.73	10.7	B					- Mitigation not required.
41st Street	EB	TR	0.50	27.9	C	TR	0.50	27.9	C					
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>11.2</b>	<b>B</b>	-	<b>0.64</b>	<b>11.6</b>	<b>B</b>					
45 SECOND AVENUE & 42ND STREET Second Avenue	SB	LTR	0.92	19.8	B	LTR	0.96	24.2	C					- Mitigation not required.
42nd Street	EB	TR	0.52	21.2	C	TR	0.62	23.0	C					
	WB	LT	0.39	19.5	B	LT	0.51	21.3	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>20.0</b>	<b>C</b>	-	<b>0.81</b>	<b>23.6</b>	<b>C</b>					
46 SECOND AVENUE & 43RD STREET Second Avenue	SB	TR	0.76	11.1	B	TR	0.79	11.6	B					- Mitigation not required.
43rd Street	WB	LT	0.49	26.3	C	LT	0.49	26.3	C					
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>12.1</b>	<b>B</b>	-	<b>0.67</b>	<b>12.6</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET Second Avenue	SB	LT	0.68	7.3	A	LT	0.71	7.7	A					- Mitigation not required.
44th Street	EB	TR	0.68	36.4	D	TR	0.68	36.4	D					
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>9.7</b>	<b>A</b>	-	<b>0.70</b>	<b>9.9</b>	<b>A</b>					

**Table B - 32**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	TR	0.78	11.5	B	TR	0.81	12.1	B					- Mitigation not required.	
	WB	L	0.87	50.6	D	L	0.90	54.3	D						
		LT	0.83	45.5	D	LT	0.83	45.5	D						
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>17.8</b>	<b>B</b>	-	<b>0.84</b>	<b>18.5</b>	<b>B</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.68	9.9	A	LT	0.71	10.3	B					- Mitigation not required.	
	EB	TR	0.72	35.8	D	TR	0.72	35.8	D						
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>12.3</b>	<b>B</b>	-	<b>0.71</b>	<b>12.6</b>	<b>B</b>						
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	TR	0.67	9.9	A	TR	0.70	10.3	B					- Mitigation not required.	
	WB	LT	0.62	25.8	C	LT	0.62	25.8	C						
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>13.6</b>	<b>B</b>	-	<b>0.67</b>	<b>13.8</b>	<b>B</b>						
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.70	17.4	B	LTR	0.73	17.9	B					- Mitigation not required.	
	EB	TR	1.07	89.2	F	TR	1.07	89.2	F						
	WB	LT	0.86	44.9	D	LT	0.86	44.9	D						
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>38.1</b>	<b>D</b>	-	<b>0.86</b>	<b>37.8</b>	<b>D</b>						
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET 57th Street	EB	L	0.49	14.2	B	L	0.50	15.3	B	L	0.45	6.5	A	- Modify the existing "No Standing" regulations along the north side of westbound 57th Street approach to prohibit truck loading/unloading from 10A-4P 120 ft. from the intersection to provide one through lane, one shared through-right lane, and a daylight right-turn lane (for a total of 3 lanes).	
		LT	0.78	15.2	B	LT	0.80	16.4	B	LT	0.69	10.5	B		
	WB	TR	1.02	73.6	E	TR	1.09	96.9	F	TR	0.56	26.1	C		
		R	1.03	83.2	F	R	1.20+	120.0+	F*	R	1.05	82.7	F		
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>48.1</b>	<b>D</b>	-	<b>0.86</b>	<b>76.8</b>	<b>E</b>	-	<b>0.94</b>	<b>33.6</b>	<b>C</b>	- Modify signal timing: shift 1 s green time from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 34 s to 33 s; EB/WB green time shifts from 28 s to 29 s].	
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	0.83	13.0	B	LT	0.86	14.2	B					- Mitigation not required.	
	EB	TR	0.87	36.4	D	TR	0.87	36.4	D						
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>19.3</b>	<b>B</b>	-	<b>0.87</b>	<b>20.0</b>	<b>B</b>						
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	0.73	25.5	C	L	0.73	25.5	C	L	0.75	27.4	C	- Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37 s to 36 s; WB green time shifts from 40 s to 41 s].	
		LT	0.84	23.3	C	LT	0.85	23.4	C	LT	0.87	25.3	C		
	WB	L	0.93	39.2	D	L	1.02	56.7	E	L	0.96	41.9	D	- Shift the south curb along Queensboro Bridge Ramp approach 2.5 ft. to the south and restripe the left turn lanes as three 12.5 ft. lanes.	
		T	0.56	19.2	B	T	0.56	19.2	B	T	0.55	18.3	B		
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>26.9</b>	<b>C</b>	-	<b>0.93</b>	<b>31.9</b>	<b>C</b>	-	<b>0.91</b>	<b>28.9</b>	<b>C</b>		
54A SECOND AVENUE & 60TH STREET Second Avenue 60th Street	SB	TR	0.95	29.6	C	TR	0.96	31.2	C	TR	0.98	36.6	D	- Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37 s to 36 s; WB green time shifts from 40 s to 41 s].	
	WB	LT	0.01	12.9	B	LT	0.01	12.9	B	LT	0.01	12.4	B	[Signal timing measure is necessary to match the modified signal at Second Avenue & Queensboro Bridge Ramp; otherwise mitigation is not needed.]	
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>29.6</b>	<b>C</b>	-	<b>0.47</b>	<b>31.2</b>	<b>C</b>	-	<b>0.47</b>	<b>36.6</b>	<b>D</b>		
55 SECOND AVENUE & 61ST STREET Second Avenue 61st Street	SB	TR	1.08	67.7	E	TR	1.08	69.8	E					- Mitigation not required.	
	WB	LT	0.71	23.0	C	LT	0.71	23.0	C						
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>57.2</b>	<b>E</b>	-	<b>0.90</b>	<b>58.8</b>	<b>E</b>						
56 SECOND AVENUE & 63RD STREET Second Avenue 63rd Street	SB	TR	0.82	20.3	C	TR	0.83	20.5	C					- Mitigation not required.	
	WB	L	0.95	50.5	D	L	0.95	50.5	D						
		LT	0.86	28.6	C	LT	0.86	28.6	C						
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>27.6</b>	<b>C</b>	-	<b>0.89</b>	<b>27.6</b>	<b>C</b>						
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>															
57 QUEENS MIDTOWN TUNNEL EXIT STREET & 34TH STREET Queens Midtown Tunnel Exit Street	SB	L	0.33	36.1	D	L	0.35	36.5	D	L	0.35	36.5	D	- Modify signal timing: shift 2 s green time from EB-lead phase to EB/WB phase. [SB green time remains 13 s; EB-lead green time shifts from 30 s to 28 s; EB/WB green time shifts from 31 s to 33 s].	
		LR	0.15	33.1	C	LR	0.16	33.3	C	LR	0.16	33.3	C		
		R	0.46	13.3	B	R	0.46	13.3	B	R	0.48	14.7	B		
	34th Street	EB	T	0.42	4.6	A	T	0.43	4.7	A	T	0.43	4.7	A	
		WB	T	0.89	46.3	D	T	0.94	53.6	D	T	0.88	43.6	D	
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>19.3</b>	<b>B</b>	-	<b>0.65</b>	<b>21.4</b>	<b>C</b>	-	<b>0.65</b>	<b>19.1</b>	<b>B</b>		



**Table B - 32**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C	L	0.72	23.1	C					- Mitigation not required.
		LTR	0.93	40.1	D	LTR	0.94	41.8	D					
		R	0.19	12.1	B	R	0.19	12.1	B					
35th Street	WB	LT	0.44	21.2	C	LT	0.44	21.2	C					
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>29.3</b>	<b>C</b>	-	<b>0.72</b>	<b>30.1</b>	<b>C</b>					
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.25	7.9	A	T	0.27	8.1	A					- Mitigation not required.
37th Street	WB	TR	0.53	30.7	C	TR	0.55	31.3	C					
		-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>	-	<b>0.34</b>	<b>15.8</b>	<b>B</b>	-	<b>0.36</b>	<b>15.8</b>	<b>B</b>					
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.37	16.1	B	TR	0.41	16.5	B					- Mitigation not required.
38th Street	EB	LT	0.74	27.1	C	LT	0.77	28.9	C					
	<b>Overall Intersection</b>	-	<b>0.56</b>	<b>20.5</b>	<b>C</b>	-	<b>0.59</b>	<b>21.4</b>	<b>C</b>					
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.20	9.8	A	LT	0.21	9.8	A					- Mitigation not required.
39th Street	WB	TR	0.45	23.3	C	TR	0.48	23.8	C					
	<b>Overall Intersection</b>	-	<b>0.30</b>	<b>16.3</b>	<b>B</b>	-	<b>0.31</b>	<b>16.6</b>	<b>B</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.16	9.4	A	TR	0.15	9.4	A					- Mitigation not required.
40th Street	EB	LT	0.86	43.7	D	LT	0.88	46.1	D					
	<b>Overall Intersection</b>	-	<b>0.43</b>	<b>27.9</b>	<b>C</b>	-	<b>0.44</b>	<b>29.3</b>	<b>C</b>					
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B	L	0.25	11.4	B					- Mitigation not required.
		LR	0.07	9.0	A	LR	0.07	9.0	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.17	20.0	C	T	0.17	20.0	C					
	WB	T	0.13	19.6	B	T	0.13	19.6	B					
	<b>Overall Intersection</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>					
<b>THIRD AVENUE CORRIDOR</b>														
<b>64 THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.66	16.3	B	LTR	0.66	16.3	B					- Mitigation not required.
34th Street	EB	DefL	0.76	33.2	C	DefL	0.81	38.5	D					
		T	0.51	18.3	B	T	0.53	18.7	B					
	WB	TR	0.62	28.6	C	TR	0.64	28.9	C					
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>20.5</b>	<b>C</b>	-	<b>0.72</b>	<b>21.0</b>	<b>C</b>					
<b>65 THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	0.51	8.2	A	LT	0.51	8.2	A					- Mitigation not required.
35th Street	WB	TR	0.53	24.5	C	TR	0.53	24.5	C					
	<b>Overall Intersection</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>					
<b>66 THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.51	10.8	B	TR	0.51	10.8	B					- Mitigation not required.
		R	0.65	17.9	B	R	0.65	18.0	B					
36th Street	EB	LT	0.68	28.0	C	LT	0.68	28.0	C					
	<b>Overall Intersection</b>	-	<b>0.66</b>	<b>17.0</b>	<b>B</b>	-	<b>0.66</b>	<b>17.1</b>	<b>B</b>					
<b>67 THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	LT	0.52	14.4	B	LT	0.52	14.4	B					- Mitigation not required.
37th Street	WB	T	0.54	18.7	B	TR	0.55	18.8	B					
		R	0.35	16.1	B	R	0.35	16.1	B					
	<b>Overall Intersection</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>					
<b>68 THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	0.57	8.9	A	T	0.57	8.9	A					- Mitigation not required.
		R	0.28	8.0	A	R	0.30	8.3	A					
38th Street	EB	LT	0.67	27.9	C	LT	0.68	28.2	C					
	<b>Overall Intersection</b>	-	<b>0.61</b>	<b>13.5</b>	<b>B</b>	-	<b>0.61</b>	<b>13.6</b>	<b>B</b>					

**Table B - 32**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
69 <b>THIRD AVENUE &amp; 39TH STREET</b> Third Avenue 39th Street	NB	LT	0.84	17.1	B	LT	0.84	17.1	B	LT	0.84	17.1	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	WB	TR	0.62	24.3	C	TR	0.65	24.8	C	TR	0.62	24.1	C	
	<b>Overall Intersection</b>	-	<b>0.75</b>	<b>18.6</b>	<b>B</b>	-	<b>0.76</b>	<b>18.8</b>	<b>B</b>	-	<b>0.75</b>	<b>18.6</b>	<b>B</b>	
70 <b>THIRD AVENUE &amp; 40TH STREET</b> Third Avenue 40th Street	NB	TR	0.62	13.4	B	TR	0.63	13.6	B					- Mitigation not required.
	EB	LT	0.54	21.7	C	LT	0.61	23.8	C					
	<b>Overall Intersection</b>	-	<b>0.58</b>	<b>14.8</b>	<b>B</b>	-	<b>0.62</b>	<b>15.4</b>	<b>B</b>					
71 <b>THIRD AVENUE &amp; 41ST STREET</b> Third Avenue 41st Street	NB	TR	0.59	15.2	B	TR	0.59	15.2	B	TR	0.64	18.2	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 37 s; EB/WB green time shifts from 40 s to 43 s].
	EB	L	0.36	17.3	B	L	0.42	18.8	B	L	0.39	16.3	B	
		T	0.08	13.5	B	T	0.08	13.5	B	T	0.07	11.9	B	
	WB	R	0.80	35.7	D	R	0.94	57.3	E	R	0.87	42.5	D	
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>18.1</b>	<b>B</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	
72 <b>THIRD AVENUE &amp; 42ND STREET</b> Third Avenue 42nd Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	EB	L	0.82	40.2	D	L	0.79	37.5	D					
		T	0.73	26.4	C	T	0.85	33.3	C					
	WB	T	0.69	35.8	D	T	0.8	40.8	D					
		R	0.99	103.9	F	R	1.18	120.0+	F*					
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>102.5</b>	<b>F</b>	-	<b>1.14</b>	<b>104.1</b>	<b>F</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b> Lexington Avenue 34th Street	SB	LT	0.93	23.3	C	LT	0.94	24.4	C	LT	0.98	32.7	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
		R	0.51	13.1	B	R	0.53	13.3	B	R	0.55	15.3	B	
	EB	TR	0.93	41.1	D	TR	0.96	47.1	D	TR	0.91	37.5	D	
	WB	LT	1.17	118.4	F	LT	1.20+	120.0+	F*	LT	1.15	108.9	F	
	<b>Overall Intersection</b>	-	<b>1.03</b>	<b>44.8</b>	<b>D</b>	-	<b>1.07</b>	<b>52.5</b>	<b>D</b>	-	<b>1.06</b>	<b>47.0</b>	<b>D</b>	
74 <b>PARK AVENUE &amp; 34TH STREET</b> Park Avenue 34th Street	NB	LTR	0.52	11.7	B	LTR	0.52	11.7	B					- Mitigation not required.
	SB	LTR	0.46	11.0	B	LTR	0.46	11.0	B					
	EB	LTR	0.60	22.6	C	LTR	0.62	23.1	C					
	WB	LTR	0.76	26.6	C	LTR	0.78	27.3	C					
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>19.4</b>	<b>B</b>	-	<b>0.63</b>	<b>19.9</b>	<b>B</b>					
75 <b>MADISON AVENUE &amp; 34TH STREET</b> Madison Avenue 34th Street	NB	LTR	0.51	11.2	B	LTR	0.51	11.2	B					- Mitigation not required.
	EB	T	0.46	20.2	C	LT	0.57	22.1	C					
	WB	TR	0.70	24.5	C	TR	0.72	25.0	C					
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>18.8</b>	<b>B</b>	-	<b>0.60</b>	<b>19.6</b>	<b>B</b>					
77 <b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b> Sixth Avenue Broadway 34th Street	NB	T	0.42	5.4	A	T	0.42	5.4	A	T	0.43	6.6	A	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 30 s; EB/WB green time shifts from 27 s to 29 s; SB green time remains at 21 s].
	SB	T	0.82	41.6	D	T	0.82	41.6	D	T	0.82	41.6	D	
	EB	TR	1.19	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.16	133.7	F	
	WB	TR	1.14	120.0+	F*	TR	1.17	120.0+	F*	TR	1.1	162.8	F	
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>87.3</b>	<b>F</b>	-	<b>0.70</b>	<b>96.8</b>	<b>F</b>	-	<b>0.70</b>	<b>80.0</b>	<b>E</b>	
78 <b>SEVENTH AVENUE &amp; 34TH STREET</b> Seventh Avenue 34th Street	SB	LTR	0.77	16.0	B	LTR	0.77	16.0	B	LTR	0.81	18.7	B	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.22	134.9	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.23	168.7	F	
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>97.1</b>	<b>F</b>	-	<b>1.02</b>	<b>111.2</b>	<b>F</b>	-	<b>1.00</b>	<b>91.2</b>	<b>F</b>	
79 <b>EIGHTH AVENUE &amp; 34TH STREET</b> Eighth Avenue 34th Street	NB	LTR	0.95	35.2	D	LTR	0.95	35.2	D					- Unmitigatable Impact.
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.10	87.6	F	TR	1.14	100.2	F					
	<b>Overall Intersection</b>	-	<b>1.17</b>	<b>99.9</b>	<b>F</b>	-	<b>1.20</b>	<b>112.1</b>	<b>F</b>					

**Table B - 32**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>OTHER 42ND STREET CORRIDOR</b>														
80 LEXINGTON AVENUE & 42ND STREET														
Lexington Avenue	SB	LTR	1.00	37.3	D	LTR	1.02	49.1	D	LTR	0.81	18.2	B	<ul style="list-style-type: none"> <li>- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes).</li> <li>- Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane.</li> <li>- Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue.</li> <li>- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].</li> </ul>
42nd Street	EB	TR	1.11	115.2	F	TR	1.18	120.0+	F*	TR	1.12	113.6	F	
	WB	LT	0.54	21.5	C	LT	0.60	22.6	C	LT	0.57	20.8	C	
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>58.0</b>	<b>E</b>	-	<b>1.09</b>	<b>71.9</b>	<b>E</b>	-	<b>0.95</b>	<b>48.7</b>	<b>D</b>	
81 PARK AVENUE & 42ND STREET														
Park Avenue	NB	LR	0.62	40.6	D	LR	0.62	40.6	D	L	0.7	50.2	D	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Restripe the NB Park Avenue approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking.</li> <li>- Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB is 37 s green time, WB/NB-right only is 7 s green time, and NB is 31 s of green time (each phase has 3 s amber and 2 s all red).</li> </ul>
		R	0.73	38.8	D	R	0.73	38.8	D	R	0.52	19.5	B	
42nd Street	EB	TR	0.55	13.8	B	TR	0.6	14.5	B	TR	0.78	27.2	C	
	WB	LT	1.07	71.0	E	T	1.15	99.8	F	LT	1.15	99.8	F	
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>43.6</b>	<b>D</b>	-	<b>0.99</b>	<b>56.9</b>	<b>E</b>	-	<b>0.97</b>	<b>60.4</b>	<b>E</b>	
82 VANDERBILT AVENUE & 42ND STREET														
42nd Street	EB	LT	0.70	22.2	C	LT	0.70	22.2	C	LT	0.66	20.1	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s].</li> <li>(NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).</li> </ul>
	WB	TR	1.11	88.0	F	TR	1.16	107.1	F	TR	1.10	82.1	F	
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>58.2</b>	<b>E</b>	-	<b>1.16</b>	<b>70.0</b>	<b>E</b>	-	<b>1.10</b>	<b>55.0</b>	<b>E</b>	
83 MADISON AVENUE & 42ND STREET														
Madison Avenue	NB	LTR	0.59	12.3	B	LTR	0.59	12.3	B	LTR	0.64	15.1	B	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].</li> </ul>
42nd Street	EB	LT	0.96	48.4	D	LT	1.07	78.3	E	LT	0.96	45.8	D	
	WB	T	0.66	24.5	C	T	0.72	26.4	C	T	0.67	22.8	C	
		R	0.35	23.1	C	R	0.35	23.1	C	R	0.32	19.8	B	
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>26.7</b>	<b>C</b>	-	<b>0.80</b>	<b>37.2</b>	<b>D</b>	-	<b>0.79</b>	<b>27.0</b>	<b>C</b>	
85 SIXTH AVENUE & 42ND STREET														
Sixth Avenue	NB	LT	0.73	18.4	B	LT	0.73	18.4	B	LT	0.78	21.5	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].</li> </ul>
		R	0.49	17.7	B	R	0.49	17.7	B	R	0.53	20.8	C	
42nd Street	EB	LT	0.94	46.4	D	LT	1.03	67.7	E	LT	0.93	41.7	D	
	WB	T	0.47	20.5	C	T	0.50	21.0	C	T	0.46	18.6	B	
		R	0.53	25.9	C	R	0.61	28.6	C	R	0.56	24.6	C	
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>24.5</b>	<b>C</b>	-	<b>0.86</b>	<b>29.2</b>	<b>C</b>	-	<b>0.85</b>	<b>25.2</b>	<b>C</b>	
86 BROADWAY & 42ND STREET														
Broadway	SB	LTR	0.52	14.9	B	LTR	0.54	15.1	B	LTR	0.58	18.1	B	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 37 s; WB-lead green time remains at 7 s; EB/WB green time shifts from 33 s to 36 s].</li> </ul>
42nd Street	EB	T	0.56	23.7	C	T	0.60	24.5	C	T	0.55	21.5	C	
		R	0.09	18.1	B	R	0.09	18.1	B	R	0.08	16.1	B	
	WB	DefL	0.55	22.5	C	DefL	0.54	22.2	C	DefL	0.50	19.3	B	
		T	0.85	36.3	D	T	0.97	54.2	D	T	0.86	34.5	C	
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>22.7</b>	<b>C</b>	-	<b>0.75</b>	<b>27.1</b>	<b>C</b>	-	<b>0.72</b>	<b>22.8</b>	<b>C</b>	
87 SEVENTH AVENUE & 42ND STREET														
Seventh Avenue	SB	LTR	0.54	10.6	B	LTR	0.54	10.6	B					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
42nd Street	EB	TR	0.74	27.8	C	TR	0.78	29.3	C					
	WB	LT	0.42	20.7	C	LT	0.47	21.4	C					
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>17.3</b>	<b>B</b>	-	<b>0.64</b>	<b>18.0</b>	<b>B</b>					
88 EIGHTH AVENUE & 42ND STREET														
Eighth Avenue	NB	L	0.02	14.0	B	L	0.02	14.0	B					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>
		LTR	0.86	24.4	C	LTR	0.86	24.4	C					
42nd Street	EB	DefL	0.74	25.1	C	DefL	0.72	24.3	C					
		T	0.45	14.6	B	T	0.49	15.1	B					
	WB	TR	0.39	25.8	C	TR	0.42	26.2	C					
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>23.2</b>	<b>C</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>					
89 NINTH AVENUE & 42ND STREET														
Ninth Avenue	SB	LTR	0.57	18.7	B	LTR	0.57	18.7	B	LTR	0.62	21.9	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 32 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 32 s].</li> </ul>
42nd Street	EB	TR	0.95	48.0	D	TR	0.99	56.2	E	TR	0.90	39.1	D	
	WB	DefL	0.75	32.8	C	DefL	0.75	31.9	C	DefL	0.72	28.6	C	
		T	0.99	61.8	E	T	1.14	109.6	F	T	0.97	52.7	D	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>32.8</b>	<b>C</b>	-	<b>0.91</b>	<b>42.3</b>	<b>D</b>	-	<b>0.82</b>	<b>31.1</b>	<b>C</b>	

**Table B - 32**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. ALL RESIDENTIAL vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 All Residential Conditions				2014 All Residential with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>GARAGE ENTRANCE/EXIT LOCATIONS</b>													
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	R	NA		R	-	10.3	B					- Mitigation not required.
<b>Overall Intersection</b>		-			-		<b>10.3</b>		<b>B</b>				
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	LR	NA		LR	-	10.9	B					- Mitigation not required.
38th Street	EB	LT	NA		LT	-	7.5	A					
<b>Overall Intersection</b>		-			-		<b>9.1</b>		<b>A</b>				

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B -33**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>													
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.12	104.3	F	L	1.20+	120.0+	F*
		TR	1.03	66.2	E	TR	0.65	18.4	B	LTR	1.20+	120.0+	F*
34th Street	SB	LTR	1.20+	120.0+	F*	LTR	1.19	120.0+	F*	LTR	1.20+	120.0+	F*
	EB	-	-	-	-	-	-	-	-	L	1.07	120.0+	F*
		LT	1.01	82.0	F	LT	1.00	78.8	E	LT	0.99	120.0+	F*
Parking Lot Driveway	WB	LTR	1.05	71.5	E	R	1.15	107.6	F	R	1.19	120.0+	F*
		LTR	0.30	28.4	C	LTR	0.07	25.2	C	LTR	0.37	30.2	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>100.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>													
F. D. R. Drive Service Road	NB	L	1.15	120.0+	F*	L	0.37	20.3	C	L	0.66	26.8	C
		T	0.82	20.5	C	T	0.37	5.3	A	T	0.49	6.4	A
35th Street/Parking Lot Driveway	SB	TR	1.20+	120.0+	F*	TR	1.05	69.0	E	TR	1.10	85.5	F
	WB	LTR	0.01	28.9	C	LTR	0.03	29.2	C	LTR	0.01	28.9	C
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>116.8</b>	<b>F</b>	-	<b>0.56</b>	<b>48.0</b>	<b>D</b>	-	<b>0.70</b>	<b>54.8</b>	<b>D</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 36th Street	EB	R	-	46.3	E	R	-	14.5	B	R	-	34.2	D
<b>Overall Intersection</b>	-	-	-	<b>46.3</b>	<b>E</b>	-	-	<b>14.5</b>	<b>B</b>	-	-	<b>34.2</b>	<b>D</b>
<b>4 F. D. R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>													
F. D. R. Drive Service Road	SB	TR	1.14	85.6	F	TR	0.74	13.1	B	TR	0.77	13.7	B
<b>Overall Intersection</b>	-	-	<b>1.14</b>	<b>85.6</b>	<b>F</b>	-	<b>0.74</b>	<b>13.1</b>	<b>B</b>	-	<b>0.77</b>	<b>13.7</b>	<b>B</b>
<b>5 F. D. R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
East 38th Street	EB	R	-	60.2	F	R	-	19.6	C	R	-	18.4	C
<b>Overall Intersection</b>	-	-	-	<b>60.2</b>	<b>F</b>	-	-	<b>19.6</b>	<b>C</b>	-	-	<b>18.4</b>	<b>C</b>
<b>FIRST AVENUE CORRIDOR</b>													
<b>7 FIRST AVENUE &amp; 30TH STREET</b>													
First Avenue	NB	TR	0.91	22.1	C	TR	0.49	10.7	B	TR	0.70	13.0	B
30th Street	EB	L	0.86	40.2	D	L	0.91	48.4	D	L	1.20+	120.0+	F*
		T	0.03	18.3	B	T	0.09	20.3	C	T	0.01	19.4	B
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>25.9</b>	<b>C</b>	-	<b>0.66</b>	<b>20.5</b>	<b>C</b>	-	<b>0.96</b>	<b>64.4</b>	<b>E</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>													
First Avenue	NB	LTR	1.09	69.2	E	LTR	0.87	15.2	B	LTR	1.02	41.3	D
33rd Street	WB	TR	0.03	18.3	B	TR	0.06	18.7	B	TR	0.02	18.3	B
<b>Overall Intersection</b>	-	-	<b>0.67</b>	<b>68.9</b>	<b>E</b>	-	<b>0.55</b>	<b>15.2</b>	<b>B</b>	-	<b>0.63</b>	<b>41.2</b>	<b>D</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>													
First Avenue	NB	-	-	-	-	L	0.42	19.7	B	-	-	-	-
34th Street		LTR	0.94	27.7	C	TR	0.86	23.0	C	LTR	1.20	118.8	F
	EB	-	-	-	-	DefL	0.55	25.6	C	DefL	1.12	120.0+	F*
		LT	1.01	55.0	E	T	0.90	36.4	D	T	1.20+	120.0+	F*
	WB	TR	0.87	40.7	D	TR	0.80	35.7	D	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>37.4</b>	<b>D</b>	-	<b>0.88</b>	<b>29.1</b>	<b>C</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>													
First Avenue	NB	LT	0.94	20.8	C	LT	0.45	7.7	A	LT	0.95	19.9	B
35th Street	WB	TR	1.20+	120.0+	F*	TR	0.60	26.0	C	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>46.9</b>	<b>D</b>	-	<b>0.51</b>	<b>12.1</b>	<b>B</b>	-	<b>1.06</b>	<b>36.5</b>	<b>D</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>													
First Avenue	NB	TR	1.13	86.3	F	TR	0.47	7.9	A	TR	1.15	92.1	F
36th Street	EB	LT	0.95	89.6	F	LT	0.29	21.1	C	LT	0.13	19.3	B
<b>Overall Intersection</b>	-	-	<b>1.06</b>	<b>86.5</b>	<b>F</b>	-	<b>0.40</b>	<b>9.7</b>	<b>A</b>	-	<b>0.75</b>	<b>89.6</b>	<b>F</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>													
First Avenue	NB	LT	1.06	55.8	E	LT	1.05	57.1	E	L	1.20+	120.0+	F*
		-	-	-	-	-	-	-	-	T	1.11	77.8	E
37th Street	WB	TR	0.92	60.8	E	TR	0.82	39.8	D	TR	0.72	36.2	D
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>56.4</b>	<b>E</b>	-	<b>0.96</b>	<b>53.7</b>	<b>D</b>	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>													
First Avenue	NB	TR	0.63	9.4	A	TR	0.51	8.3	A	TR	0.71	10.4	B
38th Street	EB	-	-	-	-	L	0.91	50.8	D	-	-	-	-
		LT	0.70	28.6	C	LT	0.35	22.7	C	LT	1.03	72.7	E
	WB	R	0.58	27.5	C	R	0.54	28.4	C	R	0.74	39.5	D
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>15.4</b>	<b>B</b>	-	<b>0.67</b>	<b>17.9</b>	<b>B</b>	-	<b>0.84</b>	<b>24.3</b>	<b>C</b>

**TABLE B -33**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)					Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>14 FIRST AVENUE &amp; 39TH STREET</b>													
First Avenue	NB	LTR	0.99	27.6	C	LTR	0.73	10.8	B	LTR	1.07	56.6	E
39th Street	WB	-	-	-	-	-	-	-	-	-	-	-	-
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>27.6</b>	<b>C</b>	-	<b>0.73</b>	<b>10.8</b>	<b>B</b>	-	<b>1.07</b>	<b>56.6</b>	<b>E</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>													
First Avenue	NB	T	0.37	7.3	A	T	0.68	10.3	B	T	0.77	11.4	B
40th Street	EB	L	0.41	22.5	C	L	0.87	48.4	D	L	1.20+	120.0+	F*
	WB	TR	0.66	34.2	C	TR	0.27	21.9	C	TR	0.46	27.4	C
	<b>Overall Intersection</b>	-	<b>0.49</b>	<b>13.7</b>	<b>B</b>	-	<b>0.76</b>	<b>16.6</b>	<b>B</b>	-	<b>1.20+</b>	<b>90.7</b>	<b>F</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>													
41st Street	WB	R	-	120.0+	F*	R	-	120.0+	F*	R	-	120.0+	F*
	<b>Overall Intersection</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>													
First Avenue (left)	NB	LT	0.55	16.8	B	LT	0.40	14.4	B	LT	0.65	18.3	B
First Avenue (right)		T	0.68	23.1	C	T	0.79	28.6	C	T	0.91	34.8	C
		R	0.79	35.5	D	R	0.49	19.5	B	R	0.51	18.9	B
42nd Street	EB	DefL	1.05	95.4	F	DefL	0.99	68.7	E	DefL	0.98	67.2	E
		T	1.18	120.0+	F*	T	1.00	66.4	E	T	1.20+	120.0+	F*
	WB	TR	1.15	112.5	F	TR	0.73	30.1	C	TR	0.60	25.6	C
		R	1.07	93.0	F	R	0.83	43.0	D	R	0.87	47.8	D
	<b>Overall Intersection</b>	-	<b>0.95</b>	<b>79.2</b>	<b>E</b>	-	<b>0.88</b>	<b>40.0</b>	<b>D</b>	-	<b>1.04</b>	<b>52.9</b>	<b>D</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>													
First Avenue	NB	T	1.08	67.2	E	T	0.42	7.5	A	T	0.54	8.4	A
44th Street	EB	L	0.45	23.7	C	L	0.82	46.8	D	L	0.37	22.3	C
	<b>Overall Intersection</b>	-	<b>0.83</b>	<b>60.9</b>	<b>E</b>	-	<b>0.58</b>	<b>12.7</b>	<b>B</b>	-	<b>0.47</b>	<b>10.1</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>													
First Avenue	NB	L	0.97	54.0	D	L	0.76	23.2	C	L	0.57	12.3	B
		T	1.10	74.8	E	T	0.49	8.1	A	T	0.67	10.0	B
	<b>Overall Intersection</b>	-	<b>1.09</b>	<b>71.4</b>	<b>E</b>	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>	-	<b>0.67</b>	<b>10.3</b>	<b>B</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>													
First Avenue	NB	T	0.57	8.9	A	T	0.40	7.4	A	T	0.53	8.4	A
46th Street	EB	L	0.90	48.2	D	L	0.38	22.0	C	L	0.40	21.9	C
	<b>Overall Intersection</b>	-	<b>0.70</b>	<b>17.0</b>	<b>B</b>	-	<b>0.39</b>	<b>10.5</b>	<b>B</b>	-	<b>0.48</b>	<b>11.5</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>													
First Avenue	NB	LT	1.03	47.5	D	LT	0.46	7.7	A	LT	0.69	10.0	B
	<b>Overall Intersection</b>	-	<b>1.03</b>	<b>47.5</b>	<b>D</b>	-	<b>0.46</b>	<b>7.7</b>	<b>A</b>	-	<b>0.69</b>	<b>10.0</b>	<b>B</b>
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>													
48th Street	EB	L	-	7.7	A	L	-	17.8	C	L	-	12.8	B
	<b>Overall Intersection</b>	-	-	<b>7.7</b>	<b>A</b>	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>12.8</b>	<b>B</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>													
First Avenue (left)	NB	LT	0.99	54.6	D	LT	1.07	71.8	E	LT	1.10	107.3	F
First Avenue (tunnel)		T	1.03	49.5	D	T	0.83	15.3	B	T	1.13	108.8	F
First Avenue (right)		T	0.77	16.8	B	T	0.99	42.7	D	T	0.82	25.2	C
49th Street	WB	TR	1.07	78.5	E	TR	1.07	77.9	E	TR	1.00	59.8	E
	<b>Overall Intersection</b>	-	<b>1.05</b>	<b>52.4</b>	<b>D</b>	-	<b>1.07</b>	<b>47.4</b>	<b>D</b>	-	<b>1.08</b>	<b>85.6</b>	<b>F</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>													
First Avenue	NB	TR	0.95	18.9	B	TR	0.79	11.8	B	TR	1.12	83.1	F
52nd Street	EB	LT	0.69	33.5	C	LT	0.73	35.7	D	LT	0.79	37.4	D
	WB	R	0.19	20.5	C	R	0.25	21.4	C	R	0.27	21.7	C
	<b>Overall Intersection</b>	-	<b>0.85</b>	<b>20.1</b>	<b>C</b>	-	<b>0.77</b>	<b>14.4</b>	<b>B</b>	-	<b>0.97</b>	<b>76.6</b>	<b>E</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>													
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.17	6.6	A
		LT	1.13	83.2	F	LT	0.80	12.2	B	T	0.86	13.5	B
53rd Street	WB	TR	0.94	51.2	D	TR	0.66	27.4	C	TR	0.82	32.7	C
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>78.0</b>	<b>E</b>	-	<b>0.75</b>	<b>15.1</b>	<b>B</b>	-	<b>0.84</b>	<b>17.1</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>													
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.89	42.0	D
		LTR	1.06	65.2	E	LT	1.00	44.2	D	LTR	0.77	24.5	C
		-	-	-	-	R	0.23	19.2	B	-	-	-	-
57th Street	EB	DefL	0.59	28.4	C	DefL	0.46	29.1	C	DefL	0.73	56.6	E
		T	0.39	23.4	C	T	0.34	23.2	C	T	0.27	22.9	C
	WB	TR	0.31	21.2	C	TR	0.42	23.5	C	TR	0.86	37.8	D
	<b>Overall Intersection</b>	-	<b>0.83</b>	<b>56.0</b>	<b>E</b>	-	<b>0.75</b>	<b>39.5</b>	<b>D</b>	-	<b>0.88</b>	<b>30.0</b>	<b>C</b>

**TABLE B -33  
FIRST AVENUE PROPERTIES REZONING EIS  
2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>27 FIRST AVENUE &amp; 59TH STREET</b>													
First Avenue	NB	L	1.16	114.7	F	L	0.66	22.6	C	L	0.71	22.8	C
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.80	15.3	B
59th Street	EB	DefL	0.42	27.3	C	DefL	0.38	25.5	C	DefL	0.50	29.8	C
		T	0.17	21.3	C	T	0.18	21.4	C	T	0.20	21.5	C
	WB	TR	0.48	24.9	C	TR	0.48	25.1	C	TR	0.59	27.0	C
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>111.3</b>	<b>F</b>	-	<b>0.71</b>	<b>18.8</b>	<b>B</b>
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>													
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>													
34th Street	EB	L	0.44	15.4	B	DefL	1.00	120.0+	F*	-	-	-	-
		T	0.71	16.8	B	T	1.14	97.3	F	LT	0.65	15.1	B
	WB	T	0.99	102.7	F	TR	1.20+	120.0+	F*	TR	0.99	70.3	E
		R	0.37	34.3	C	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>42.3</b>	<b>D</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>32.4</b>	<b>C</b>
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.22	10.8	B	-	-	-	-
35th Street	WB	TR	0.81	32.2	C	TR	0.66	26.4	C	TR	0.97	51.6	D
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>30.9</b>	<b>C</b>	-	<b>0.41</b>	<b>19.3</b>	<b>B</b>	-	<b>0.97</b>	<b>51.6</b>	<b>D</b>
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.88	31.2	C	TR	0.51	14.1	B	TR	1.07	95.6	F
36th Street	EB	T	0.11	17.7	B	T	0.18	18.5	B	T	0.06	17.3	B
<b>Overall Intersection</b>	-		<b>0.56</b>	<b>29.1</b>	<b>C</b>	-	<b>0.37</b>	<b>15.0</b>	<b>B</b>	-	<b>0.39</b>	<b>87.7</b>	<b>F</b>
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.81	50.5	D	-	-	-	-	-	-	-	-
		T	0.85	38.2	D	-	-	-	-	-	-	-	-
	SB	R	0.04	14.3	B	TR	0.02	14.1	B	TR	0.49	32.9	C
37th Street	WB	TR	0.22	13.6	B	L	0.60	28.2	C	L	0.59	20.2	C
		-	-	-	-	LTR	0.78	31.1	C	LTR	0.90	46.8	D
<b>Overall Intersection</b>	-		<b>0.52</b>	<b>32.0</b>	<b>C</b>	-	<b>0.42</b>	<b>29.8</b>	<b>C</b>	-	<b>0.76</b>	<b>32.5</b>	<b>C</b>
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	TR	0.88	42.2	D	TR	0.01	12.9	B	TR	0.02	13.0	B
	SB	LT	0.65	39.6	D	LT	0.09	13.7	B	LT	0.23	15.2	B
38th Street	EB	LTR	0.97	55.4	E	LTR	0.50	18.3	B	LTR	0.76	26.1	C
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>48.7</b>	<b>D</b>	-	<b>0.30</b>	<b>17.7</b>	<b>B</b>	-	<b>0.49</b>	<b>23.5</b>	<b>C</b>
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.02	13.0	B	L	0.09	19.0	B
	SB	TR	0.34	19.5	B	TR	0.06	13.4	B	TR	0.62	37.4	D
39th Street	WB	LT	0.94	54.6	D	LT	0.64	23.3	C	LT	0.91	41.9	D
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>37.3</b>	<b>D</b>	-	<b>0.35</b>	<b>21.9</b>	<b>C</b>	-	<b>0.80</b>	<b>39.8</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>													
<b>35 SECOND AVENUE &amp; 30TH STREET</b>													
Second Avenue	SB	LT	1.16	96.3	F	LT	0.69	10.9	B	LT	0.94	18.6	B
30th Street	EB	T	0.76	40.1	D	T	0.40	23.0	C	T	0.95	56.9	E
		R	0.44	25.4	C	R	0.45	26.3	C	R	0.45	25.7	C
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>90.8</b>	<b>F</b>	-	<b>0.59</b>	<b>12.6</b>	<b>B</b>	-	<b>0.94</b>	<b>23.6</b>	<b>C</b>
<b>36 SECOND AVENUE &amp; 33RD STREET</b>													
Second Avenue	SB	T	0.88	14.1	B	T	1.10	68.9	E	T	0.83	12.7	B
		R	0.72	24.9	C	R	0.52	13.7	B	R	0.24	7.5	A
33rd Street	WB	LT	0.88	49.9	D	L	0.66	35.4	D	LT	0.77	36.3	D
		-	-	-	-	T	0.29	22.4	C	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>18.1</b>	<b>B</b>	-	<b>0.93</b>	<b>63.0</b>	<b>E</b>	-	<b>0.81</b>	<b>15.1</b>	<b>B</b>
<b>37 SECOND AVENUE &amp; 34TH STREET</b>													
Second Avenue	SB	L	1.06	79.1	E	L	0.89	45.1	D	L	1.20+	120.0+	F*
		LT	0.93	22.8	C	LT	0.82	17.9	B	LT	1.15	98.3	F
		R	0.92	51.8	D	R	0.62	24.3	C	R	1.20+	120.0+	F*
34th Street	EB	TR	0.90	41.9	D	T	1.18	120.0+	F*	T	1.04	70.4	E
		-	-	-	-	R	0.87	64.7	E	R	0.85	59.6	E
	WB	DefL	0.66	39.8	D	L	0.76	53.0	D	DefL	0.73	49.2	D
		T	0.48	19.3	B	T	0.75	28.0	C	T	0.41	16.7	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>33.5</b>	<b>C</b>	-	<b>1.00</b>	<b>45.6</b>	<b>D</b>	-	<b>1.20+</b>	<b>95.4</b>	<b>F</b>
<b>38 SECOND AVENUE &amp; 35TH STREET</b>													
Second Avenue	SB	T	1.18	110.8	F	T	0.63	16.5	B	T	1.11	79.9	E
		R	0.97	57.2	E	R	0.93	51.5	D	R	0.25	14.0	B
35th Street	EB	R	0.93	42.8	D	R	0.99	52.1	D	R	1.04	67.0	E
	WB	LT	0.77	44.5	D	LT	0.44	20.4	C	LT	0.27	18.2	B
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>90.1</b>	<b>F</b>	-	<b>0.97</b>	<b>30.7</b>	<b>C</b>	-	<b>1.07</b>	<b>72.1</b>	<b>E</b>

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FIRST AVENUE PROPERTIES REZONING EIS  
2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>39 SECOND AVENUE &amp; 36TH STREET</b>													
Second Avenue	SB	L	1.18	120.0+	F*	L	0.81	18.5	B	L	1.08	77.6	E
		T	1.20+	120.0+	F*	T	0.67	11.4	B	T	0.81	16.6	B
36th Street	EB	TR	0.86	41.3	D	TR	0.95	42.2	D	TR	1.20+	120.0+	F*
	WB	L	0.99	55.9	E	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>114.2</b>	<b>F</b>	<b>-</b>	<b>0.87</b>	<b>22.7</b>	<b>C</b>	<b>-</b>	<b>1.17</b>	<b>100.3</b>	<b>F</b>	<b>-</b>
<b>40 SECOND AVENUE &amp; 37TH STREET</b>													
Second Avenue	SB	T	1.01	105.0	F	T	0.94	19.2	B	T	1.12	85.0	F
		R	0.04	5.8	A	R	0.21	7.3	A	R	0.15	7.3	A
37th Street	WB	LT	0.69	28.7	C	LT	0.59	26.9	C	LT	0.52	29.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>92.2</b>	<b>F</b>	<b>-</b>	<b>0.81</b>	<b>19.7</b>	<b>B</b>	<b>-</b>	<b>0.88</b>	<b>78.1</b>	<b>E</b>	<b>-</b>
<b>41 SECOND AVENUE &amp; 38TH STREET</b>													
Second Avenue	SB	L	0.40	20.1	C	-	-	-	-	L	0.16	13.2	B
		T	1.08	107.7	F	LT	0.81	12.3	B	T	0.16	101.1	F
38th Street	EB	TR	0.53	24.7	C	TR	0.76	31.3	C	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>91.7</b>	<b>F</b>	<b>-</b>	<b>0.79</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>1.19</b>	<b>107.6</b>	<b>F</b>	<b>-</b>
<b>42 SECOND AVENUE &amp; 39TH STREET</b>													
Second Avenue	SB	T	0.93	22.2	C	T	1.12	79.4	E	T	1.20	115.6	F
		R	0.88	35.9	D	R	1.18	120.0+	F*	R	0.44	12.7	B
39th Street	WB	L	0.48	27.2	C	-	-	-	-	-	-	-	-
		T	0.47	23.2	C	LT	0.95	61.5	E	LT	0.75	42.7	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.75</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>1.09</b>	<b>82.6</b>	<b>F</b>	<b>-</b>	<b>1.07</b>	<b>103.7</b>	<b>F</b>	<b>-</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>													
Second Avenue	SB	-	-	-	-	L	0.50	16.6	B	-	-	-	-
		LT	1.00	37.5	D	T	1.15	102.6	F	LT	1.05	54.3	D
40th Street	EB	TR	0.98	62.5	E	TR	0.87	48.4	D	TR	1.15	109.8	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>40.8</b>	<b>D</b>	<b>-</b>	<b>1.04</b>	<b>93.9</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>66.9</b>	<b>E</b>	<b>-</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>													
Second Avenue	SB	LT	1.05	93.3	F	LTR	0.84	13.0	B	LT	1.15	91.3	F
		R	0.25	7.8	A	-	-	-	-	R	0.05	5.9	A
41st Street	EB	TR	0.46	26.0	C	TR	0.71	40.7	D	TR	0.76	44.2	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>87.5</b>	<b>F</b>	<b>-</b>	<b>0.79</b>	<b>14.6</b>	<b>B</b>	<b>-</b>	<b>1.01</b>	<b>87.9</b>	<b>F</b>	<b>-</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>													
Second Avenue	SB	LTR	1.01	41.5	D	LTR	1.06	55.8	E	LTR	0.92	22.6	C
42nd Street	EB	TR	0.91	36.5	D	TR	0.81	29.2	C	TR	1.20+	120.0+	F*
	WB	-	-	-	-	-	-	-	-	DefL	0.98	83.0	F
		LT	1.20+	120.0+	F*	LT	1.20	120.0+	F*	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.12</b>	<b>58.4</b>	<b>E</b>	<b>-</b>	<b>1.12</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>60.3</b>	<b>E</b>	<b>-</b>
<b>46 SECOND AVENUE &amp; 43RD STREET</b>													
Second Avenue	SB	T	0.91	15.6	B	TR	1.06	53.2	D	T	1.15	93.4	F
		R	0.79	23.2	C	-	-	-	-	R	0.85	38.5	D
43rd Street	WB	LT	0.54	27.5	C	LT	0.45	25.4	C	LT	0.73	41.5	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>51.9</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>87.8</b>	<b>F</b>	<b>-</b>
<b>47 SECOND AVENUE &amp; 44TH STREET</b>													
Second Avenue	SB	-	-	-	-	-	-	-	-	-	-	-	-
		LT	0.91	12.3	B	LT	1.08	61.3	E	LT	1.20+	120.0+	F*
44th Street	EB	TR	0.66	34.3	C	TR	0.88	53.2	D	TR	0.88	49.7	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>13.8</b>	<b>B</b>	<b>-</b>	<b>1.01</b>	<b>60.5</b>	<b>E</b>	<b>-</b>	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>
<b>48 SECOND AVENUE &amp; 49TH STREET</b>													
Second Avenue	SB	T	0.97	30.0	C	TR	0.84	13.1	B	T	0.84	14.6	B
		R	0.58	13.3	B	-	-	-	-	R	0.59	12.7	B
49th Street	WB	L	0.87	44.9	D	L	0.98	67.6	E	L	0.84	48.5	D
		LT	0.74	33.9	C	LT	1.03	75.8	E	LT	0.87	44.9	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>30.8</b>	<b>C</b>	<b>-</b>	<b>0.91</b>	<b>27.7</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>20.7</b>	<b>C</b>	<b>-</b>
<b>49 SECOND AVENUE &amp; 52ND STREET</b>													
Second Avenue	SB	LT	0.94	18.0	B	LT	0.79	11.9	B	LT	0.92	17.0	B
52nd Street	EB	TR	0.91	53.7	D	TR	0.93	57.9	E	TR	0.98	61.3	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>21.5</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>17.3</b>	<b>B</b>	<b>-</b>	<b>0.94</b>	<b>24.2</b>	<b>C</b>	<b>-</b>
<b>50 SECOND AVENUE &amp; 53RD STREET</b>													
Second Avenue	SB	T	0.97	22.6	C	TR	0.77	11.4	B	T	1.09	67.8	E
		R	0.54	16.3	B	-	-	-	-	R	0.44	13.9	B
53rd Street	WB	LT	1.03	67.5	E	LT	1.01	64.5	E	LT	1.04	72.4	E
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>30.4</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>23.5</b>	<b>C</b>	<b>-</b>	<b>1.07</b>	<b>65.8</b>	<b>E</b>	<b>-</b>



**TABLE B -33  
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2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>51 SECOND AVENUE &amp; 57TH STREET</b>													
Second Avenue	SB	LT	0.87	29.0	C	LTR	1.05	55.6	E	LTR	1.01	44.1	D
		R	0.53	25.5	C	-	-	-	-	-	-	-	-
57th Street	EB	T	1.02	87.4	F	T	1.09	91.5	F	TR	1.20+	120.0+	F*
		R	0.51	44.5	D	R	0.44	33.8	C	-	-	-	-
	WB	L	1.13	99.1	F	L	0.55	40.7	D	L	0.80	41.1	D
		LT	1.08	78.3	E	LT	0.34	18.9	B	LT	0.48	22.7	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>53.4</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>60.2</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>71.2</b>	<b>E</b>	
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET [Unsignalized in AM]</b>													
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-	R	-	-	-
57th Street	EB	L	-	-	-	L	1.02	58.5	E	DefL	1.08	78.9	E
		T	-	13.0	B	T	0.29	3.9	A	T	0.84	29.8	C
	WB	T	-	71.4	F	TR	1.20+	120.0+	F*	TR	0.90	36.1	D
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>93.0</b>	<b>F</b>	<b>-</b>	<b>1.08</b>	<b>50.3</b>	<b>D</b>	
<b>53 SECOND AVENUE &amp; 59TH STREET</b>													
Second Avenue	SB	LT	1.05	47.6	D	LT	1.15	92.9	F	LT	1.15	95.6	F
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.09	81.8	F	TR	1.12	100.2	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>110.2</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>89.4</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>97.1</b>	<b>F</b>	
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>													
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.16	120.0+	F*
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.20+	120.0+	F*	T	1.19	120.0+	F*	T	1.09	86.1	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>54A SECOND AVENUE &amp; 60TH STREET</b>													
Second Avenue	SB	T	0.91	49.5	D	TR	1.12	84.6	F	T	0.91	26	C
		R	0.15	13.8	B	-	-	-	-	R	0.48	20.0	C
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B	LT	0.01	12.9	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.45</b>	<b>48.2</b>	<b>D</b>	<b>-</b>	<b>0.55</b>	<b>84.3</b>	<b>F</b>	<b>-</b>	<b>0.45</b>	<b>25.5</b>	<b>C</b>	
<b>55 SECOND AVENUE &amp; 61ST STREET</b>													
Second Avenue	SB	T	0.79	19.4	B	TR	1.20+	120.0+	F*	TR	1.17	116.9	F
		R	0.38	15.2	B	-	-	-	-	-	-	-	-
61st Street	WB	LT	1.14	100.3	F	LT	1.12	93.9	F	LT	0.99	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.09</b>	<b>118.8</b>	<b>F</b>	
<b>56 SECOND AVENUE &amp; 63RD STREET</b>													
Second Avenue	SB	T	0.70	17.6	B	TR	1.17	113.4	F	TR	0.95	32.1	C
		R	0.37	15.2	B	-	-	-	-	-	-	-	-
63rd Street	WB	L	1.11	101.6	F	L	1.10	92.4	F	L	1.14	112.0	F
		T	1.14	106.2	F	T	0.64	23.7	C	T	0.95	46.1	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>	<b>-</b>	<b>1.14</b>	<b>90.5</b>	<b>F</b>	<b>-</b>	<b>1.03</b>	<b>48.7</b>	<b>D</b>	
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.67	47.5	D	L	1.17	120.0+	F*
		R	0.51	14.1	B	R	0.19	9.8	A	R	1.20+	120.0+	F*
34th Street	EB	T	0.61	7.1	A	T	0.48	4.7	A	T	0.65	7.6	A
	WB	T	1.20+	120.0+	F*	T	0.73	29.3	C	T	0.87	47.3	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>58.5</b>	<b>E</b>	<b>-</b>	<b>0.51</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>1.09</b>	<b>61.0</b>	<b>E</b>	
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	56.7	E	L	0.96	45.5	D
		LTR	1.20+	120.0+	F*	LTR	0.98	49.4	D	LTR	1.17	117.8	F
		R	1.05	79.8	E	R	0.70	22.1	C	R	0.90	42.2	D
35th Street	WB	LT	1.16	118.7	F	LT	0.88	41.6	D	LT	0.60	25.2	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>60.7</b>	<b>E</b>	
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	0.28	8.1	A	T	0.41	9.2	A
37th Street	WB	TR	0.99	76.4	E	TR	0.45	29.1	C	TR	0.36	25.9	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>110.8</b>	<b>F</b>	<b>-</b>	<b>0.33</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.39</b>	<b>12.4</b>	<b>B</b>	
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.34	15.8	B	TR	0.46	17.1	B
38th Street	EB	LT	0.51	19.9	B	LT	0.92	44.6	D	LT	1.12	94.4	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.63</b>	<b>29.3</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>58.9</b>	<b>E</b>	
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.21	9.8	A	LT	0.27	10.3	B
39th Street	WB	TR	0.82	33.1	C	TR	0.63	26.7	C	TR	0.52	24.3	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>23.9</b>	<b>C</b>	<b>-</b>	<b>0.37</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>16.6</b>	<b>B</b>	

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INTERSECTION & APPROACH	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.1	B	TR	0.14	9.3	A	T	0.15	9.4	A
		-	-	-	-	-	-	-	-	R	0.29	11.2	B
40th Street	EB	LT	0.65	31.1	C	LT	0.63	30.0	C	LT	1.10	97.1	F
<b>Overall Intersection</b>	-		<b>0.40</b>	<b>17.6</b>	<b>B</b>	-	<b>0.33</b>	<b>19.0</b>	<b>B</b>	-	<b>0.61</b>	<b>62.3</b>	<b>E</b>
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.19	9.9	A	L	0.23	10.4	B
		LR	0.08	9.0	A	LR	0.05	8.8	A	LR	0.07	8.9	A
		R	0.04	8.8	A	R	0.04	8.8	A	R	0.06	8.9	A
41st Street	EB	T	0.25	21.1	C	T	0.32	22.3	C	T	0.35	22.8	C
	WB	T	0.20	20.4	C	T	0.13	19.6	B	T	0.03	18.4	B
<b>Overall Intersection</b>	-		<b>0.27</b>	<b>14.7</b>	<b>B</b>	-	<b>0.24</b>	<b>15.3</b>	<b>B</b>	-	<b>0.28</b>	<b>14.7</b>	<b>B</b>
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.93	31.1	C	LTR	0.89	27.1	C	LTR	0.93	29.0	C
34th Street	EB	DefL	0.63	26.7	C	DefL	0.95	77.3	E	DefL	1.02	81.3	F
		T	0.89	37.7	D	T	1.10	87.5	F	T	1.01	59.3	E
	WB	TR	1.20+	120.0+	F*	TR	0.99	56.7	E	TR	1.02	70.3	E
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>71.9</b>	<b>E</b>	-	<b>1.14</b>	<b>47.4</b>	<b>D</b>	-	<b>0.97</b>	<b>44.8</b>	<b>D</b>
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.01	41.8	D	LT	1.12	79.6	E
35th Street	WB	TR	1.11	88.9	F	TR	1.20+	120.0+	F*	TR	0.99	57.7	E
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>116.5</b>	<b>F</b>	-	<b>1.16</b>	<b>89.4</b>	<b>F</b>	-	<b>1.07</b>	<b>75.5</b>	<b>E</b>
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.84	16.9	B	TR	0.60	11.8	B	TR	0.57	11.4	B
		R	0.93	44.2	D	R	0.69	20.2	C	R	1.20+	120.0+	F*
36th Street	EB	LT	0.62	27.6	C	LT	0.63	26.8	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>22.3</b>	<b>C</b>	-	<b>0.66</b>	<b>16.9</b>	<b>B</b>	-	<b>1.20+</b>	<b>83.7</b>	<b>F</b>
<b>67 THIRD AVENUE &amp; 37TH STREET</b>													
Third Avenue	NB	L	0.24	13.6	B	L	0.21	12.9	B	-	-	-	-
		T	0.87	22.1	C	T	0.68	16.9	B	LT	1.09	73.5	E
37th Street	WB	T	1.10	84.1	F	T	0.77	24.3	C	T	1.00	53.2	D
		R	1.08	94.0	F	R	0.48	17.9	B	R	0.48	19.3	B
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>48.0</b>	<b>D</b>	-	<b>0.73</b>	<b>19.3</b>	<b>B</b>	-	<b>1.04</b>	<b>59.7</b>	<b>E</b>
<b>68 THIRD AVENUE &amp; 38TH STREET</b>													
Third Avenue	NB	T	0.87	15.0	B	T	0.79	12.3	B	T	1.01	40.9	D
		R	0.26	8.1	A	R	0.25	7.7	A	R	0.78	30.6	C
38th Street	EB	LT	0.73	32.0	C	LT	0.66	27.7	C	LT	1.13	101.8	F
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>17.4</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>	-	<b>1.06</b>	<b>57.6</b>	<b>E</b>
<b>69 THIRD AVENUE &amp; 39TH STREET</b>													
Third Avenue	NB	L	0.43	13.3	B	L	0.65	26.7	C	L	0.65	32.6	C
		T	1.08	68.8	E	T	1.14	92.8	F	T	1.20	120.0+	F*
39th Street	WB	TR	1.03	63.5	E	TR	0.84	33.9	C	TR	0.81	34.7	C
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>64.5</b>	<b>E</b>	-	<b>1.01</b>	<b>76.3</b>	<b>E</b>	-	<b>1.02</b>	<b>100.3</b>	<b>F</b>
<b>70 THIRD AVENUE &amp; 40TH STREET</b>													
Third Avenue	NB	T	0.86	18.5	B	T	1.13	85.8	F	T	1.20+	120.0+	F*
		R	0.92	81.0	F	R	0.52	22.8	C	R	0.62	32.5	C
40th Street	EB	LT	0.40	18.5	B	LT	0.69	27.0	C	LT	0.80	36.9	D
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>20.7</b>	<b>C</b>	-	<b>0.92</b>	<b>75.3</b>	<b>E</b>	-	<b>1.04</b>	<b>116.2</b>	<b>F</b>
<b>71 THIRD AVENUE &amp; 41ST STREET</b>													
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
		R	0.45	29.4	C	R	0.42	22.5	C	R	0.19	21.0	C
41st Street	EB	LT	0.71	31.6	C	LT	0.62	25.2	C	LT	0.59	27.1	C
	WB	R	1.02	78.1	E	R	0.84	42.6	D	R	0.86	54.6	D
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>
<b>72 THIRD AVENUE &amp; 42ND STREET</b>													
Third Avenue	NB	LT	1.12	82.5	F	LT	0.98	39.4	D	LT	1.13	99.0	F
		R	0.69	33.1	C	R	0.83	42.8	D	R	1.20+	120.0+	F*
42nd Street	EB	L	0.40	27.4	C	L	0.89	50.8	D	L	0.48	25.2	C
		T	1.20+	120.0+	F*	T	0.84	30.9	C	T	1.20+	120.0+	F*
	WB	T	1.20+	120.0+	F*	T	0.70	31.5	C	T	1.20+	120.0+	F*
		R	1.18	120.0+	F*	R	1.00	88.5	F	R	1.20	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>41.0</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**TABLE B -33**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>OTHER 34TH STREET CORRIDOR</b>													
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>													
Lexington Avenue	SB	LT	0.77	23.4	C	LT	0.87	27.6	C	LT	0.76	15.4	B
		R	0.41	20.4	C	R	0.38	17.8	B	R	0.52	15.0	B
34th Street	EB	TR	0.66	18.6	B	TR	0.86	28.2	C	TR	1.07	75.3	E
		WB	0.94	36.3	D	LT	0.85	28.0	C	LT	0.84	35.9	D
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>26.0</b>	<b>C</b>	-	<b>0.86</b>	<b>27.5</b>	<b>C</b>	-	<b>0.89</b>	<b>38.7</b>	<b>D</b>
<b>74 PARK AVENUE &amp; 34TH STREET</b>													
Park Avenue	NB	LTR	1.06	70.0	E	LTR	0.89	22.8	C	LTR	0.98	38.2	D
	SB	LTR	1.10	88.1	F	LTR	0.89	23.2	C	LTR	0.58	12.3	B
34th Street	EB	LT	0.56	22.5	C	LT	0.79	29.1	C	LT	0.84	31.5	C
		R	0.36	20.3	C	R	0.26	18.8	B	R	0.18	17.5	B
	WB	LT	0.99	53.1	D	LTR	1.06	74.5	E	LT	0.58	22.7	C
		R	0.31	20.4	C	-	-	-	-	R	0.18	17.6	B
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>58.0</b>	<b>E</b>	-	<b>0.97</b>	<b>35.0</b>	<b>D</b>	-	<b>0.92</b>	<b>26.3</b>	<b>C</b>
<b>75 MADISON AVENUE &amp; 34TH STREET</b>													
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	0.71	18.2	B	LTR	0.75	15.3	B
34th Street	EB	DeFL	0.58	28.3	C	-	-	-	-	-	-	-	-
		T	0.62	23.9	C	LT	0.56	18.8	B	LT	0.62	22.9	C
	WB	T	0.74	27.3	C	T	0.67	21.5	C	T	0.62	23.7	C
		R	0.54	27.0	C	R	0.31	17.2	B	R	0.24	18.3	B
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>39.2</b>	<b>D</b>	-	<b>0.69</b>	<b>19.3</b>	<b>B</b>	-	<b>0.70</b>	<b>19.5</b>	<b>B</b>
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>													
Sixth Avenue	NB	T	0.61	6.7	A	T	1.05	55.1	E	T	0.49	5.5	A
Broadway	SB	T	0.88	45.9	D	T	0.79	38.7	D	T	0.97	56.2	E
34th Street	EB	TR	1.10	96.4	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.16	114.8	F
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>71.0</b>	<b>E</b>	-	<b>1.14</b>	<b>101.1</b>	<b>F</b>	-	<b>0.81</b>	<b>84.2</b>	<b>F</b>
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>													
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.86	20.3	C	LTR	1.00	39.0	D
34th Street	EB	TR	1.18	120.0+	F*	TR	1.07	77.0	E	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*	LT	1.10	90.3	F	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>87.2</b>	<b>F</b>	-	<b>0.97</b>	<b>54.4</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>													
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.10	83.6	F	LTR	1.12	92.8	F
34th Street	EB	LT	1.11	91.9	F	LT	1.19	120.0+	F*	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	0.83	29.1	C	TR	0.73	23.6	C
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>114.0</b>	<b>F</b>	-	<b>1.15</b>	<b>89.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>OTHER 42ND STREET CORRIDOR</b>													
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>													
Lexington Avenue	SB	LTR	0.93	24.0	C	LTR	0.93	25.0	C	LTR	1.11	81.9	F
42nd Street	EB	TR	1.11	91.4	F	TR	1.00	55.6	E	TR	1.20+	120.0+	F*
	WB	LT	1.12	95.9	F	LT	1.14	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>59.2</b>	<b>E</b>	-	<b>1.02</b>	<b>61.7</b>	<b>E</b>	-	<b>1.19</b>	<b>118.8</b>	<b>F</b>
<b>81 PARK AVENUE &amp; 42ND STREET</b>													
Park Avenue	NB	LR	0.15	20.1	C	LR	0.17	20.2	C	LR	0.21	20.8	C
		R	0.43	25.3	C	R	0.74	41.2	D	R	0.90	65.1	E
42nd Street	EB	TR	0.81	20.8	C	TR	0.76	19.2	B	TR	0.75	18.8	B
	WB	LT	0.87	24.0	C	LT	0.86	24.2	C	LT	1.16	104.6	F
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>22.6</b>	<b>C</b>	-	<b>0.81</b>	<b>23.5</b>	<b>C</b>	-	<b>1.05</b>	<b>58.5</b>	<b>E</b>
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>													
42nd Street	EB	LT	0.84	28.0	C	LT	0.76	18.8	B	LT	1.17	115.2	F
	WB	TR	1.01	53.6	D	TR	1.02	52.2	D	TR	1.14	101.7	F
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>41.9</b>	<b>D</b>	-	<b>1.02</b>	<b>36.6</b>	<b>D</b>	-	<b>1.18</b>	<b>108.5</b>	<b>F</b>
<b>83 MADISON AVENUE &amp; 42ND STREET</b>													
Madison Avenue	NB	LTR	1.10	80.5	F	LTR	0.84	22.5	C	LTR	1.05	58.8	E
42nd Street	EB	LT	1.01	56.6	E	LT	0.95	42.7	D	LT	0.83	31.8	C
	WB	T	1.14	99.6	F	T	0.68	21.8	C	T	0.88	36.0	D
		R	0.01	14.9	B	R	0.13	14.6	B	R	0.18	19.7	B
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>80.4</b>	<b>F</b>	-	<b>0.89</b>	<b>28.0</b>	<b>C</b>	-	<b>0.98</b>	<b>46.6</b>	<b>D</b>
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>													
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.15	106.1	F	LT	1.12	82.6	F
		R	0.60	53.1	D	R	0.95	111.5	F	R	1.17	120.0+	F*
42nd Street	EB	LT	1.09	88.6	F	LT	1.11	93.0	F	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
		R	1.16	120.0+	F*	R	1.07	96.3	F	R	1.10	104.3	F
<b>Overall Intersection</b>	-		<b>1.19</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>111.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>

**TABLE B -33**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (8:00 - 9:00 AM)				Midday (11:00 AM - 12:00 PM)				PM (5:30 - 6:30 PM)			
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS
<b>86 BROADWAY &amp; 42nd STREET</b>													
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	0.97	35.7	D	LTR	1.20+	120.0+	F*
42nd Street	EB	T	0.97	54.3	D	T	0.68	26.7	C	T	0.59	27.2	C
		R	0.14	22.6	C	R	0.18	19.9	B	R	0.08	20.8	C
	WB	L	0.86	120.0+	F*	-	-	-	-	-	-	-	-
		T	1.18	120.0+	F*	LT	1.06	74.8	E	LT	1.14	107.4	F
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.02</b>	<b>43.7</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>													
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.93	30.2	C	LTR	0.91	28.1	C
42nd Street	EB	T	0.70	26.6	C	TR	1.08	78.7	E	T	0.54	22.9	C
		R	0.71	33.2	C	-	-	-	-	R	1.20+	120.0+	F*
	WB	LT	0.70	27.2	C	LT	0.78	28.1	C	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.5</b>	<b>C</b>	-	<b>1.00</b>	<b>46.4</b>	<b>D</b>	-	<b>1.15</b>	<b>78.1</b>	<b>E</b>
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>													
Eighth Avenue	NB	L	0.04	16.3	B	L	0.08	16.6	B	-	-	-	-
		LT	1.09	93.9	F	LT	1.02	51.3	D	LT	1.12	89.9	F
42nd Street		R	1.00	87.4	F	R	0.80	43.1	D	R	1.18	120.0+	F*
	EB	DefL	0.89	47.3	D	DefL	0.87	43.1	D	-	-	-	-
		T	1.20+	120.0+	F*	T	1.18	120.0+	F*	LT	1.20+	120.0+	F*
	WB	TR	1.20+	120.0+	F*	TR	1.05	80.9	F	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>67.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>89 NINTH AVENUE &amp; 42nd STREET</b>													
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.02	51.5	D	LTR	1.20+	120.0+	F*
42nd Street	EB	TR	1.06	77.0	E	TR	0.71	29.0	C	TR	1.20	120.0+	F*
	WB	DefL	0.79	34.2	C	DefL	0.79	37.3	D	DefL	0.92	66.4	E
		T	1.20+	120.0+	F*	T	0.74	27.1	C	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>42.4</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>													
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	R	-	11.9	B	R	-	11.0	B	R	-	11.4	B
<b>Overall Intersection</b>	-		-	<b>11.9</b>	<b>B</b>	-	-	<b>11.0</b>	<b>B</b>	-	-	<b>11.4</b>	<b>B</b>
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>													
Garage Entrance and Exit Driveway	SB	LR	-	11.3	B	LR	-	10.3	B	LR	-	10.2	B
38th Street	EB	LT	-	7.8	A	LT	-	7.5	A	LT	-	7.6	A
<b>Overall Intersection</b>	-		-	<b>11.0</b>	<b>B</b>	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>8.7</b>	<b>A</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>					
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>					
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*
		TR	0.14	5.8	A
34th Street	SB	LTR	0.67	21.7	C
	EB	LT	0.71	38.0	D
		R	0.48	18.0	B
Parking Lot Driveway	WB	LTR	0.13	26.1	C
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>54.8</b>	<b>D</b>
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>					
F. D. R. Drive Service Road	NB	L	0.19	12.9	B
		T	0.39	5.5	A
35th Street/Parking Lot Driveway	SB	TR	0.62	24.1	C
	WB	LTR	0.01	29.0	C
<b>Overall Intersection</b>	-		<b>0.43</b>	<b>17.6</b>	<b>B</b>
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 36th Street	EB	R	-	13.1	B
<b>Overall Intersection</b>	-		-	<b>13.1</b>	<b>B</b>
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>					
F. D. R. Drive Service Road	SB	TR	0.57	9.7	A
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>9.7</b>	<b>A</b>
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>					
East 38th Street	EB	R	-	13.7	B
<b>Overall Intersection</b>	-		-	<b>13.7</b>	<b>B</b>
<b>FIRST AVENUE CORRIDOR</b>					
<b>7 FIRST AVENUE &amp; 30TH STREET</b>					
First Avenue	NB	TR	0.51	10.8	B
30th Street	EB	L	0.42	24.6	C
		T	0.27	22.7	C
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>13.4</b>	<b>B</b>
<b>8 FIRST AVENUE &amp; 33RD STREET</b>					
First Avenue	NB	LTR	0.77	12.0	B
33rd Street	WB	TR	0.08	18.9	B
<b>Overall Intersection</b>	-		<b>0.50</b>	<b>12.1</b>	<b>B</b>
<b>9 FIRST AVENUE &amp; 34TH STREET</b>					
First Avenue	NB	LTR	0.62	16.5	B
34th Street	EB	DefL	0.79	55.2	E
		T	1.20+	120.0+	F*
	WB	TR	0.76	35.7	D
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>53.8</b>	<b>D</b>
<b>10 FIRST AVENUE &amp; 35TH STREET</b>					
First Avenue	NB	LT	0.46	7.7	A
35th Street	WB	TR	0.28	20.8	C
<b>Overall Intersection</b>	-		<b>0.39</b>	<b>9.3</b>	<b>A</b>
<b>11 FIRST AVENUE &amp; 36TH STREET</b>					
First Avenue	NB	TR	0.49	8.1	A
36th Street	EB	LT	0.25	20.6	C
<b>Overall Intersection</b>	-		<b>0.40</b>	<b>9.4</b>	<b>A</b>
<b>12 FIRST AVENUE &amp; 37TH STREET</b>					
First Avenue	NB	LT	0.50	8.2	A
37th Street	WB	TR	0.28	20.8	C
<b>Overall Intersection</b>	-		<b>0.42</b>	<b>9.9</b>	<b>A</b>
<b>13 FIRST AVENUE &amp; 38TH STREET</b>					
First Avenue	NB	TR	0.48	8.0	A
38th Street	EB	L	1.08	99.7	F
		LT	0.30	21.9	C
	WB	R	0.21	20.8	C
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>24.1</b>	<b>C</b>

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>					
First Avenue	NB	LTR	0.66	9.9	A
		-	-	-	-
<b>Overall Intersection</b>		-	<b>0.66</b>	<b>9.9</b>	<b>A</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>					
First Avenue	NB	T	0.61	9.4	A
40th Street	EB	L	0.85	48.1	D
	WB	TR	0.62	33.1	C
<b>Overall Intersection</b>		-	<b>0.71</b>	<b>16.3</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>					
41st Street	WB	R	-	120.0+	F*
<b>Overall Intersection</b>		-	-	<b>120.0+</b>	<b>F*</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>					
First Avenue (left)	NB	LT	0.43	14.8	B
First Avenue (right)		T	0.40	15.0	B
		R	0.90	44.9	D
42nd Street	EB	DefL	1.18	120.0+	F*
		T	1.07	89.9	F
	WB	TR	0.41	22.6	C
		R	0.67	38.3	D
<b>Overall Intersection</b>		-	<b>1.01</b>	<b>51.9</b>	<b>D</b>
<b>18 FIRST AVENUE &amp; 44TH STREET</b>					
First Avenue	NB	T	0.25	6.6	A
44th Street	EB	L	0.74	39.6	D
<b>Overall Intersection</b>		-	<b>0.44</b>	<b>12.4</b>	<b>B</b>
<b>19 FIRST AVENUE &amp; 45TH STREET</b>					
First Avenue	NB	LT	0.34	7.1	A
<b>Overall Intersection</b>		-	<b>0.34</b>	<b>7.1</b>	<b>A</b>
<b>20 FIRST AVENUE &amp; 46TH STREET</b>					
First Avenue	NB	T	0.35	7.2	A
46th Street	EB	L	0.44	23.5	C
<b>Overall Intersection</b>		-	<b>0.39</b>	<b>10.9</b>	<b>B</b>
<b>21 FIRST AVENUE &amp; 47TH STREET</b>					
First Avenue	NB	LT	0.30	6.8	A
<b>Overall Intersection</b>		-	<b>0.30</b>	<b>6.8</b>	<b>A</b>
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>					
48th Street	EB	L	-	18.0	C
<b>Overall Intersection</b>		-	-	<b>18.0</b>	<b>C</b>
<b>23 FIRST AVENUE &amp; 49TH STREET</b>					
First Avenue (left)	NB	LT	0.66	13.2	B
First Avenue (tunnel)		T	0.60	9.7	A
First Avenue (right)		T	0.46	9.0	A
49th Street	WB	T	0.62	29.0	C
		R	0.27	22.2	C
<b>Overall Intersection</b>		-	<b>0.64</b>	<b>13.0</b>	<b>B</b>
<b>24 FIRST AVENUE &amp; 52ND STREET</b>					
First Avenue	NB	TR	0.56	8.6	A
52nd Street	EB	LT	0.61	29.7	C
	WB	R	0.10	19.2	B
<b>Overall Intersection</b>		-	<b>0.58</b>	<b>11.1</b>	<b>B</b>
<b>25 FIRST AVENUE &amp; 53RD STREET</b>					
First Avenue	NB	LT	0.62	9.2	A
53rd Street	WB	TR	0.54	24.2	C
<b>Overall Intersection</b>		-	<b>0.59</b>	<b>12.6</b>	<b>B</b>
<b>26 FIRST AVENUE &amp; 57TH STREET</b>					
First Avenue	NB	LTR	0.89	27.7	C
57th Street	EB	DefL	0.66	42.7	D
		T	0.29	22.4	C
	WB	TR	1.05	84.8	F
<b>Overall Intersection</b>		-	<b>0.96</b>	<b>39.5</b>	<b>D</b>

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>					
First Avenue	NB	L	0.39	11.8	B
		LTR	0.57	11.5	B
59th Street	EB	LT	0.39	25.2	C
	WB	TR	0.21	21.4	C
<b>Overall Intersection</b>	-	<b>0.49</b>	<b>13.4</b>	<b>B</b>	
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>					
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>					
34th Street	EB	LT	0.90	27.9	C
	WB	TR	0.55	34.0	C
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>29.8</b>	<b>C</b>	
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	LT	0.17	10.5	B
35th Street	WB	TR	0.39	21.0	C
<b>Overall Intersection</b>	-	<b>0.26</b>	<b>15.6</b>	<b>B</b>	
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.47	13.5	B
36th Street	EB	T	0.16	18.2	B
<b>Overall Intersection</b>	-	<b>0.34</b>	<b>14.4</b>	<b>B</b>	
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Approach Street	SB	TR	0.05	14.3	B
37th Street	WB	L	0.06	12.3	B
		LTR	0.22	13.5	B
<b>Overall Intersection</b>	-	<b>0.14</b>	<b>13.4</b>	<b>B</b>	
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	TR	0.03	13.0	B
	SB	LT	0.08	13.6	B
38th Street	EB	LTR	0.41	16.7	B
<b>Overall Intersection</b>	-	<b>0.25</b>	<b>16.3</b>	<b>B</b>	
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Approach Street	NB	L	0.02	12.9	B
	SB	TR	0.06	13.3	B
39th Street	WB	LT	0.77	32.1	C
<b>Overall Intersection</b>	-	<b>0.41</b>	<b>29.3</b>	<b>C</b>	
<b>SECOND AVENUE CORRIDOR</b>					
<b>35 SECOND AVENUE &amp; 30TH STREET</b>					
Second Avenue	SB	LT	0.72	10.6	B
30th Street	EB	TR	0.69	33.4	C
<b>Overall Intersection</b>	-	<b>0.71</b>	<b>12.8</b>	<b>B</b>	
<b>36 SECOND AVENUE &amp; 33RD STREET</b>					
Second Avenue	SB	TR	0.73	10.6	B
33rd Street	WB	LT	0.17	20.2	C
<b>Overall Intersection</b>	-	<b>0.51</b>	<b>11.3</b>	<b>B</b>	
<b>37 SECOND AVENUE &amp; 34TH STREET</b>					
Second Avenue	SB	L	0.73	26.3	C
		LTR	0.66	14.5	B
34th Street	EB	T	0.91	44.8	D
		R	0.68	43.4	D
	WB	DefL	0.43	36.1	D
		T	0.27	16.4	B
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>23.2</b>	<b>C</b>	
<b>38 SECOND AVENUE &amp; 35TH STREET</b>					
Second Avenue	SB	TR	0.59	15.7	B
35th Street	EB	R	0.61	24.2	C
	WB	LT	0.22	17.6	B
<b>Overall Intersection</b>	-	<b>0.60</b>	<b>17.2</b>	<b>B</b>	

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
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INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>39 SECOND AVENUE &amp; 36TH STREET</b>					
Second Avenue	SB	L	0.10	7.1	A
		T	0.81	14.0	B
36th Street	EB	TR	0.87	32.7	C
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>20.2</b>	<b>C</b>	
<b>40 SECOND AVENUE &amp; 37TH STREET</b>					
Second Avenue	SB	T	1.20+	120.0+	F*
		R	0.27	7.7	
37th Street	WB	LT	0.35	21.7	C
<b>Overall Intersection</b>	-	<b>0.88</b>	<b>106.5</b>	<b>F</b>	
<b>41 SECOND AVENUE &amp; 38TH STREET</b>					
Second Avenue	SB	LT	0.74	10.8	B
38th Street	EB	TR	0.75	31.0	C
<b>Overall Intersection</b>	-	<b>0.75</b>	<b>14.6</b>	<b>B</b>	
<b>42 SECOND AVENUE &amp; 39TH STREET</b>					
Second Avenue	SB	T	0.89	15.5	B
		R	0.58	14.0	B
39th Street	WB	LT	0.47	24.9	C
<b>Overall Intersection</b>	-	<b>0.72</b>	<b>16.1</b>	<b>B</b>	
<b>43 SECOND AVENUE &amp; 40TH STREET</b>					
Second Avenue	SB	L	0.21	7.1	A
		T	0.80	12.4	B
40th Street	EB	TR	0.90	47.0	D
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>17.8</b>	<b>B</b>	
<b>44 SECOND AVENUE &amp; 41ST STREET</b>					
Second Avenue	SB	LTR	0.73	10.7	B
41st Street	EB	TR	0.50	27.9	C
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>11.6</b>	<b>B</b>	
<b>45 SECOND AVENUE &amp; 42ND STREET</b>					
Second Avenue	SB	LTR	0.95	22.7	C
	EB	TR	0.60	22.8	C
42nd Street	WB	LT	0.54	21.9	C
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>22.6</b>	<b>C</b>	
<b>46 SECOND AVENUE &amp; 43RD STREET</b>					
Second Avenue	SB	TR	0.78	11.5	B
43rd Street	WB	LT	0.49	26.3	C
<b>Overall Intersection</b>	-	<b>0.67</b>	<b>12.5</b>	<b>B</b>	
<b>47 SECOND AVENUE &amp; 44TH STREET</b>					
Second Avenue	SB	LT	0.70	7.6	A
44th Street	EB	TR	0.68	36.4	D
<b>Overall Intersection</b>	-	<b>0.69</b>	<b>9.9</b>	<b>A</b>	
<b>48 SECOND AVENUE &amp; 49TH STREET</b>					
Second Avenue	SB	TR	0.80	12.0	B
	WB	L	0.89	53.5	D
49th Street		LT	0.83	45.5	D
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>18.3</b>	<b>B</b>	
<b>49 SECOND AVENUE &amp; 52ND STREET</b>					
Second Avenue	SB	LT	0.70	10.2	B
52nd Street	EB	TR	0.72	35.8	D
<b>Overall Intersection</b>	-	<b>0.71</b>	<b>12.5</b>	<b>B</b>	
<b>50 SECOND AVENUE &amp; 53RD STREET</b>					
Second Avenue	SB	TR	0.70	10.2	B
53rd Street	WB	LT	0.62	25.8	C
<b>Overall Intersection</b>	-	<b>0.67</b>	<b>13.8</b>	<b>B</b>	



**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
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INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>51 SECOND AVENUE &amp; 57TH STREET</b>					
Second Avenue	SB	LTR	0.72	17.8	B
57th Street	EB	TR	1.07	89.2	F
	WB	LT	0.86	44.9	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>37.9</b>	<b>D</b>
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>					
57th Street	EB	L	0.50	15.3	B
		LT	0.80	16.1	B
	WB	TR	1.07	90.5	F
		R	1.19	120.0+	F*
	<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>69.5</b>	<b>E</b>
<b>53 SECOND AVENUE &amp; 59TH STREET</b>					
Second Avenue	SB	LT	0.86	13.9	B
59th Street	EB	TR	0.87	36.4	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>19.8</b>	<b>B</b>
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>					
Second Avenue	SB	L	0.73	25.5	C
		LT	0.85	23.4	C
Queensboro Bridge Ramp	WB	L	0.99	51.3	D
		T	0.56	19.2	B
	<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>30.3</b>	<b>C</b>
<b>54A SECOND AVENUE &amp; 60TH STREET</b>					
Second Avenue	SB	TR	0.96	31.0	C
60th Street	WB	LT	0.01	12.9	B
	<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>31.0</b>	<b>C</b>
<b>55 SECOND AVENUE &amp; 61ST STREET</b>					
Second Avenue	SB	TR	1.08	69.2	E
61st Street	WB	LT	0.71	23.0	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>58.3</b>	<b>E</b>
<b>56 SECOND AVENUE &amp; 63RD STREET</b>					
Second Avenue	SB	TR	0.83	20.5	C
63rd Street	WB	L	0.95	50.5	D
		LT	0.86	28.6	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>27.6</b>	<b>C</b>
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>					
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.34	36.3	D
		LR	0.15	33.2	C
		R	0.46	13.3	B
34th Street	EB	T	0.43	4.7	A
	WB	T	0.92	50.4	D
	<b>Overall Intersection</b>	<b>-</b>	<b>0.64</b>	<b>20.4</b>	<b>C</b>
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>					
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C
		LTR	0.93	40.8	D
		R	0.19	12.1	B
35th Street	WB	LT	0.44	21.2	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.71</b>	<b>29.6</b>	<b>C</b>
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	T	0.26	8.0	A
37th Street	WB	TR	0.54	30.9	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.35</b>	<b>15.7</b>	<b>B</b>
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.40	16.4	B
38th Street	EB	LT	0.77	28.5	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.58</b>	<b>21.1</b>	<b>C</b>
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A
39th Street	WB	TR	0.47	23.7	C
	<b>Overall Intersection</b>	<b>-</b>	<b>0.31</b>	<b>16.4</b>	<b>B</b>

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
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INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>					
Queens Midtown Tunnel Exit Street	NB	TR	0.16	9.4	A
40th Street	EB	LT	0.89	47.7	D
<b>Overall Intersection</b>	-	<b>0.44</b>	<b>30.3</b>	<b>C</b>	
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>					
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B
		LR	0.07	9.0	A
		R	0.04	8.8	A
41st Street	EB	T	0.17	20.0	C
	WB	T	0.13	19.6	B
<b>Overall Intersection</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>	
<b>THIRD AVENUE CORRIDOR</b>					
<b>64 THIRD AVENUE &amp; 34TH STREET</b>					
Third Avenue	NB	LTR	0.66	16.3	B
34th Street	EB	DefL	0.79	35.8	D
		T	0.53	18.7	B
	WB	TR	0.63	28.8	C
<b>Overall Intersection</b>	-	<b>0.72</b>	<b>20.8</b>	<b>C</b>	
<b>65 THIRD AVENUE &amp; 35TH STREET</b>					
Third Avenue	NB	LT	0.51	8.2	A
35th Street	WB	TR	0.53	24.5	C
<b>Overall Intersection</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>	
<b>66 THIRD AVENUE &amp; 36TH STREET</b>					
Third Avenue	NB	TR	0.51	10.8	B
		R	0.65	17.9	B
36th Street	EB	LT	0.68	28.0	C
<b>Overall Intersection</b>	-	<b>0.66</b>	<b>17.0</b>	<b>B</b>	
<b>67 THIRD AVENUE &amp; 37TH STREET</b>					
Third Avenue	NB	LT	0.52	14.4	B
37th Street	WB	T	0.54	18.7	B
		R	0.35	16.1	B
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>	
<b>68 THIRD AVENUE &amp; 38TH STREET</b>					
Third Avenue	NB	T	0.57	8.9	A
		R	0.29	8.2	A
38th Street	EB	LT	0.67	28.1	C
<b>Overall Intersection</b>	-	<b>0.61</b>	<b>13.6</b>	<b>B</b>	
<b>69 THIRD AVENUE &amp; 39TH STREET</b>					
Third Avenue	NB	LT	0.84	17.1	B
39th Street	WB	TR	0.64	24.6	C
<b>Overall Intersection</b>	-	<b>0.75</b>	<b>18.7</b>	<b>B</b>	
<b>70 THIRD AVENUE &amp; 40TH STREET</b>					
Third Avenue	NB	TR	0.63	13.6	B
40th Street	EB	LT	0.62	23.9	C
<b>Overall Intersection</b>	-	<b>0.62</b>	<b>15.4</b>	<b>B</b>	
<b>71 THIRD AVENUE &amp; 41ST STREET</b>					
Third Avenue	NB	TR	0.59	15.2	B
41st Street	EB	L	0.42	18.8	B
		T	0.08	13.5	B
	WB	R	0.94	57.3	E
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	
<b>72 THIRD AVENUE &amp; 42ND STREET</b>					
Third Avenue	NB	LTR	1.20+	120.0+	F*
42nd Street	EB	L	0.79	37.6	D
		T	0.82	31.1	C
	WB	T	0.79	40.2	D
		R	1.18	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.14</b>	<b>104.2</b>	<b>F</b>	

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>OTHER 34TH STREET CORRIDOR</b>					
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>					
Lexington Avenue	SB	LT	0.93	24.4	C
		R	0.52	13.3	B
34th Street	EB	TR	0.95	45.5	D
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>50.3</b>	<b>D</b>	
<b>74 PARK AVENUE &amp; 34TH STREET</b>					
Park Avenue	NB	LTR	0.46	11.7	B
	SB	LTR	0.62	11.0	B
34th Street	EB	LTR	0.77	23.0	C
	WB	LTR	0.52	27.0	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.63</b>	<b>19.7</b>	<b>B</b>	
<b>75 MADISON AVENUE &amp; 34TH STREET</b>					
Madison Avenue	NB	LTR	0.51	11.2	B
34th Street	EB	LT	0.57	22	C
	WB	TR	0.71	24.8	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>19.5</b>	<b>B</b>	
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>					
Sixth Avenue	NB	T	0.42	5.4	A
Broadway	SB	T	0.82	41.6	D
34th Street	EB	TR	1.20+	120.0+	F*
	WB	TR	1.16	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>93.7</b>	<b>F</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>					
Seventh Avenue	SB	LTR	0.77	16.0	B
34th Street	EB	TR	1.20+	120.0+	F*
	WB	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>106.9</b>	<b>F</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>					
Eighth Avenue	NB	LTR	0.95	35.2	D
34th Street	EB	LT	1.20+	120.0+	F*
	WB	TR	1.12	94.9	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>108.3</b>	<b>F</b>	
<b>OTHER 42ND STREET CORRIDOR</b>					
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>					
Lexington Avenue	SB	LTR	1.02	49.1	D
42nd Street	EB	TR	1.16	120.0+	F*
	WB	LT	0.59	22.5	C
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>69.5</b>	<b>E</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>					
Park Avenue	NB	LR	0.62	40.6	D
		R	0.73	38.8	D
42nd Street	EB	TR	0.59	14.3	B
	WB	T	1.14	96.3	F
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>55.4</b>	<b>E</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>					
42nd Street	EB	LT	0.70	22.2	C
	WB	TR	1.15	104.3	F
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>68.2</b>	<b>E</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>					
Madison Avenue	NB	LTR	0.59	12.3	B
42nd Street	EB	LT	1.05	70.3	E
	WB	T	0.71	26.1	C
		R	0.35	23.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.79</b>	<b>34.3</b>	<b>C</b>	
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>					
Sixth Avenue	NB	LT	0.73	18.4	B
		R	0.49	17.7	B
42nd Street	EB	LT	1.01	62.0	E
	WB	T	0.50	20.9	C
		R	0.59	28.1	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>27.9</b>	<b>C</b>	

**TABLE B - 34**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2014 SATURDAY 197-C ALTERNATIVE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Midday (12:00 PM - 1:00 PM)				
	Mvt.	V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>					
Broadway	SB	LTR	0.53	15.1	B
42nd Street	EB	T	0.59	24.3	C
		R	0.09	18.1	B
	WB	DefL	0.54	22.3	C
		T	0.95	50.3	D
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>26.2</b>	<b>C</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>					
Seventh Avenue	SB	LTR	0.54	10.6	B
42nd Street	EB	TR	0.76	28.8	C
	WB	LT	0.46	21.3	C
<b>Overall Intersection</b>	-	<b>0.64</b>	<b>17.8</b>	<b>B</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>					
Eighth Avenue	NB	L	0.02	14.0	B
		LTR	0.86	24.4	C
42nd Street	EB	DefL	0.73	24.4	C
		T	0.48	14.9	B
	WB	TR	0.42	26.2	C
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>	
<b>89 NINTH AVENUE &amp; 42nd STREET</b>					
Ninth Avenue	SB	LTR	0.56	18.5	B
42nd Street	EB	TR	0.98	53.8	D
	WB	DefL	0.75	32.1	C
		T	1.11	99.9	F
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>40.0</b>	<b>D</b>	

**GARAGE ENTRANCE / EXIT LOCATIONS**

<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>			
Garage Entrance and Exit Driveway	SB	R	-	9.5	A
<b>Overall Intersection</b>	-	-	<b>9.5</b>	<b>A</b>	
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>		<b>(UNSIGNALIZED INTERSECTION)</b>			
Garage Entrance and Exit Driveway	SB	LR	-	9.4	A
38th Street	EB	LT	-	7.4	A
<b>Overall Intersection</b>	-	-	<b>8.5</b>	<b>A</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>
		TR	1.02	63.8	E	TR	1.03	66.2	E					
	SB	LTR	1.15	105.9	F	LTR	1.20+	120.0+	F*					
34th Street	EB	LT	1.01	81.3	F	LT	1.01	82.0	F					
		R	1.05	71.5	E	R	1.05	71.5	E					
Parking Lot Driveway	WB	LTR	0.30	28.4	C	LTR	0.30	28.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>97.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.14	115.8	F	L	1.15	120.0+	F*					<b>- Unmitigatable Impact.</b>
		T	0.82	20.5	C	T	0.82	20.5	C					
	SB	TR	1.08	84.6	F	TR	1.20+	120.0+	F*					
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>77.3</b>	<b>E</b>	<b>-</b>	<b>1.11</b>	<b>116.8</b>	<b>F</b>						
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.79	17.3	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>
East 36th Street	EB	R	-	29.7	D	R	-	46.3	E	R	0.33	25.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>29.7</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>46.3</b>	<b>E</b>	<b>-</b>	<b>0.63</b>	<b>17.9</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	1.02	43.8	D	TR	1.14	85.6	F					<b>- Unmitigatable Impact.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>43.8</b>	<b>D</b>	<b>-</b>	<b>1.14</b>	<b>85.6</b>	<b>F</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.98	33.6	C	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>
East 38th Street	EB	R	-	35.4	E	R	-	60.2	F	R	0.55	29.3	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>60.2</b>	<b>F</b>	<b>-</b>	<b>0.82</b>	<b>33.1</b>	<b>C</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.89	21.1	C	TR	0.91	22.1	C					<b>- Mitigation not required.</b>
30th Street	EB	L	0.86	40.2	D	L	0.86	40.2	D					
		T	0.03	18.3	B	T	0.03	18.3	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>25.1</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>25.9</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	1.08	62.5	E	LTR	1.09	69.2	E	LTR	1.07	60.3	E	<b>- Modify signal timing: shift 2 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].</b>
33rd Street	WB	TR	0.03	18.3	B	TR	0.03	18.3	B	TR	0.03	19.0	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>0.67</b>	<b>68.9</b>	<b>E</b>	<b>-</b>	<b>0.67</b>	<b>60.1</b>	<b>E</b>		
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.91	24.8	C	LTR	0.94	27.7	C					<b>- Mitigation not required.</b>
34th Street	EB	LT	0.99	51.7	D	LT	1.01	55.0	E					
	WB	TR	0.72	33.1	C	TR	0.87	40.7	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>33.5</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>37.4</b>	<b>D</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.87	15.4	B	LT	0.94	20.8	C	LT	0.94	20.8	C	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.</b>
35th Street	WB	TR	1.11	101.2	F	TR	1.20+	120.0+	F*	TR	0.83	40.3	D	
		-	-	-	-	-	-	-	-	R	0.44	25.0	C	
		-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>33.6</b>	<b>C</b>	<b>-</b>	<b>1.05</b>	<b>46.9</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>24.0</b>	<b>C</b>		
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	1.04	52.2	D	TR	1.13	86.3	F	T	0.59	10.2	B	<b>- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit parking from 7A-10A 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes).</b>
		-	-	-	-	-	-	-	-	R	0.25	14.6	B	
36th Street	EB	LT	0.89	74.9	E	LT	0.95	89.6	F	LT	0.90	74.5	E	
		-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>53.7</b>	<b>D</b>	<b>-</b>	<b>1.06</b>	<b>86.5</b>	<b>F</b>	<b>-</b>	<b>0.72</b>	<b>14.5</b>	<b>B</b>		

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	-	-	-	-	-	-	-	-	L	0.19	8.9	A	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 7A-10A M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes). - Modify signal timing: shift 3 s green time from NB phase to WB phase. [NB green time shifts from 49 s to 46 s; WB green time shifts from 31 s to 34 s].
	LT	0.98	28.8	C	LT	1.06	55.8	E	T	0.97	27.1	C		
37th Street	WB	TR	0.83	47.3	D	TR	0.92	60.8	E	TR	0.85	45.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>30.9</b>	<b>C</b>	<b>-</b>	<b>1.00</b>	<b>56.4</b>	<b>E</b>	<b>-</b>	<b>0.92</b>	<b>28.8</b>	<b>C</b>		
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.58	8.9	A	TR	0.63	9.4	A					- Mitigation not required.
38th Street	EB	-	-	-	-	-	-	-	-					
	LT	0.63	26.5	C	LT	0.70	28.6	C						
	WB	R	0.50	25.5	C	R	0.58	27.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.60</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.66</b>	<b>15.4</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.88	14.9	B	LTR	0.99	27.6	C					- Mitigation not required.
39th Street	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.88</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.99</b>	<b>27.6</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.74	10.9	B	T	0.37	7.3	A					- Mitigation not required.
40th Street	EB	L	0.35	21.7	C	L	0.41	22.5	C					
	WB	-	-	-	-	TR	0.66	34.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>12.3</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>13.7</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	-	-	-	-	TR	0.85	18.8	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	14.1	B	R	-	120.0+	F*	R	0.62	30.6	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.76</b>	<b>19.7</b>	<b>B</b>		
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.40	14.3	B	LT	0.55	16.8	B	LT	0.58	18.6	B	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 42s; EB/WB green time shifts from 31 s to 33 s].
First Avenue (right)	T	0.63	21.2	C	T	0.68	23.1	C	T	0.72	25.9	C		
	R	0.11	11.9	B	R	0.79	35.5	D	R	0.84	43.3	D		
42nd Street	EB	DefL	1.02	87.6	F	DefL	1.05	95.4	F	DefL	0.99	75.8	E	
	T	1.16	119.4	F	T	1.18	120.0+	F*	T	1.11	99.3	F		
	WB	TR	1.11	94.3	F	TR	1.15	112.5	F	TR	1.08	83.1	F	
	R	1.07	93.0	F	R	1.07	93.0	F	R	1.01	72.4	E		
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>76.3</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>79.2</b>	<b>E</b>	<b>-</b>	<b>0.96</b>	<b>63.6</b>	<b>E</b>		
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	1.06	60.9	E	T	1.08	67.2	E	T	1.06	58.9	E	- Modify signal timing: shift 1 s green time from EB phase to NB phase. [NB green time shifts from 49 s to 50s; EB green time shifts from 31 s to 30 s].
44th Street	EB	L	0.45	23.7	C	L	0.45	23.7	C	L	0.47	24.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>55.4</b>	<b>E</b>	<b>-</b>	<b>0.83</b>	<b>60.9</b>	<b>E</b>	<b>-</b>	<b>0.83</b>	<b>54.0</b>	<b>D</b>		
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.97	54.0	D	L	0.97	54.0	D	L	0.94	44.7	D	- Modify signal timing: shift 1 s from east/west-ped phase to NB phase green time. [NB green time shifts from 49 s to 50 s; all-ped time shifts from 31 s to 30 s]. (NOTE: Based on the maximum crossing distance of 65 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across First Avenue is 26 s; the proposed 30 s is sufficient).
	T	1.08	67.9	E	T	1.10	74.8	E	T	1.08	66.1	E		
<b>Overall Intersection</b>	<b>-</b>	<b>1.08</b>	<b>65.6</b>	<b>E</b>	<b>-</b>	<b>1.09</b>	<b>71.4</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>62.6</b>	<b>E</b>		
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.56	8.8	A	T	0.57	8.9	A					- Mitigation not required.
46th Street	EB	L	0.90	48.2	D	L	0.90	48.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	1.02	43.4	D	LT	1.03	47.5	D					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>43.4</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>47.5</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	7.7	A	L	-	7.7	A					- Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	0.99	54.6	D	LT	0.99	54.6	D	LT	0.97	49.1	D	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 1 s from WB phase to NB phase. [NB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
First Avenue (tunnel)		T	0.99	33.3	C	T	1.03	49.5	D	T	1.01	43.2	D	
First Avenue (right)		T	0.75	16.0	B	T	0.77	16.8	B	T	0.76	15.4	B	
49th Street	WB	TR	1.06	76.6	E	TR	1.07	78.5	E	TR	1.03	65.8	E	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>52.4</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>45.9</b>	<b>D</b>		
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	0.92	16.7	B	TR	0.95	18.9	B					- Mitigation not required.
52nd Street	EB	LT	0.69	33.5	C	LT	0.69	33.5	C					
	WB	R	0.19	20.5	C	R	0.19	20.5	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>18.1</b>	<b>B</b>	<b>-</b>	<b>0.85</b>	<b>20.1</b>	<b>C</b>						
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	LT	1.10	70.9	E	LT	1.13	83.2	F					- Unmitigatable Impact.
53rd Street	WB	TR	0.94	51.2	D	TR	0.94	51.2	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>67.7</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>78.0</b>	<b>E</b>						
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	LTR	1.03	54.3	D	LTR	1.06	65.2	E	L	0.47	23.9	C	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.
		-	-	-	-	-	-	-	-	LTR	0.92	33.0	C	
57th Street	EB	DefL	0.59	28.4	C	DefL	0.59	28.4	C	DefL	0.59	28.4	C	
		T	0.39	23.4	C	T	0.39	23.4	C	T	0.39	23.4	C	
	WB	TR	0.31	21.2	C	TR	0.31	21.2	C	TR	0.31	21.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>0.83</b>	<b>56.0</b>	<b>E</b>	<b>-</b>	<b>0.76</b>	<b>30.5</b>	<b>C</b>		
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	1.02	68.1	E	L	1.16	114.7	F	L	0.95	41.7	D	- Modify the existing "No Standing" regulations along the west side of First Avenue: allow truck loading/unloading from 10A-3P instead of 7A-3P 120 ft. from the intersection. - Modify signal timing: shift 2 s from EB/WB phase to NB phase. [NB green time shifts from 45 s to 47 s; EB/WB green time shifts from 29 s to 27 s; LPI remains at 6 s].
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
59th Street	EB	DefL	0.42	27.3	C	DefL	0.42	27.3	C	DefL	0.45	29.8	C	
		T	0.17	21.3	C	T	0.17	21.3	C	T	0.18	22.8	C	
	WB	TR	0.48	24.9	C	TR	0.48	24.9	C	TR	0.51	26.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>		
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	L	0.44	15.4	B	L	0.44	15.4	B	L	0.94	15.7	B	- Modify signal timing: shift 1 s from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 29 s to 28 s; EB/WB green time shifts from 17 s to 18 s; all-ped times remain the same].
		T	0.70	16.6	B	T	0.71	16.8	B	T	0.35	16.8	B	
	WB	T	0.98	99.3	F	T	0.99	102.7	F	T	0.45	70.1	E	
		R	0.37	34.3	C	R	0.37	34.3	C	R	0.71	33.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>41.2</b>	<b>D</b>	<b>-</b>	<b>0.71</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.84</b>	<b>32.8</b>	<b>C</b>		
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	LT	0.78	28.2	C	LT	0.78	28.2	C					- Mitigation not required.
35th Street	WB	TR	0.78	30.6	C	TR	0.81	32.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>30.9</b>	<b>C</b>						
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.86	29.6	C	TR	0.88	31.2	C					- Mitigation not required.
36th Street	EB	T	0.10	17.7	B	T	0.11	17.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.54</b>	<b>27.8</b>	<b>C</b>	<b>-</b>	<b>0.56</b>	<b>29.1</b>	<b>C</b>						
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.81	50.5	D	L	0.81	50.5	D					- Mitigation not required.
		T	0.82	35.8	D	T	0.85	38.2	D					
	SB	R	0.04	14.3	B	R	0.04	14.3	B					
37th Street	WB	TR	0.20	13.3	B	TR	0.22	13.6	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.49</b>	<b>31.3</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>32.0</b>	<b>C</b>						

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	0.85	39.1	D	TR	0.88	42.2	D	TR	0.88	42.2	D	- Modify the existing "No Standing" regulations along the south side of the 38th Street approach and receiving lanes to prohibit truck loading/unloading from 7A-10A 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes).
	SB	LT	0.56	32.5	C	LT	0.65	39.6	D	LT	0.65	39.6	D	
38th Street	EB	LTR	0.87	39.3	D	LTR	0.97	55.4	E	LTR	0.66	22.7	C	
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>38.6</b>	<b>D</b>	-	<b>0.92</b>	<b>48.7</b>	<b>D</b>	-	<b>0.77</b>	<b>32.1</b>	<b>C</b>		
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.44	18.3	B	L	0.44	18.3	B	L	0.47	20.1	C	- Modify signal timing: shift 2 s green time from NB/SB phase to WB phase. [NB/SB green time shifts from 40 s to 38 s; WB green time shifts from 40 s to 42 s].
	SB	TR	0.34	19.5	B	TR	0.34	19.5	B	TR	0.36	21.4	C	
39th Street	WB	LT	0.82	36.6	D	LT	0.94	54.6	D	LT	0.90	44.7	D	
<b>Overall Intersection</b>	-	<b>0.63</b>	<b>27.4</b>	<b>C</b>	-	<b>0.69</b>	<b>37.3</b>	<b>D</b>	-	<b>0.69</b>	<b>33.0</b>	<b>C</b>		
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	1.15	91.7	F	LT	1.16	96.3	F	LT	1.13	85.4	F	- Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 47 s to 48 s; EB green time shifts from 33 s to 32 s].
	EB	T	0.76	40.1	D	T	0.76	40.1	D	T	0.78	43.2	D	
30th Street		R	0.44	25.4	C	R	0.44	25.4	C	R	0.46	26.6	C	
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>86.5</b>	<b>F</b>	-	<b>0.99</b>	<b>90.8</b>	<b>F</b>	-	<b>0.99</b>	<b>81.0</b>	<b>F</b>		
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	0.87	13.8	B	T	0.88	14.1	B					- Mitigation not required.
		R	0.72	24.9	C	R	0.72	24.9	C					
33rd Street	WB	LT	0.88	49.9	D	LT	0.88	49.9	D					
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>17.8</b>	<b>B</b>	-	<b>0.88</b>	<b>18.1</b>	<b>B</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	1.06	79.1	E	L	1.06	79.1	E					- Unmitigatable Impact.
		LT	0.92	21.9	C	LT	0.93	22.8	C					
		R	0.87	43.9	D	R	0.92	51.8	D					
34th Street	EB	TR	0.89	40.4	D	TR	0.90	41.9	D					
	WB	DefL	0.65	38.9	D	DefL	0.66	39.8	D					
	T		0.48	19.3	B	T	0.48	19.3	B					
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>32.4</b>	<b>C</b>	-	<b>0.95</b>	<b>33.5</b>	<b>C</b>						
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	1.17	105.4	F	T	1.18	110.8	F	T	1.08	67.3	E	- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain a lane (for a total of 7 lanes).
		R	0.97	57.2	E	R	0.97	57.2	E	R	0.97	57.2	E	
	EB	R	0.93	42.8	D	R	0.93	42.8	D	R	0.93	42.8	D	
35th Street	WB	LT	0.72	41.9	D	LT	0.77	44.5	D	LT	0.77	44.5	D	
<b>Overall Intersection</b>	-	<b>1.05</b>	<b>86.3</b>	<b>F</b>	-	<b>1.06</b>	<b>90.1</b>	<b>F</b>	-	<b>1.01</b>	<b>60.7</b>	<b>E</b>		
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	1.10	93.9	F	L	1.18	120.0+	F*					- Unmitigatable Impact. (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	EB	TR	0.86	41.3	D	TR	0.86	41.3	D					
36th Street	WB	L	0.99	55.6	E	L	0.99	55.9	E					
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>105.7</b>	<b>F</b>	-	<b>1.08</b>	<b>114.2</b>	<b>F</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	1.00	98.9	F	T	1.01	105.0	F	T	0.99	92.1	F	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
		R	0.04	5.8	A	R	0.04	5.8	A	R	0.04	5.3	A	
37th Street	WB	LT	0.63	26.9	C	LT	0.69	28.7	C	LT	0.71	30.2	C	
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>87.4</b>	<b>F</b>	-	<b>0.87</b>	<b>92.2</b>	<b>F</b>	-	<b>0.87</b>	<b>81.6</b>	<b>F</b>		
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	L	0.28	18.1	B	L	0.40	20.1	C	L	0.38	19.0	B	- Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 50 s; EB green time shifts from 31 s to 30 s].
		T	1.06	100.3	F	T	1.08	107.7	F	T	1.05	95.2	F	
38th Street	EB	TR	0.53	24.6	C	TR	0.53	24.7	C	TR	0.55	25.7	C	
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>86.4</b>	<b>F</b>	-	<b>0.82</b>	<b>91.7</b>	<b>F</b>	-	<b>0.82</b>	<b>81.7</b>	<b>F</b>		



**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
42 SECOND AVENUE & 39TH STREET														
Second Avenue	SB	T	0.91	19.8	B	T	0.93	22.2	C					- Mitigation not required.
		R	0.86	32.9	C	R	0.88	35.9	D					
39th Street	WB	L	0.40	25.0	C	L	0.48	27.2	C					
		T	0.46	23.1	C	T	0.47	23.2	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>21.7</b>	<b>C</b>	-	<b>0.75</b>	<b>23.8</b>	<b>C</b>					
43 SECOND AVENUE & 40TH STREET														
Second Avenue	SB	LT	0.97	24.0	C	LT	1.00	37.5	D	LT	0.85	15.9	B	- Provide strict enforcement of the existing "No Standing" regulations along the east side of Second Avenue to gain an additional moving lane (for a total of 6 lanes). - Modify signal timing: shift 1 s green time from SB phase to EB phase. [SB green time shifts from 49 s to 48 s; EB green time shifts from 31 s to 32 s].
40th Street	EB	TR	0.96	58.2	E	TR	0.98	62.5	E	TR	0.95	55.2	E	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>28.7</b>	<b>C</b>	-	<b>0.99</b>	<b>40.8</b>	<b>D</b>	-	<b>0.89</b>	<b>21.2</b>	<b>C</b>	
44 SECOND AVENUE & 41ST STREET														
Second Avenue	SB	LT	1.02	82.1	F	LT	1.05	93.3	F	LT	1.01	75.9	E	- Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB green time shifts from 31 s to 29 s].
		R	0.25	7.8	A	R	0.25	7.8	A	R	0.23	6.5	A	
41st Street	EB	TR	0.46	26.0	C	TR	0.46	26.0	C	TR	0.50	28.6	C	
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>77.0</b>	<b>E</b>	-	<b>0.80</b>	<b>87.5</b>	<b>F</b>	-	<b>0.81</b>	<b>71.5</b>	<b>E</b>	
45 SECOND AVENUE & 42ND STREET														
Second Avenue	SB	LTR	0.99	32.2	C	LTR	1.01	41.5	D					- Unmitigatable Impact.
42nd Street	EB	TR	0.88	33.1	C	TR	0.91	36.5	D					
	WB	LT	1.09	86.2	F	LT	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>40.8</b>	<b>D</b>	-	<b>1.12</b>	<b>58.4</b>	<b>E</b>					
46 SECOND AVENUE & 43RD STREET														
Second Avenue	SB	T	0.89	14.8	B	T	0.91	15.6	B					- Mitigation not required.
		R	0.79	23.2	C	R	0.79	23.2	C					
43rd Street	WB	LT	0.54	27.5	C	LT	0.54	27.5	C					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>16.2</b>	<b>B</b>	-	<b>0.76</b>	<b>16.9</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET														
Second Avenue	SB	LT	0.89	11.7	B	LT	0.91	12.3	B					- Mitigation not required.
44th Street	EB	TR	0.66	34.3	C	TR	0.66	34.3	C					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>13.2</b>	<b>B</b>	-	<b>0.82</b>	<b>13.8</b>	<b>B</b>					
48 SECOND AVENUE & 49TH STREET														
Second Avenue	SB	T	0.96	25.1	C	T	0.97	30.0	C					- Mitigation not required.
		R	0.58	13.3	B	R	0.58	13.3	B					
49th Street	WB	L	0.86	43.9	D	L	0.87	44.9	D					
		LT	0.74	33.9	C	LT	0.74	33.9	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>27.1</b>	<b>C</b>	-	<b>0.93</b>	<b>30.8</b>	<b>C</b>					
49 SECOND AVENUE & 52ND STREET														
Second Avenue	SB	LT	0.93	16.9	B	LT	0.94	18.0	B					- Mitigation not required.
52nd Street	EB	TR	0.91	53.7	D	TR	0.91	53.7	D					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>20.5</b>	<b>C</b>	-	<b>0.93</b>	<b>21.5</b>	<b>C</b>					
50 SECOND AVENUE & 53RD STREET														
Second Avenue	SB	T	0.96	20.2	C	T	0.97	22.6	C					- Mitigation not required.
		R	0.54	16.3	B	R	0.54	16.3	B					
53rd Street	WB	LT	1.03	67.5	E	LT	1.03	67.5	E					
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>28.7</b>	<b>C</b>	-	<b>0.99</b>	<b>30.4</b>	<b>C</b>					
51 SECOND AVENUE & 57TH STREET														
Second Avenue	SB	LT	0.85	28.3	C	LT	0.87	29.0	C					- Mitigation not required.
		R	0.53	25.5	C	R	0.53	25.5	C					
57th Street	EB	T	1.02	87.4	F	T	1.02	87.4	F					
		R	0.51	44.5	D	R	0.51	44.5	D					
	WB	L	1.13	99.1	F	L	1.13	99.1	F					
		LT	1.08	78.3	E	LT	1.08	78.3	E					
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>53.2</b>	<b>D</b>	-	<b>1.02</b>	<b>53.4</b>	<b>D</b>					

**Table B - 35  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET (UNSIGNALIZED INTERSECTION - AM Only)</b>														
Queensboro Bridge Upper Level	SB	R	-	-	R	-	-	-	R	-	-	-	-	- Mitigation not required.
57th Street	EB	L	-	-	L	-	-	-	L	-	-	-		
	T	-	13.0	B	T	-	13.0	B	T	-	13.0	B		
	WB	T	-	71.4	F	T	-	71.4	F	T	-	71.4	F	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>38.9</b>	<b>E</b>		
<b>53 SECOND AVENUE &amp; 59TH STREET</b>														
Second Avenue	SB	LT	1.03	41.2	D	LT	1.05	47.6	D					- Unmitigatable Impact.
59th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>106.9</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>110.2</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>110.2</b>	<b>F</b>		
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
	T	-	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T	-	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.90	46.7	D	T	0.91	49.5	D					- Mitigation not required.
	R	-	0.15	13.8	B	R	0.15	13.8	B					
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>45.5</b>	<b>D</b>	<b>-</b>	<b>0.45</b>	<b>48.2</b>	<b>D</b>	<b>-</b>	<b>0.45</b>	<b>48.2</b>	<b>D</b>		
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	T	0.79	19.4	B	T	0.79	19.4	B					- Mitigation not required.
	R	-	0.38	15.2	B	R	0.38	15.2	B					
61st Street	WB	LT	1.14	100.3	F	LT	1.14	100.3	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>	<b>-</b>	<b>0.94</b>	<b>42.3</b>	<b>D</b>		
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	T	0.70	17.5	B	T	0.70	17.6	B					- Mitigation not required.
	R	-	0.37	15.2	B	R	0.37	15.2	B					
63rd Street	WB	L	1.11	101.6	F	L	1.11	101.6	F					
	T	-	1.14	106.2	F	T	1.14	106.2	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>48.7</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>	<b>-</b>	<b>0.90</b>	<b>48.6</b>	<b>D</b>		
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.31	34.5	C	L	0.31	34.5	C	L	0.31	34.5	C	- Modify signal timing: shift 1 s green time from EB-lag/SB-right phase to EB/WB phase. [EB/WB green time shifts from 31 s to 32 s; EB-lag/SB-right green time shifts from 30 s to 29 s; SB green time remains at 13 s].
	R	-	0.51	14.1	B	R	0.51	14.1	B	R	0.52	14.9	B	
34th Street	EB	T	0.60	6.9	A	T	0.61	7.1	A	T	0.61	7.1	A	
	WB	T	1.20	120.0+	F*	T	1.20+	120.0+	F*	T	1.18	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.78</b>	<b>54.7</b>	<b>D</b>	<b>-</b>	<b>0.79</b>	<b>58.5</b>	<b>E</b>	<b>-</b>	<b>0.79</b>	<b>53.1</b>	<b>D</b>		
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.01	64.3	E	L	1.01	64.3	E					- Mitigation not required.
	LTR	-	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
	R	-	1.05	79.8	E	R	1.05	79.8	E					
35th Street	WB	LT	1.16	118.0	F	LT	1.16	118.7	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.18</b>	<b>116.5</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>116.6</b>	<b>F</b>		
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	1.19	120.0+	F*	T	1.19	120.0+	F*					- Mitigation not required.
37th Street	WB	TR	0.97	73.7	E	TR	0.99	76.4	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>110.1</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>110.8</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>110.8</b>	<b>F</b>		
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.36	16.0	B	TR	0.36	16.0	B					- Mitigation not required.
38th Street	EB	LT	0.51	19.8	B	LT	0.51	19.9	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.44</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>17.2</b>	<b>B</b>	<b>-</b>	<b>0.44</b>	<b>17.2</b>	<b>B</b>		

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.26	10.2	B	LT	0.26	10.2	B					- Mitigation not required.
39th Street	WB	TR	0.81	32.7	C	TR	0.82	33.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.47</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>0.48</b>	<b>23.9</b>	<b>C</b>						
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.24	10.0	A	TR	0.24	10.1	B					- Mitigation not required.
40th Street	EB	LT	0.63	30.0	C	LT	0.65	31.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.39</b>	<b>17.1</b>	<b>B</b>	<b>-</b>	<b>0.40</b>	<b>17.6</b>	<b>B</b>						
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.28	11.0	B	L	0.28	11.0	B					- Mitigation not required.
		LR	0.08	9.0	A	LR	0.08	9.0	A					
		R	0.04	8.8	A	R	0.04	8.8	A					
41st Street	EB	T	0.25	21.1	C	T	0.25	21.1	C					
	WB	T	0.20	20.4	C	T	0.20	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>	<b>-</b>	<b>0.27</b>	<b>14.7</b>	<b>B</b>						
<b>THIRD AVENUE CORRIDOR</b>														
<b>64 THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.93	31.0	C	LTR	0.93	31.1	C	LTR	0.93	31.1	C	- Modify signal timing: shift 1 s green time from EB-lead phase to EB/WB phase. [NB green time remains at 40 s; EB-lead green time shifts from 11 s to 10 s; EB/WB green time shifts from 26 s to 27 s].
34th Street	EB	DefL	0.62	26.2	C	DefL	0.63	26.7	C	DefL	0.65	27.6	C	
		T	0.86	35.1	D	T	0.89	37.7	D	T	0.88	37.3	D	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>69.2</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>71.9</b>	<b>E</b>	<b>-</b>	<b>1.08</b>	<b>66.4</b>	<b>E</b>		
<b>65 THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.19	120.0+	F*	LT	1.19	120.0+	F*					- Mitigation not required.
35th Street	WB	TR	1.11	88.2	F	TR	1.11	88.9	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>116.3</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>116.5</b>	<b>F</b>						
<b>66 THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.84	16.9	B	TR	0.84	16.9	B					- Mitigation not required.
		R	0.93	44.2	D	R	0.93	44.2	D					
36th Street	EB	LT	0.62	27.6	C	LT	0.62	27.6	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>22.3</b>	<b>C</b>	<b>-</b>	<b>0.80</b>	<b>22.3</b>	<b>C</b>						
<b>67 THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	L	0.24	13.6	B	L	0.24	13.6	B					- Mitigation not required.
		T	0.87	22.1	C	T	0.87	22.1	C					
37th Street	WB	T	1.09	83.3	F	T	1.10	84.1	F					
		R	1.08	94.0	F	R	1.08	94.0	F					
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>47.8</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>48.0</b>	<b>D</b>						
<b>68 THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	0.87	15.0	B	T	0.87	15.0	B					- Mitigation not required.
		R	0.26	8.0	A	R	0.26	8.1	A					
38th Street	EB	LT	0.73	31.8	C	LT	0.73	32.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>17.4</b>	<b>B</b>	<b>-</b>	<b>0.82</b>	<b>17.4</b>	<b>B</b>						
<b>69 THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.38	12.0	B	L	0.43	13.3	B	L	0.43	13.3	B	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles).
		T	1.08	68.6	E	T	1.08	68.8	E	T	1.08	68.8	E	
39th Street	WB	TR	1.00	56.5	E	TR	1.03	63.5	E	TR	1.00	53.7	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>64.5</b>	<b>E</b>	<b>-</b>	<b>1.04</b>	<b>61.7</b>	<b>E</b>		
<b>70 THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	0.86	18.5	B	T	0.86	18.5	B					- Mitigation not required.
		R	0.92	81.0	F	R	0.92	81.0	F					
40th Street	EB	LT	0.39	18.4	B	LT	0.40	18.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>20.6</b>	<b>C</b>	<b>-</b>	<b>0.68</b>	<b>20.7</b>	<b>C</b>						

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>71 THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.45	29.4	C	R	0.45	29.4	C					
41st Street	EB	LT	0.71	31.6	C	LT	0.71	31.6	C					
	WB	R	1.02	78.1	E	R	1.02	78.1	E					
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>					
<b>72 THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.12	82.2	F	LT	1.12	82.5	F					- Unmitigatable Impact.
		R	0.69	33.1	C	R	0.69	33.1	C					
42nd Street	EB	L	0.40	26.3	C	L	0.40	27.4	C					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	1.09	120.0+	F*	R	1.18	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>		<b>-</b>	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
<b>73 LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.76	23.2	C	LT	0.77	23.4	C					- Mitigation not required.
		R	0.40	20.1	C	R	0.41	20.4	C					
34th Street	EB	TR	0.65	18.4	B	TR	0.66	18.6	B					
	WB	LT	0.92	34.2	C	LT	0.94	36.3	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.85</b>	<b>25.2</b>	<b>C</b>		<b>-</b>	<b>0.86</b>	<b>26.0</b>	<b>C</b>					
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	1.06	70.0	E	LTR	1.06	70.0	E					- Mitigation not required.
	SB	LTR	1.10	88.1	F	LTR	1.10	88.1	F					
34th Street	EB	LT	0.55	22.3	C	LT	0.56	22.5	C					
		R	0.36	20.3	C	R	0.36	20.3	C					
	WB	LT	0.97	48.6	D	LT	0.99	53.1	D					
		R	0.30	20.1	C	R	0.31	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>56.9</b>	<b>E</b>		<b>-</b>	<b>1.05</b>	<b>58.0</b>	<b>E</b>					
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	1.04	60.9	E	LTR	1.04	60.9	E					- Mitigation not required.
34th Street	EB	DefL	0.58	28.3	C	DefL	0.58	28.3	C					
		T	0.61	23.7	C	T	0.62	23.9	C					
	WB	T	0.72	26.6	C	T	0.74	27.3	C					
		R	0.54	27.0	C	R	0.54	27.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>39.1</b>	<b>D</b>		<b>-</b>	<b>0.90</b>	<b>39.2</b>	<b>D</b>					
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	0.61	6.7	A	T	0.61	6.7	A	T	0.62	7.5	A	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 31 s; EB/WB green time shifts from 27 s to 28 s; SB green time remains at 21 s].
Broadway	SB	T	0.88	45.9	D	T	0.88	45.9	D	T	0.88	45.9	D	
34th Street	EB	TR	1.09	91.3	F	TR	1.10	96.4	F	TR	1.06	82.6	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>67.2</b>	<b>E</b>		<b>-</b>	<b>0.87</b>	<b>71.0</b>	<b>E</b>	<b>-</b>	<b>0.87</b>	<b>64.5</b>	<b>E</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	0.91	22.8	C	LTR	0.91	22.8	C	LTR	0.93	25.7	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 35 s to 36 s].
34th Street	EB	TR	1.16	116.7	F	TR	1.18	120.0+	F*	TR	1.15	108.8	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>82.4</b>	<b>F</b>		<b>-</b>	<b>1.11</b>	<b>87.2</b>	<b>F</b>	<b>-</b>	<b>1.11</b>	<b>81.9</b>	<b>F</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.15	105.4	F	LTR	1.15	105.4	F	LT	1.05	65.6	E	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].
		-	-	-	-	-	-	-	-	R	0.52	27.8	C	
34th Street	EB	LT	1.09	86.8	F	LT	1.11	91.9	F	LT	1.08	81.7	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>110.1</b>	<b>F</b>		<b>-</b>	<b>1.20+</b>	<b>114.0</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>85.7</b>	<b>F</b>	

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>OTHER 42ND STREET CORRIDOR</b>															
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>															
Lexington Avenue	SB	LTR	0.92	23.3	C	LTR	0.93	24.0	C	LTR	0.73	16.2	B	<ul style="list-style-type: none"> <li>- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes).</li> <li>- Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane.</li> <li>- Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue.</li> <li>- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].</li> </ul>	
42nd Street	EB	TR	1.08	81.2	F	TR	1.11	91.4	F	TR	1.02	61.5	E		
	WB	LT	1.04	67.3	E	LT	1.12	95.9	F	LT	1.03	64.4	E		
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>48.5</b>	<b>D</b>	-	<b>1.01</b>	<b>59.2</b>	<b>E</b>	-	<b>0.88</b>	<b>39.9</b>	<b>D</b>		
<b>81 PARK AVENUE &amp; 42ND STREET</b>															
Park Avenue	NB	LR	0.15	20.1	C	LR	0.15	20.1	C	L	0.16	25.1	C		<ul style="list-style-type: none"> <li>- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking.</li> <li>- Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 44 s green, WB/NB-right only = 7 s green time, and NB = 24 s of green time (each phase has 3 s amber and 2 s all red).</li> </ul> <p><b>[Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]</b></p>
		R	0.43	25.3	C	R	0.43	25.3	C	R	0.38	20.5	C		
42nd Street	EB	TR	0.79	19.9	B	TR	0.81	20.8	C	TR	0.90	30.0	C		
	WB	LT	0.82	21.5	C	LT	0.87	24.0	C	LT	0.76	14.7	B		
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>21.0</b>	<b>C</b>	-	<b>0.69</b>	<b>22.6</b>	<b>C</b>	-	<b>0.66</b>	<b>22.0</b>	<b>C</b>		
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>															
42nd Street	EB	LT	0.82	26.9	C	LT	0.84	28.0	C	LT	0.80	24.6	C	<ul style="list-style-type: none"> <li>- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s].</li> </ul> <p>(NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).</p>	
	WB	TR	0.96	41.9	D	TR	1.01	53.6	D	TR	0.97	40.9	D		
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>34.9</b>	<b>C</b>	-	<b>1.01</b>	<b>41.9</b>	<b>D</b>	-	<b>0.96</b>	<b>33.5</b>	<b>C</b>		
<b>83 MADISON AVENUE &amp; 42ND STREET</b>															
Madison Avenue	NB	-	-	-	-	-	-	-	-	L	0.07	13.9	B	<ul style="list-style-type: none"> <li>- Install "No Standing" regulations for 7A-10A along the west side of Madison Avenue to provide a daylight left-turn lane.</li> <li>- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 43.5 s to 41.5 s; EB/WB green time shifts from 36.5 s to 38.5 s].</li> </ul>	
		LTR	1.10	80.2	F	LTR	1.10	80.5	F	TR	1.09	77.2	E		
42nd Street	EB	LT	0.98	49.9	D	LT	1.01	56.6	E	LT	0.96	43.5	D		
	WB	T	1.08	78.2	E	T	1.14	99.6	F	T	1.08	76.4	E		
		R	0.01	14.9	E	R	0.01	14.9	B	R	0.01	13.8	B		
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>71.3</b>	<b>E</b>	-	<b>1.12</b>	<b>80.4</b>	<b>F</b>	-	<b>1.09</b>	<b>67.4</b>	<b>E</b>		
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>															
Sixth Avenue	NB	LT	1.05	105.1	F	LT	1.05	105.1	F					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>	
		R	0.60	53.1	D	R	0.60	53.1	D						
42nd Street	EB	LT	1.06	79.7	E	LT	1.09	88.6	F						
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
		R	1.10	108.5	F	R	1.16	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>114.2</b>	<b>F</b>	-	<b>1.19</b>	<b>120.0+</b>	<b>F*</b>						
<b>86 BROADWAY &amp; 42ND STREET</b>															
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>	
42nd Street	EB	T	0.94	50.5	D	T	0.97	54.3	D						
		R	0.14	22.6	C	R	0.14	22.6	C						
	WB	L	0.86	120.0+	F*	L	0.86	120.0+	F*						
		T	1.10	120.0+	F*	T	1.18	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>87 SEVENTH AVENUE &amp; 42ND STREET</b>															
Seventh Avenue	SB	LTR	0.91	27.0	C	LTR	0.91	27.0	C					<ul style="list-style-type: none"> <li>- Mitigation not required.</li> </ul>	
42nd Street	EB	T	0.68	26.1	C	T	0.70	26.6	C						
		R	0.71	33.2	C	R	0.71	33.2	C						
	WB	LT	0.66	25.9	C	LT	0.70	27.2	C						
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.1</b>	<b>C</b>	-	<b>0.82</b>	<b>27.5</b>	<b>C</b>						
<b>88 EIGHTH AVENUE &amp; 42ND STREET</b>															
Eighth Avenue	NB	L	0.04	16.3	B	L	0.04	16.3	B					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>	
		LT	1.09	93.9	F	LT	1.09	93.9	F						
		R	1.00	87.4	F	R	1.00	87.4	F						
42nd Street	EB	DefL	0.88	45.0	D	DefL	0.89	47.3	D						
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*						
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						

**Table B - 35**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.09	76.7	E	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes).  - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 35 s to 33 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 31 s].
42nd Street	EB	TR	1.05	72.9	E	TR	1.06	77.0	E	TR	1.00	56.4	E	
	WB	DefL	0.79	34.4	C	DefL	0.79	34.2	C	DefL	0.76	31.4	C	
	T		1.19	120.0+	F*	T	1.20+	120.0+	F*	T	1.15	116.1	F	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.16</b>	<b>73.2</b>	<b>E</b>	
<b>GARAGE ENTRANCE/EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R		NA		R	-	11.9	B					- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>11.9</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR		NA		LR	-	11.3	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.8	A					
<b>Overall Intersection</b>	-					-	-	<b>11.0</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 36  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
<b>1 F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	1.03	71.6	E	L	1.12	104.3	F					<b>- Unmitigatable Impact.</b>
		TR	0.63	17.5	B	TR	0.65	18.4	B					
	SB	LTR	1.09	82.6	F	LTR	1.19	120.0+	F*					
34th Street	EB	LT	1.00	78.8	E	LT	1.00	78.8	E					
		R	1.15	107.6	F	R	1.15	107.6	F					
Parking Lot Driveway	WB	LTR	0.07	25.2	C	LTR	0.07	25.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>81.1</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>100.9</b>	<b>F</b>						
<b>2 F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.36	19.6	B	L	0.37	20.3	C	L	0.40	22.2	C	<b>- Modify signal timing: shift 3 s green time from NB-lag phase to NB/SB phase. [NB/SB green time shifts from 33 s to 36 s; NB-lag green time shifts from 26 s to 23 s; WB green time remains at 16 s].</b>
		T	0.37	5.3	A	T	0.37	5.3	A	T	0.37	5.3	A	
	SB	TR	0.97	47.4	D	TR	1.05	69.0	E	TR	0.97	44.3	D	
35th Street/Parking Lot Driveway	WB	LTR	0.03	29.2	C	LTR	0.03	29.2	C	LTR	0.03	29.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.53</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>0.56</b>	<b>48.0</b>	<b>D</b>	<b>-</b>	<b>0.62</b>	<b>32.4</b>	<b>C</b>		
<b>3 F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.57	12.3	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM &amp; PM peak period; otherwise mitigation is not needed.]</b>
East 36th Street	EB	R	-	13.5	B	R	-	14.5	B	R	0.30	24.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>13.5</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>14.5</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>13.4</b>	<b>B</b>		
<b>4 F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.70	12.1	B	TR	0.74	13.1	B					<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>	<b>0.70</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.74</b>	<b>13.1</b>	<b>B</b>						
<b>5 F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.78	17.1	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>
East 38th Street	EB	R	-	17.6	C	R	-	19.9	C	R	0.46	27.1	C	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>17.6</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>19.6</b>	<b>C</b>	<b>-</b>	<b>0.67</b>	<b>18.4</b>	<b>B</b>		
<b>FIRST AVENUE CORRIDOR</b>														
<b>7 FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.49	10.6	B	TR	0.49	10.7	B					<b>- Mitigation not required.</b>
30th Street	EB	L	0.91	48.4	D	L	0.91	48.4	D					
		T	0.09	20.3	C	T	0.09	20.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>	<b>-</b>	<b>0.66</b>	<b>20.5</b>	<b>C</b>						
<b>8 FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.86	14.8	B	LTR	0.87	15.2	B					<b>- Mitigation not required.</b>
33rd Street	WB	TR	0.06	18.6	B	TR	0.06	18.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.55</b>	<b>15.2</b>	<b>B</b>						
<b>9 FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	L	0.41	19.7	B	L	0.42	19.7	B					<b>- Mitigation not required.</b>
34th Street		TR	0.85	22.4	C	TR	0.86	23.0	C					
	EB	DefL	0.49	23.8	C	DefL	0.55	25.6	C					
		T	0.90	36.4	D	T	0.90	36.4	D					
	WB	TR	0.74	33.6	C	TR	0.80	35.7	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>28.2</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>29.1</b>	<b>C</b>						
<b>10 FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.42	7.5	A	LT	0.45	7.7	A	LT	0.45	7.7	A	<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand cu</b>
35th Street	WB	TR	0.57	25.3	C	TR	0.60	26.0	C	TR	0.45	23.1	C	
		-	-	-	-	-	-	-	-	R	0.28	21.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.48</b>	<b>11.8</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>12.1</b>	<b>B</b>	<b>-</b>	<b>0.45</b>	<b>11.3</b>	<b>B</b>		
													<b>- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]</b>	
<b>11 FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.6	A	TR	0.47	7.9	A					<b>- Mitigation not required.</b>
36th Street	EB	LT	0.27	20.8	C	LT	0.29	21.1	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.36</b>	<b>9.4</b>	<b>A</b>	<b>-</b>	<b>0.40</b>	<b>9.7</b>	<b>A</b>						

**Table B - 36**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.99	31.9	C	LT	1.05	57.1	E	L	0.25	12.1	B	- Modify the existing "No Parking" regulations along the west side of the First Avenue approach to prohibit parking and standing from 10A-4P M-F 120 ft. from the intersection to provide a daylight left turn lane (for a total of 6 lanes).
37th Street	WB	TR	0.81	38.2	D	TR	0.82	39.8	D	TR	0.82	39.8	D	
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>33.2</b>	<b>C</b>	-	<b>0.96</b>	<b>53.7</b>	<b>D</b>	-	<b>0.92</b>	<b>31.9</b>	<b>C</b>	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.47	7.9	A	TR	0.51	8.3	A	TR	0.55	11.3	B	- Modify signal timing: shift 4 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 45 s; EB/WB green time shifts from 31 s to 35 s].
38th Street	EB	L	0.78	37.6	D	L	0.91	50.8	D	L	0.81	36.0	D	
	LT	0.33	22.4	C	LT	0.35	22.7	C	LT	0.31	19.4	B		
	WB	R	0.41	24.2	C	R	0.54	28.4	C	R	0.47	23.2	C	
<b>Overall Intersection</b>	-	-	<b>0.59</b>	<b>14.8</b>	<b>B</b>	-	<b>0.67</b>	<b>17.9</b>	<b>B</b>	-	<b>0.67</b>	<b>16.9</b>	<b>B</b>	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.61	9.3	A	LTR	0.73	10.8	B					- Mitigation not required.
39th Street	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.61</b>	<b>9.3</b>	<b>A</b>	-	<b>0.73</b>	<b>10.8</b>	<b>B</b>					
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.65	9.9	A	T	0.68	10.3	B	T	0.69	11.2	B	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 48 s; EB/WB green time shifts from 31 s to 32 s].
40th Street	EB	L	0.37	22.1	C	L	0.87	48.4	D	L	0.84	43.1	D	
	WB	-	-	-	-	TR	0.27	21.9	C	TR	0.26	21.1	C	
<b>Overall Intersection</b>	-	-	<b>0.54</b>	<b>11.8</b>	<b>B</b>	-	<b>0.76</b>	<b>16.6</b>	<b>B</b>	-	<b>0.75</b>	<b>16.5</b>	<b>B</b>	
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.60	13.5	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	23.6	C	R	-	120.0+	F*	R	0.25	21.2	C	
<b>Overall Intersection</b>	-	-	-	<b>23.6</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.46</b>	<b>13.9</b>	<b>B</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.33	13.5	B	LT	0.40	14.4	B	LT	0.41	15.1	B	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 43s; EB/WB green time shifts from 31 s to 32 s].
First Avenue (right)	T	0.75	26.4	C	T	0.79	28.6	C	T	0.80	30.7	C		
	R	0.10	11.7	B	R	0.49	19.5	B	R	0.51	20.6	C		
42nd Street	EB	DefL	0.99	68.7	E	DefL	0.99	68.7	E	DefL	0.96	60.7	E	
	T	0.97	58.0	E	T	1.00	66.4	E	T	0.97	57.5	E		
	WB	TR	0.70	28.6	C	TR	0.73	30.1	C	TR	0.71	28.5	C	
	R	0.83	43.0	D	R	0.83	43.0	D	R	0.81	39.6	D		
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>39.0</b>	<b>D</b>	-	<b>0.88</b>	<b>40.0</b>	<b>D</b>	-	<b>0.88</b>	<b>37.2</b>	<b>D</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.42	7.5	A	T	0.42	7.5	A					- Mitigation not required.
44th Street	EB	L	0.82	46.8	D	L	0.82	46.8	D					
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>12.8</b>	<b>B</b>	-	<b>0.58</b>	<b>12.7</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.76	23.2	C	L	0.76	23.2	C					- Mitigation not required.
	T	0.48	8.1	A	T	0.49	8.1	A						
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>	-	<b>0.76</b>	<b>10.5</b>	<b>B</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.40	7.4	A	T	0.40	7.4	A					- Mitigation not required.
46th Street	EB	L	0.38	22.0	C	L	0.38	22.0	C					
<b>Overall Intersection</b>	-	-	<b>0.39</b>	<b>10.5</b>	<b>B</b>	-	<b>0.39</b>	<b>10.5</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.45	7.7	A	LT	0.46	7.7	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.45</b>	<b>7.7</b>	<b>A</b>	-	<b>0.46</b>	<b>7.7</b>	<b>A</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	17.8	C	L	-	17.8	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>17.8</b>	<b>C</b>	-	-	<b>17.8</b>	<b>C</b>					



**Table B - 36  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions					2014 197-C with Mitigation					Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS				
<b>23 FIRST AVENUE &amp; 49TH STREET</b>																
First Avenue (left)	NB	LT	1.07	71.8	E	LT	1.07	71.8	E	LT	1.07	71.8	E	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the AM and PM peak period; otherwise mitigation is not needed.]		
First Avenue (tunnel)		T	0.80	14.2	B	T	0.83	15.3	B	T	0.83	15.3	B			
First Avenue (right)		T	0.98	40.1	D	T	0.99	42.7	D	T	0.99	42.7	D			
49th Street	WB	TR	1.06	76.8	E	TR	1.07	77.9	E	TR	1.00	55.8	E			
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>46.6</b>	<b>D</b>	<b>-</b>	<b>1.07</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>1.04</b>	<b>42.0</b>	<b>D</b>				
<b>24 FIRST AVENUE &amp; 52ND STREET</b>																
First Avenue	NB	TR	0.78	11.5	B	TR	0.79	11.8	B					- Mitigation not required.		
52nd Street	EB	LT	0.73	35.7	D	LT	0.73	35.7	D							
	WB	R	0.25	21.4	C	R	0.25	21.4	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>14.4</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>14.4</b>	<b>B</b>				
<b>25 FIRST AVENUE &amp; 53RD STREET</b>																
First Avenue	NB	LT	0.79	11.9	B	LT	0.80	12.2	B					- Mitigation not required.		
53rd Street	WB	TR	0.66	27.4	C	TR	0.66	27.4	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>14.8</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.75</b>	<b>15.1</b>	<b>B</b>				
<b>26 FIRST AVENUE &amp; 57TH STREET</b>																
First Avenue	NB	LT	0.97	39.6	D	LT	1.00	44.2	D	L	0.83	39.4	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection. [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]		
		-	-	-	-	-	-	-	-	LT	0.78	25.9	C			
		R	0.23	19.2	B	R	0.23	19.2	B	R	0.23	19.2	B			
57th Street	EB	DefL	0.46	29.1	C	DefL	0.46	29.1	C	DefL	0.46	29.1	C			
		T	0.34	23.2	C	T	0.34	23.2	C	T	0.34	23.2	C			
	WB	TR	0.42	23.5	C	TR	0.42	23.5	C	TR	0.42	23.5	C			
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>35.9</b>	<b>D</b>	<b>-</b>	<b>0.75</b>	<b>39.5</b>	<b>D</b>	<b>-</b>	<b>0.66</b>	<b>27.2</b>	<b>C</b>				
<b>27 FIRST AVENUE &amp; 59TH STREET</b>																
First Avenue	NB	L	0.66	22.6	C	L	0.66	22.6	C					- Mitigation not required. [The Proposed Action is expected to generate fewer than five vehicles through the NB-LTR lane group in the peak hour.]		
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*							
59th Street	EB	DefL	0.38	25.5	C	DefL	0.38	25.5	C							
		T	0.18	21.4	C	T	0.18	21.4	C							
	WB	TR	0.48	25.1	C	TR	0.48	25.1	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.95</b>	<b>110.4</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>111.3</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>111.3</b>	<b>F</b>				
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>																
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>																
34th Street	EB	DefL	0.99	78.3	E	DefL	1.00	120.0+	F*	DefL	1.00	52.8	D	- Modify signal timing: shift 2 s from parking garage phase to EB/WB phase. [EB-lead green time remains at 28 s; EB/WB green time shifts from 18 s to 20 s; parking garage time shifts from 10 s to 8 s; all ped-phase remains at 20 s].		
		T	1.12	89.1	F	T	1.14	97.3	F	T	1.10	79.5	E			
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.23	150.3	F			
<b>Overall Intersection</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>0.96</b>	<b>102.9</b>	<b>F</b>				
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	LT	0.22	10.8	B	LT	0.22	10.8	B					- Mitigation not required.		
35th Street	WB	TR	0.65	26.1	C	TR	0.66	26.4	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.40</b>	<b>19.1</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.41</b>	<b>19.3</b>	<b>B</b>				
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	TR	0.50	14.1	B	TR	0.51	14.1	B					- Mitigation not required.		
36th Street	EB	T	0.18	18.4	B	T	0.18	18.5	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.37</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>15.0</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>15.0</b>	<b>B</b>				
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-					- Mitigation not required.		
		-	-	-	-	-	-	-	-							
	SB	TR	0.02	14.1	B	TR	0.02	14.1	B							
37th Street	WB	L	0.55	25.8	C	L	0.60	28.2	C							
		LTR	0.76	30.2	C	LTR	0.78	31.1	C							
<b>Overall Intersection</b>	<b>-</b>	<b>0.41</b>	<b>28.7</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>0.42</b>	<b>29.8</b>	<b>C</b>				
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>																
Queens Midtown Tunnel Approach Street	NB	TR	0.01	12.9	B	TR	0.01	12.9	B					- Mitigation not required.		
	SB	LT	0.08	13.6	B	LT	0.09	13.7	B							
38th Street	EB	LTR	0.45	17.4	B	LTR	0.50	18.3	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.26</b>	<b>16.9</b>	<b>B</b>	<b>-</b>	<b>0.30</b>	<b>17.7</b>	<b>B</b>	<b>-</b>	<b>0.30</b>	<b>17.7</b>	<b>B</b>				

**Table B - 36  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	L	0.02	13.0	B	L	0.02	13.0	B					- Mitigation not required.
	SB	TR	0.06	13.4	B	TR	0.06	13.4	B					
39th Street	WB	LT	0.58	21.6	C	LT	0.64	23.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.32</b>	<b>20.3</b>	<b>C</b>	<b>-</b>	<b>0.35</b>	<b>21.9</b>	<b>C</b>						
<b>SECOND AVENUE CORRIDOR</b>														
<b>35 SECOND AVENUE &amp; 30TH STREET</b>														
Second Avenue	SB	LT	0.68	10.8	B	LT	0.69	10.9	B					- Mitigation not required.
30th Street	EB	T	0.40	23.0	C	T	0.40	23.0	C					
		R	0.45	26.3	C	R	0.45	26.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>	<b>-</b>	<b>0.59</b>	<b>12.6</b>	<b>B</b>						
<b>36 SECOND AVENUE &amp; 33RD STREET</b>														
Second Avenue	SB	T	1.09	65.8	E	T	1.10	68.9	E					- Mitigation not required.
		R	0.52	13.7	B	R	0.52	13.7	B					
33rd Street	WB	L	0.66	35.4	D	L	0.66	35.4	D					
		T	0.29	22.4	C	T	0.29	22.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>60.3</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>63.0</b>	<b>E</b>						
<b>37 SECOND AVENUE &amp; 34TH STREET</b>														
Second Avenue	SB	L	0.89	44.2	D	L	0.89	45.1	D	L	0.89	45.1	D	- Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low.
		LT	0.81	17.7	B	LT	0.82	17.9	B	LT	0.82	17.9	B	
		R	0.58	22.5	C	R	0.62	24.3	C	R	0.62	24.3	C	
34th Street	EB	T	1.16	115.5	F	T	1.18	120.0+	F*	T	1.10	90.7	F	
		R	0.86	61.8	E	R	0.87	64.7	E	R	0.81	53.1	D	
	WB	L	0.75	52.3	D	L	0.76	53.0	D	L	0.76	53.2	D	
		T	0.75	27.8	C	T	0.75	28.0	C	T	0.79	31.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>43.3</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>45.6</b>	<b>D</b>	<b>-</b>	<b>1.01</b>	<b>38.8</b>	<b>D</b>		
<b>38 SECOND AVENUE &amp; 35TH STREET</b>														
Second Avenue	SB	T	0.62	16.4	B	T	0.63	16.5	B					- Mitigation not required.
		R	0.93	51.5	D	R	0.93	51.5	D					
35th Street	EB	R	0.99	52.1	D	R	0.99	52.1	D					
	WB	LT	0.43	20.3	C	LT	0.44	20.4	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>						
<b>39 SECOND AVENUE &amp; 36TH STREET</b>														
Second Avenue	SB	L	0.80	18.2	B	L	0.81	18.5	B					- Mitigation not required.
		T	0.66	11.3	B	T	0.67	11.4	B					
36th Street	EB	TR	0.95	42.2	D	TR	0.95	42.2	D					
	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>22.6</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>22.7</b>	<b>C</b>						
<b>40 SECOND AVENUE &amp; 37TH STREET</b>														
Second Avenue	SB	T	0.93	18.3	B	T	0.94	19.2	B					- Mitigation not required.
		R	0.21	7.3	A	R	0.21	7.3	A					
37th Street	WB	LT	0.58	26.6	C	LT	0.59	26.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>19.7</b>	<b>B</b>						
<b>41 SECOND AVENUE &amp; 38TH STREET</b>														
Second Avenue	SB	-	-	-	-	-	-	-	-					- Mitigation not required.
		LT	0.79	11.8	B	LT	0.81	12.3	B					
38th Street	EB	TR	0.73	30.2	C	TR	0.76	31.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>15.1</b>	<b>B</b>	<b>-</b>	<b>0.79</b>	<b>15.8</b>	<b>B</b>						
<b>42 SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	1.10	69.9	E	T	1.12	79.4	E	T	1.08	61.3	E	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading
		R	1.17	120.0+	F*	R	1.18	120.0+	F*	R	1.13	110.3	F	
39th Street	WB	LT	0.91	54.2	D	LT	0.95	61.5	E	LT	0.66	30.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>74.3</b>	<b>E</b>	<b>-</b>	<b>1.09</b>	<b>82.6</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>63.0</b>	<b>E</b>	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].	
<b>43 SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	L	0.39	12.9	B	L	0.50	16.6	B	L	0.50	16.6	B	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 10A-4P 120 ft. from the intersection to gain an additional through lane (for a total of 6 lanes).
		T	1.13	93.0	F	T	1.15	102.6	F	T	0.92	18.8	B	
40th Street	EB	TR	0.86	47.2	D	TR	0.87	48.4	D	TR	0.87	48.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>93.9</b>	<b>F</b>	<b>-</b>	<b>0.90</b>	<b>22.0</b>	<b>C</b>		

**Table B - 36  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions					2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
44 SECOND AVENUE & 41ST STREET Second Avenue 41st Street	SB	LTR	0.82	12.5	B	LTR	0.84	13.0	B						- Mitigation not required.
	EB	TR	0.71	40.7	D	TR	0.71	40.7	D						
	<b>Overall Intersection</b>	-	<b>0.78</b>	<b>14.1</b>	<b>B</b>	-	<b>0.79</b>	<b>14.6</b>	<b>B</b>						
45 SECOND AVENUE & 42ND STREET Second Avenue 42nd Street	SB	LTR	1.04	50.1	D	LTR	1.06	55.8	E						- Unmitigatable Impact.
	EB	TR	0.74	26.5	C	TR	0.81	29.2	C						
	WB	LT	1.09	91.6	F	LT	1.20	120.0+	F*						
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>51.2</b>	<b>D</b>	-	<b>1.12</b>	<b>62.3</b>	<b>E</b>						
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	TR	1.04	48.1	D	TR	1.06	53.2	D	TR	1.04	45.0	D		- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].
	WB	LT	0.45	25.4	C	LT	0.45	25.4	C	LT	0.46	26.5	C		
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>47.0</b>	<b>D</b>	-	<b>0.82</b>	<b>51.9</b>	<b>D</b>	-	<b>0.82</b>	<b>44.2</b>	<b>D</b>		
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	1.07	55.3	E	LT	1.08	61.3	E	L	0.48	10.3	B		- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a t
	-	-	-	-	-	-	-	-	-	T	1.00	34.3	C		
	EB	TR	0.88	53.2	D	TR	0.88	53.2	D	TR	0.88	53.2	D		
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>55.1</b>	<b>E</b>	-	<b>1.01</b>	<b>60.5</b>	<b>E</b>	-	<b>0.96</b>	<b>48.1</b>	<b>D</b>		
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	TR	0.83	12.8	B	TR	0.84	13.1	B						- Mitigation not required.
	WB	L	0.97	65.9	E	L	0.98	67.6	E						
	LT	1.03	75.8	E	LT	1.03	75.8	E							
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>27.4</b>	<b>C</b>	-	<b>0.91</b>	<b>27.7</b>	<b>C</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.78	11.7	B	LT	0.79	11.9	B						- Mitigation not required.
	EB	TR	0.93	57.9	E	TR	0.93	57.9	E						
	<b>Overall Intersection</b>	-	<b>0.84</b>	<b>17.1</b>	<b>B</b>	-	<b>0.85</b>	<b>17.3</b>	<b>B</b>						
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	TR	0.76	11.2	B	TR	0.77	11.4	B						- Mitigation not required.
	WB	LT	1.01	64.5	E	LT	1.01	64.5	E						
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>23.5</b>	<b>C</b>	-	<b>0.87</b>	<b>23.5</b>	<b>C</b>						
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	1.03	49.9	D	LTR	1.05	55.6	E	LTR	1.02	46.8	D		- Modify signal timing: shift 1 s green time from WB-lead phase to SB phase. [SB green time shifts from 39 s to 40 s; WB-lead green time shifts from 8 s to 7 s; EB/WB green time remains 23 s; and LPI remains 5 s].
	EB	T	1.09	91.5	F	T	1.09	91.5	F	T	1.09	91.5	F		
	R	0.44	33.8	C	R	0.44	33.8	C	R	0.44	33.8	C			
	WB	L	0.55	40.7	D	L	0.55	40.7	D	L	0.58	43.0	D		
	LT	0.34	18.9	B	LT	0.34	18.9	B	LT	0.35	19.7	B			
	<b>Overall Intersection</b>	-	<b>1.01</b>	<b>56.4</b>	<b>E</b>	-	<b>1.02</b>	<b>60.2</b>	<b>E</b>	-	<b>1.02</b>	<b>54.4</b>	<b>D</b>		
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET Queensboro Bridge Upper Level 57th Street	SB	R	-	-	-	R	-	-	-	R	-	-	-		- Modify the existing "No Standing" regulations along the north side of westbound 57th Street approach to prohibit truck loading/unloading from 10A-4P 120 ft. from the intersection to provide two through lanes and a daylight shared through-right lane (for a
	EB	L	1.02	58.5	E	L	1.02	58.5	E	L	1.02	58.2	E		
	T	0.29	3.9	A	T	0.29	3.9	A	T	0.29	3.9	A			
	WB	TR	1.17	119.2	F	TR	1.20+	120.0+	F*	TR	0.83	34.7	C		
	<b>Overall Intersection</b>	-	<b>1.08</b>	<b>80.4</b>	<b>F</b>	-	<b>1.07</b>	<b>93.0</b>	<b>F</b>	-	<b>1.07</b>	<b>38.5</b>	<b>D</b>		
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	1.13	85.3	F	LT	1.15	92.9	F						- Unmitigatable Impact.
	EB	TR	1.09	81.8	F	TR	1.09	81.8	F						
	<b>Overall Intersection</b>	-	<b>1.12</b>	<b>84.2</b>	<b>F</b>	-	<b>1.13</b>	<b>89.4</b>	<b>F</b>						
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						- Unmitigatable Impact.
	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*							
	WB	L	1.16	110.8	F	L	1.20+	120.0+	F*						
	T	1.19	120.0+	F*	T	1.19	120.0+	F*							
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						

**Table B - 36  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions					2014 197-C with Mitigation					Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS		
<b>54A SECOND AVENUE &amp; 60TH STREET</b>																
Second Avenue	SB	TR	1.12	84.0	F	TR	1.12	84.6	F							- Mitigation not required.
60th Street	WB	LT	0.02	13.0	B	LT	0.02	13.0	B							
<b>Overall Intersection</b>	<b>-</b>		<b>0.55</b>	<b>83.6</b>	<b>F</b>	<b>-</b>	<b>0.55</b>	<b>84.3</b>	<b>F</b>							
<b>55 SECOND AVENUE &amp; 61ST STREET</b>																
Second Avenue	SB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*							- Mitigation not required.
61st Street	WB	LT	1.12	93.9	F	LT	1.12	93.9	F							[The Proposed Action is expected to generate fewer than five vehicles through the SB-TR lane group in the peak hour.]
<b>Overall Intersection</b>	<b>-</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>							
<b>56 SECOND AVENUE &amp; 63RD STREET</b>																
Second Avenue	SB	TR	1.17	112.3	F	TR	1.17	113.4	F							- Mitigation not required.
63rd Street	WB	L	1.10	92.4	F	L	1.10	92.4	F							
		T	0.64	23.7	C	T	0.64	23.7	C							
<b>Overall Intersection</b>	<b>-</b>		<b>1.14</b>	<b>89.8</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>90.5</b>	<b>F</b>							
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>																
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>																
Queens Midtown Tunnel Exit Street	SB	L	0.66	47.1	D	L	0.67	47.5	D							- Mitigation not required.
		R	0.19	9.8	A	R	0.19	9.8	A							
34th Street	EB	T	0.47	4.6	A	T	0.48	4.7	A							
	WB	T	0.72	29.0	C	T	0.73	29.3	C							
<b>Overall Intersection</b>	<b>-</b>		<b>0.51</b>	<b>17.0</b>	<b>B</b>	<b>-</b>	<b>0.51</b>	<b>17.2</b>	<b>B</b>							
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>																
Queens Midtown Tunnel Exit Street	SB	L	1.01	56.7	E	L	1.01	56.7	E							- Mitigation not required.
		LTR	0.98	49.1	D	LTR	0.98	49.4	D							
		R	0.70	22.1	C	R	0.70	22.1	C							
35th Street	WB	LT	0.88	41.4	D	LT	0.88	41.6	D							
<b>Overall Intersection</b>	<b>-</b>		<b>0.95</b>	<b>44.5</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>44.7</b>	<b>D</b>							
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>																
Queens Midtown Tunnel Exit Street	NB	T	0.27	8.0	A	T	0.28	8.1	A							- Mitigation not required.
37th Street	WB	TR	0.45	29.0	C	TR	0.45	29.1	C							
<b>Overall Intersection</b>	<b>-</b>		<b>0.33</b>	<b>14.1</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>14.1</b>	<b>B</b>							
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>																
Queens Midtown Tunnel Exit Street	NB	TR	0.33	15.6	B	TR	0.34	15.8	B							- Mitigation not required.
38th Street	EB	LT	0.91	42.5	D	LT	0.92	44.6	D							
<b>Overall Intersection</b>	<b>-</b>		<b>0.62</b>	<b>28.4</b>	<b>C</b>	<b>-</b>	<b>0.63</b>	<b>29.3</b>	<b>C</b>							
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>																
Queens Midtown Tunnel Exit Street	NB	LT	0.21	9.8	A	LT	0.21	9.8	A							- Mitigation not required.
39th Street	WB	TR	0.61	26.3	C	TR	0.63	26.7	C							
<b>Overall Intersection</b>	<b>-</b>		<b>0.37</b>	<b>18.9</b>	<b>B</b>	<b>-</b>	<b>0.37</b>	<b>19.2</b>	<b>B</b>							
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>																
Queens Midtown Tunnel Exit Street	NB	TR	0.14	9.3	A	TR	0.14	9.3	A							- Mitigation not required.
		-	-	-	-	-	-	-	-							
40th Street	EB	LT	0.60	29.0	C	LT	0.63	30.0	C							
<b>Overall Intersection</b>	<b>-</b>		<b>0.32</b>	<b>18.5</b>	<b>B</b>	<b>-</b>	<b>0.33</b>	<b>19.0</b>	<b>B</b>							
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>																
Queens Midtown Tunnel Exit Street	NB	L	0.19	9.9	A	L	0.19	9.9	A							- Mitigation not required.
		LR	0.05	8.8	A	LR	0.05	8.8	A							
		R	0.04	8.8	A	R	0.04	8.8	A							
41st Street	EB	T	0.32	22.3	C	T	0.32	22.3	C							
	WB	T	0.13	19.6	B	T	0.13	19.6	B							
<b>Overall Intersection</b>	<b>-</b>		<b>0.24</b>	<b>15.3</b>	<b>B</b>	<b>-</b>	<b>0.24</b>	<b>15.3</b>	<b>B</b>							

**Table B - 36  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>THIRD AVENUE CORRIDOR</b>														
64 THIRD AVENUE & 34TH STREET														
Third Avenue	NB	LTR	0.89	27.0	C	LTR	0.89	27.1	C	LTR	0.91	29.4	C	- Modify signal timing: shift 1 s green time from NB phase to EB-lead phase. [NB green time shifts from 40 s to 39 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time remains 26 s].
34th Street	EB	DefL	0.93	72.3	E	DefL	0.95	77.3	E	DefL	0.91	67.1	E	
		T	1.07	80.0	E	T	1.10	87.5	F	T	1.07	77.2	E	
	WB	TR	0.98	54.6	D	TR	0.99	56.7	E	TR	0.99	56.7	E	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>45.1</b>	<b>D</b>	-	<b>1.14</b>	<b>47.4</b>	<b>D</b>	-	<b>1.08</b>	<b>46.2</b>	<b>D</b>	
65 THIRD AVENUE & 35TH STREET														
Third Avenue	NB	LT	1.01	41.5	D	LT	1.01	41.8	D					- Mitigation not required.
35th Street	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>89.2</b>	<b>F</b>	-	<b>1.16</b>	<b>89.4</b>	<b>F</b>					
66 THIRD AVENUE & 36TH STREET														
Third Avenue	NB	TR	0.60	11.8	B	TR	0.60	11.8	B					- Mitigation not required.
		R	0.69	20.2	C	R	0.69	20.2	C					
36th Street	EB	LT	0.63	26.8	C	LT	0.63	26.8	C					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>16.9</b>	<b>B</b>	-	<b>0.66</b>	<b>16.9</b>	<b>B</b>					
67 THIRD AVENUE & 37TH STREET														
Third Avenue	NB	L	0.21	12.9	B	L	0.21	12.9	B					- Mitigation not required.
		T	0.68	16.8	B	T	0.68	16.9	B					
37th Street	WB	T	0.77	24.3	C	T	0.77	24.3	C					
		R	0.48	17.9	B	R	0.48	17.9	B					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>19.3</b>	<b>B</b>	-	<b>0.73</b>	<b>19.3</b>	<b>B</b>					
68 THIRD AVENUE & 38TH STREET														
Third Avenue	NB	T	0.79	12.3	B	T	0.79	12.3	B					- Mitigation not required.
		R	0.24	7.6	A	R	0.25	7.7	A					
38th Street	EB	LT	0.65	27.5	C	LT	0.66	27.7	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>15.1</b>	<b>B</b>	-	<b>0.74</b>	<b>15.2</b>	<b>B</b>					
69 THIRD AVENUE & 39TH STREET														
Third Avenue	NB	L	0.65	26.7	C	L	0.65	26.7	C	L	0.65	26.7	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		T	1.14	92.6	F	T	1.14	92.8	F	T	1.14	92.8	F	
39th Street	WB	TR	0.84	33.4	C	TR	0.84	33.9	C	TR	0.81	31.7	C	
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>76.1</b>	<b>E</b>	-	<b>1.01</b>	<b>76.3</b>	<b>E</b>	-	<b>1.00</b>	<b>75.8</b>	<b>E</b>	
70 THIRD AVENUE & 40TH STREET														
Third Avenue	NB	T	1.13	85.8	F	T	1.13	85.8	F					- Mitigation not required.
		R	0.52	22.8	C	R	0.52	22.8	C					
40th Street	EB	LT	0.69	26.8	C	LT	0.69	27.0	C					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>75.4</b>	<b>E</b>	-	<b>0.92</b>	<b>75.3</b>	<b>E</b>					
71 THIRD AVENUE & 41ST STREET														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.42	22.5	C	R	0.42	22.5	C					
41st Street	EB	LT	0.62	25.2	C	LT	0.62	25.2	C					
	WB	R	0.84	42.6	D	R	0.84	42.6	D					
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>					
72 THIRD AVENUE & 42ND STREET														
Third Avenue	NB	LT	0.98	39.4	D	LT	0.98	39.4	D					- Unmitigatable Impact.
		R	0.83	42.8	D	R	0.83	42.8	D					
	EB	L	0.90	53.0	D	L	0.89	50.8	D					
		T	0.80	27.8	C	T	0.84	30.9	C					
42nd Street	WB	T	0.66	30.3	C	T	0.70	31.5	C					
		R	0.95	74.6	E	R	1.00	88.5	F					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>39.8</b>	<b>D</b>	-	<b>0.95</b>	<b>41.0</b>	<b>D</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 LEXINGTON AVENUE & 34TH STREET														
Lexington Avenue	SB	LT	0.86	27.2	C	LT	0.87	27.6	C					- Mitigation not required.
		R	0.37	17.7	B	R	0.38	17.8	B					
34th Street	EB	TR	0.85	27.3	C	TR	0.86	28.2	C					
	WB	LT	0.84	27.6	C	LT	0.85	28.0	C					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>26.9</b>	<b>C</b>	-	<b>0.86</b>	<b>27.5</b>	<b>C</b>					

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**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>74 PARK AVENUE &amp; 34TH STREET</b>														
Park Avenue	NB	LTR	0.89	22.8	C	LTR	0.89	22.8	C	LTR	0.91	25.6	C	- Modify signal timing: shift 1 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].
	SB	LTR	0.89	23.2	C	LTR	0.89	23.2	C	LTR	0.91	25.9	C	
34th Street	EB	LT	0.78	28.5	C	LT	0.79	29.1	C	LT	0.77	27.5	C	
	R		0.26	18.8	B	R	0.26	18.8	B	R	0.26	18.0	B	
	WB	LTR	1.05	70.4	E	LTR	1.06	74.5	E	LTR	1.03	64.8	E	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>34.0</b>	<b>C</b>	-	<b>0.97</b>	<b>35.0</b>	<b>D</b>	-	<b>0.97</b>	<b>34.2</b>	<b>C</b>	
<b>75 MADISON AVENUE &amp; 34TH STREET</b>														
Madison Avenue	NB	LTR	0.71	18.2	B	LTR	0.71	18.2	B					- Mitigation not required.
34th Street	EB		-	-	-	-	-	-	-					
	LT		0.55	18.6	B	LT	0.56	18.8	B					
	WB	T	0.66	21.3	C	T	0.67	21.5	C					
	R		0.31	17.2	B	R	0.31	17.2	B					
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>19.2</b>	<b>B</b>	-	<b>0.69</b>	<b>19.3</b>	<b>B</b>					
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>														
Sixth Avenue	NB	T	1.05	55.1	E	T	1.05	55.1	E	T	1.06	58.6	E	- Modify signal timing: shift 0.5 s green time from NB/SB phase to EB/WB phase. [NB/SB green time shifts from 22 s to 21.5 s; EB/WB green time shifts from 26 s to 26.5 s].
Broadway	SB	T	0.79	38.7	D	T	0.79	38.7	D	T	0.81	40.1	D	
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.28	168.5	F	
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.2	133.7	F	
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>97.8</b>	<b>F</b>	-	<b>1.14</b>	<b>101.1</b>	<b>F</b>	-	<b>1.14</b>	<b>98.5</b>	<b>F</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>														
Seventh Avenue	SB	LTR	0.86	20.3	C	LTR	0.86	20.3	C	LTR	0.88	22.4	C	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 35 s to 36 s].
34th Street	EB	TR	1.05	71.7	E	TR	1.07	77.0	E	TR	1.04	66.9	E	
	WB	LT	1.09	85.4	F	LT	1.10	90.3	F	LT	1.07	79.5	E	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>51.4</b>	<b>D</b>	-	<b>0.97</b>	<b>54.4</b>	<b>D</b>	-	<b>0.97</b>	<b>49.7</b>	<b>D</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>														
Eighth Avenue	NB	LTR	1.10	83.6	F	LTR	1.10	83.6	F	LT	1.01	53.0	D	- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].
34th Street	EB	LT	1.18	120.0+	F*	LT	1.19	120.0+	F*	LT	1.17	139.4	F	
	WB	TR	1.10	28.5	C	TR	0.83	29.1	C	TR	0.81	27.2	C	
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>87.2</b>	<b>F</b>	-	<b>1.15</b>	<b>89.1</b>	<b>F</b>	-	<b>1.10</b>	<b>69.2</b>	<b>E</b>	
<b>OTHER 42ND STREET CORRIDOR</b>														
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>														
Lexington Avenue	SB	LTR	0.92	23.9	C	LTR	0.93	25.0	C	LTR	0.73	15.7	B	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
42nd Street	EB	TR	0.97	49.8	D	TR	1.00	55.6	E	TR	0.94	42.4	D	
	WB	LT	1.08	106.5	F	LT	1.14	120.0+	F*	LT	1.08	102.4	F	
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>53.4</b>	<b>D</b>	-	<b>1.02</b>	<b>61.7</b>	<b>E</b>	-	<b>0.89</b>	<b>47.2</b>	<b>D</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>														
Park Avenue	NB	LR	0.17	20.2	C	LR	0.17	20.2	C	L	0.15	22.6	C	- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 41 s green, WB/NB-right only = 7 s green time, and NB = 27 s of green time (each ph  [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]
	R		0.74	41.2	D	R	0.74	41.2	D	R	0.60	25.9	C	
42nd Street	EB	TR	0.74	18.6	B	TR	0.76	19.2	B	TR	0.91	35.0	C	
	WB	LT	0.84	22.6	C	LT	0.86	24.2	C	LT	0.80	18.1	B	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>22.6</b>	<b>C</b>	-	<b>0.81</b>	<b>23.5</b>	<b>C</b>	-	<b>0.76</b>	<b>25.7</b>	<b>C</b>	
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>														
42nd Street	EB	LT	0.73	18.1	B	LT	0.76	18.8	B	LT	0.74	17.7	B	- Modify signal timing: shift 1 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 49 s to 50 s; all-ped time reduces from 31 s to 30 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 30 s is sufficient).
	WB	TR	1.00	47.2	D	TR	1.02	52.2	D	TR	1.00	45.4	D	
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>33.6</b>	<b>C</b>	-	<b>1.02</b>	<b>36.6</b>	<b>D</b>	-	<b>1.00</b>	<b>32.4</b>	<b>C</b>	
<b>83 MADISON AVENUE &amp; 42ND STREET</b>														
Madison Avenue	NB	LTR	0.84	22.5	C	LTR	0.84	22.5	C					- Mitigation not required.
42nd Street	EB	LT	0.92	38.3	D	LT	0.95	42.7	D					
	WB	T	0.65	21.1	C	T	0.68	21.8	C					
	R		0.13	14.6	B	R	0.13	14.6	B					
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>26.6</b>	<b>C</b>	-	<b>0.89</b>	<b>28.0</b>	<b>C</b>					

**Table B - 36**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>85 SIXTH AVENUE &amp; 42nd STREET</b>														
Sixth Avenue	NB	LT	1.15	106.1	F	LT	1.15	106.1	F					<b>- Unmitigatable Impact.</b>
		R	0.95	111.5	F	R	0.95	111.5	F					
42nd Street	EB	LT	1.09	86.0	F	LT	1.11	93.0	F					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
		R	1.04	85.6	F	R	1.07	96.3	F					
<b>Overall Intersection</b>	<b>-</b>		<b>1.19</b>	<b>106.1</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>111.5</b>	<b>F</b>					
<b>86 BROADWAY &amp; 42nd STREET</b>														
Broadway	SB	LTR	0.97	35.2	D	LTR	0.97	35.7	D	LTR	1.00	42.7	D	<b>- Modify signal timing: shift 1 s green time from SB phase to WB-lead phase. [SB green time shifts from 40 s to 39 s; WB-lead green time shifts from 7 s to 8 s; and EB/WB green time remains 33 s].</b>
42nd Street	EB	T	0.67	26.5	C	T	0.68	26.7	C	T	0.68	26.7	C	
		R	0.18	19.9	B	R	0.18	19.9	B	R	0.18	19.9	B	
	WB	LT	1.03	65.9	E	LT	1.06	74.8	E	LT	1.03	63.5	E	
<b>Overall Intersection</b>	<b>-</b>		<b>1.00</b>	<b>40.9</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>43.7</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>44.4</b>	<b>D</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>														
Seventh Avenue	SB	LTR	0.93	30.2	C	LTR	0.93	30.2	C	LTR	0.95	34.3	C	<b>- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 39 s; EB/WB green time shifts from 40 s to 41 s].</b>
42nd Street	EB	TR	1.07	74.5	E	TR	1.08	78.7	E	TR	1.06	69.2	E	
	WB	LT	0.75	26.6	C	LT	0.78	28.1	C	LT	0.76	26.4	C	
<b>Overall Intersection</b>	<b>-</b>		<b>1.00</b>	<b>44.7</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>46.4</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>44.8</b>	<b>D</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	L	0.08	16.6	B	L	0.08	16.6	B					<b>- Unmitigatable Impact.</b>
		LT	1.02	51.3	D	LT	1.02	51.3	D					
42nd Street		R	0.80	43.1	D	R	0.80	43.1	D					
	EB	DefL	0.85	39.3	D	DefL	0.87	43.1	D					
		T	1.14	106.5	F	T	1.18	120.0+	F*					
	WB	TR	1.00	69.3	E	TR	1.05	80.9	F					
<b>Overall Intersection</b>	<b>-</b>		<b>1.11</b>	<b>62.1</b>	<b>E</b>	<b>-</b>	<b>1.14</b>	<b>67.6</b>	<b>E</b>					
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.02	50.7	D	LTR	1.02	51.5	D					<b>- Mitigation not required.</b>
42nd Street	EB	TR	0.70	28.9	C	TR	0.71	29.0	C					
	WB	DefL	0.79	37.4	D	DefL	0.79	37.3	D					
		T	0.72	26.0	C	T	0.74	27.1	C					
<b>Overall Intersection</b>	<b>-</b>		<b>0.92</b>	<b>41.9</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>42.4</b>	<b>D</b>					
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R		NA		R	-	11.0	B					<b>- Mitigation not required.</b>
<b>Overall Intersection</b>	<b>-</b>					<b>-</b>	<b>-</b>	<b>11.0</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR		NA		LR	-	10.3	B					<b>- Mitigation not required.</b>
38th Street	EB	LT		NA		LT	-	7.5	A					
<b>Overall Intersection</b>	<b>-</b>					<b>-</b>	<b>-</b>	<b>9.2</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>															
1 <b>F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>															
F. D. R. Drive Service Road	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					<b>- Unmitigatable Impact.</b>	
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*						
34th Street	EB	L	1.07	120.0+	F*	L	1.07	120.0+	F*						
		LT	0.99	120.0+	F*	LT	0.99	120.0+	F*						
		R	1.19	120.0+	F*	R	1.19	120.0+	F*						
Parking Lot Driveway	WB	LTR	0.37	30.2	C	LTR	0.37	30.2	C						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
2 <b>F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>															
F. D. R. Drive Service Road	NB	L	0.63	25.2	C	L	0.66	26.8	C	L	0.73	31.1	C	<b>- Modify signal timing: shift 4 s green time from NB-lag phase to NB/SB phase. [NB/SB green time shifts from 33 s to 37 s; NB-lag green time shifts from 26 s to 22 s; WB green time remains at 16 s].</b>	
		T	0.49	6.4	A	T	0.49	6.4	A	T	0.49	6.4	A		
	SB	TR	0.99	50.9	D	TR	1.10	85.5	F	TR	0.98	46.7	D		
35th Street/Parking Lot Driveway	WB	LTR	0.01	28.9	C	LTR	0.01	28.9	C	LTR	0.01	28.9	C		
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>34.0</b>	<b>C</b>	-	<b>0.70</b>	<b>54.8</b>	<b>D</b>	-	<b>0.69</b>	<b>37.6</b>	<b>D</b>		
3 <b>F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET (UNSIGNALIZED INTERSECTION)</b>															
F. D. R. Drive Service Road	SB	T	-	-	-	T	-	-	-	T	0.68	14.2	B	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time].</b>	
East 36th Street	EB	R	-	24.2	C	R	-	34.2	D	R	0.23	23.1	C		
<b>Overall Intersection</b>	-		-	<b>24.2</b>	<b>C</b>	-	-	<b>34.2</b>	<b>D</b>	-	<b>0.52</b>	<b>14.8</b>	<b>B</b>		
4 <b>F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>															
F. D. R. Drive Service Road	SB	TR	0.71	12.1	B	TR	0.77	13.7	B					<b>- Mitigation not required.</b>	
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>12.1</b>	<b>B</b>	-	<b>0.77</b>	<b>13.7</b>	<b>B</b>						
5 <b>F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET (UNSIGNALIZED INTERSECTION)</b>															
F. D. R. Drive Service Road	SB	TR	-	-	-	TR	-	-	-	TR	0.91	23.9	C	<b>- Install a new traffic signal with a 90-second cycle length. [SB green time is 56 s; EB green time is 24 s; both phases have 3 s of amber and 2 s of all red time].</b> <b>[Measures reflect signalization needed for the AM peak period; otherwise mitigation is not needed.]</b>	
East 38th Street	EB	R	-	16.4	C	R	-	18.4	C	R	0.24	23.0	C		
<b>Overall Intersection</b>	-		-	<b>16.4</b>	<b>C</b>	-	-	<b>18.4</b>	<b>C</b>	-	<b>0.67</b>	<b>23.9</b>	<b>C</b>		
<b>FIRST AVENUE CORRIDOR</b>															
7 <b>FIRST AVENUE &amp; 30TH STREET</b>															
First Avenue	NB	TR	0.69	12.8	B	TR	0.70	13.0	B					<b>- Mitigation not required.</b>	
30th Street	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*						
		T	0.01	19.4	B	T	0.01	19.4	B						
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>64.8</b>	<b>E</b>	-	<b>0.96</b>	<b>64.4</b>	<b>E</b>						
8 <b>FIRST AVENUE &amp; 33RD STREET</b>															
First Avenue	NB	LTR	1.01	38.3	D	LTR	1.02	41.3	D					<b>- Mitigation not required.</b>	
33rd Street	WB	TR	0.02	18.3	B	TR	0.02	18.3	B						
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>38.2</b>	<b>D</b>	-	<b>0.63</b>	<b>41.2</b>	<b>D</b>						
9 <b>FIRST AVENUE &amp; 34TH STREET</b>															
First Avenue	NB	LTR	1.17	105.1	F	LTR	1.20	118.8	F	LTR	1.10	77.6	E	<b>Partially Mitigated.</b> <b>- Modify the existing metered parking regulation along the west side of First Avenue: allow 1 HR metered parking from 9A-4P instead of 9A-7P, and provide "No Standing" regulations for 4P-7P 120 ft from the intersection, to gain an additional moving lane (for a total of 6 lanes).</b> <b>- Modify signal timing: shift 4 s green time from NB phase to EB/WB phase. [NB green time shifts from 39 s to 35 s; EB/WB green time shifts from 23 s to 27 s; EB lead green time remains at 7 s; LPI remains at 6 s].</b>	
34th Street	EB	DefL	1.06	105.8	F	DefL	1.12	120.0+	F*	DefL	1.02	88.1	F		
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.10	89.4	F		
	WB	TR	1.02	75.0	E	TR	1.20+	120.0+	F*	TR	1.07	85.9	F		
<b>Overall Intersection</b>	-		<b>1.19</b>	<b>106.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.10</b>	<b>81.8</b>	<b>F</b>		
10 <b>FIRST AVENUE &amp; 35TH STREET</b>															
First Avenue	NB	LT	0.89	15.1	B	LT	0.95	19.9	B	LT	0.95	19.9	B		<b>- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.</b>
35th Street	WB	TR	1.16	120.0+	F*	TR	1.20+	120.0+	F*	TR	0.77	36.5	D		
		-	-	-	-	-	-	-	-	R	0.50	26.4	C		
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>29.8</b>	<b>C</b>	-	<b>1.06</b>	<b>36.5</b>	<b>D</b>	-	<b>0.88</b>	<b>21.6</b>	<b>C</b>		
11 <b>FIRST AVENUE &amp; 36TH STREET</b>															
First Avenue	NB	TR	1.07	57.9	E	TR	1.15	92.1	F	T	1.06	52.3	D	<b>- Modify the existing "No Standing" regulations for along the east side of the First Avenue approach to prohibit bus layover from 3P-7P 120 ft. from the intersection to allow right turns from the bus lane (for a total of 6 lanes).</b> <b>- Modify signal timing: shift 3 s green time from EB phase to NB phase. [NB green time shifts from 49 s to 52 s; EB green time shifts from 31 s to 28 s].</b>	
		-	-	-	-	-	-	-	-	R	0.17	5.5	A		
36th Street	EB	LT	0.10	19.0	B	LT	0.13	19.3	B	LT	0.15	21.4	C		
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>56.8</b>	<b>E</b>	-	<b>0.75</b>	<b>89.6</b>	<b>F</b>	-	<b>0.73</b>	<b>50.2</b>	<b>D</b>		



**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>12 FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	L	0.99	120.0+	F*	L	1.20+	120.0+	F*	L	0.88	93.8	F	- Provide strict enforcement of existing "No Standing" regulations along the south side of the 37th Street approach, and modify the existing "No Standing" regulations along the north side of the 37th Street approach: allow truck loading/unloading from 7A-4P instead of 7A-7P, to gain an additional moving lane (for a total of 3 lanes). - Modify signal timing: shift 4 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 53 s; EB green time shifts from 31 s to 27 s].
		T	1.03	47.5	D	T	1.11	77.8	E	T	1.03	44.9	D	
37th Street	WB	TR	0.68	34.1	C	TR	0.72	36.2	D	TR	0.49	27.8	C	
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>73.7</b>	<b>E</b>	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.85</b>	<b>53.0</b>	<b>D</b>	
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.66	9.7	A	TR	0.71	10.4	B	TR	0.78	14.4	B	- Modify signal timing: shift 4 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 45 s; EB/WB green time shifts from 31 s to 35 s].
38th Street	EB	LT	0.68	28.3	C	LT	1.03	72.7	E	LT	0.91	41.6	D	
	WB	R	0.51	26.6	C	R	0.74	39.5	D	R	0.65	30.2	C	
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>14.1</b>	<b>B</b>	-	<b>0.84</b>	<b>24.3</b>	<b>C</b>	-	<b>0.83</b>	<b>20.7</b>	<b>C</b>	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.90	15.3	B	LTR	1.07	56.6	E	LTR	1.02	40.7	D	- Modify signal timing: shift 2 s green time from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
39th Street	WB	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>15.3</b>	<b>B</b>	-	<b>1.07</b>	<b>56.6</b>	<b>E</b>	-	<b>1.02</b>	<b>40.7</b>	<b>D</b>	
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.74	10.8	B	T	0.77	11.4	B					- Unmitigatable Impact.
40th Street	EB	L	0.68	28.4	C	L	1.20+	120.0+	F*					
	WB	-	-	-	-	TR	0.46	27.4	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>14.0</b>	<b>B</b>	-	<b>1.20+</b>	<b>90.7</b>	<b>F</b>					
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.91	21.5	C	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	17.0	C	R	-	120.0+	F*	R	0.37	23.3	C	
<b>Overall Intersection</b>	-		-	<b>17.0</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.70</b>	<b>21.6</b>	<b>C</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.52	15.8	B	LT	0.65	18.3	B	LT	0.68	20.3	C	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 44 s to 42 s; EB/WB green time shifts from 31 s to 33 s].
First Avenue (right)		T	0.89	30.1	C	T	0.91	34.8	C	T	0.95	43.0	D	
		R	0.09	11.6	B	R	0.51	18.9	B	R	0.54	21.3	C	
42nd Street	EB	DefL	0.93	54.4	D	DefL	0.98	67.2	E	DefL	0.92	52.6	D	
		T	1.15	113.7	F	T	1.20+	120.0+	F*	T	1.14	109.0	F	
	WB	TR	0.59	25.4	C	TR	0.60	25.6	C	TR	0.56	23.5	C	
	R	R	0.87	47.8	D	R	0.87	47.8	D	R	0.82	40.3	D	
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>47.1</b>	<b>D</b>	-	<b>1.04</b>	<b>52.9</b>	<b>D</b>	-	<b>1.04</b>	<b>47.1</b>	<b>D</b>	
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.53	8.3	A	T	0.54	8.4	A					- Mitigation not required.
44th Street	EB	L	0.37	22.3	C	L	0.37	22.3	C					
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>10.0</b>	<b>B</b>	-	<b>0.47</b>	<b>10.1</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	L	0.57	12.3	B	L	0.57	12.3	B					- Mitigation not required.
		T	0.66	9.9	A	T	0.67	10.0	B					
<b>Overall Intersection</b>	-		<b>0.66</b>	<b>10.2</b>	<b>B</b>	-	<b>0.67</b>	<b>10.3</b>	<b>B</b>					
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.53	8.3	A	T	0.53	8.4	A					- Mitigation not required.
46th Street	EB	L	0.40	21.9	C	L	0.40	21.9	C					
<b>Overall Intersection</b>	-		<b>0.48</b>	<b>11.5</b>	<b>B</b>	-	<b>0.48</b>	<b>11.5</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.68	10.0	A	LT	0.69	10.0	B					- Mitigation not required.
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>10.0</b>	<b>A</b>	-	<b>0.69</b>	<b>10.0</b>	<b>B</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET (UNSIGNALIZED INTERSECTION)</b>														
48th Street	EB	L	-	12.8	B	L	-	12.8	B					- Mitigation not required.
<b>Overall Intersection</b>	-		-	<b>12.8</b>	<b>B</b>	-	-	<b>12.8</b>	<b>B</b>					

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	1.10	107.3	F	LT	1.10	107.3	F	LT	1.06	90.7	F	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. - Modify signal timing: shift 2 s from WB phase to NB phase. [NB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
First Avenue (tunnel)		T	1.10	96.4	F	T	1.13	108.8	F	T	1.09	90.0	F	
First Avenue (right)		T	0.82	24.6	C	T	0.82	25.2	C	T	0.79	21.9	C	
49th Street	WB	TR	0.99	57.2	E	TR	1.00	59.8	E	TR	1.00	58.7	E	
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>79.4</b>	<b>E</b>	-	<b>1.08</b>	<b>85.6</b>	<b>F</b>	-	<b>1.05</b>	<b>73.3</b>	<b>E</b>	
<b>24 FIRST AVENUE &amp; 52ND STREET</b>														
First Avenue	NB	TR	1.10	74.8	E	TR	1.12	83.1	F	TR	1.09	71.5	E	- Modify signal timing: shift 1 s from EB/WB phase to NB phase green time. [NB shifts from 49 s to 50 s; EB/WB green time shifts from 31 s to 30 s].
52nd Street	EB	LT	0.79	37.4	D	LT	0.79	37.4	D	LT	0.82	40.2	D	
	WB	R	0.27	21.7	C	R	0.27	21.7	C	R	0.28	22.5	C	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>69.3</b>	<b>E</b>	-	<b>0.97</b>	<b>76.6</b>	<b>E</b>	-	<b>0.97</b>	<b>66.8</b>	<b>E</b>	
<b>25 FIRST AVENUE &amp; 53RD STREET</b>														
First Avenue	NB	L	0.17	6.6	A	L	0.17	6.6	A					- Mitigation not required.
		T	0.85	13.0	B	T	0.86	13.5	B					
53rd Street	WB	TR	0.82	32.7	C	TR	0.82	32.7	C					
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>16.8</b>	<b>B</b>	-	<b>0.84</b>	<b>17.1</b>	<b>B</b>					
<b>26 FIRST AVENUE &amp; 57TH STREET</b>														
First Avenue	NB	L	0.85	37.7	D	L	0.89	42.0	D	L	0.89	42.0	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles. - Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection. [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		LTR	0.85	24.3	C	LTR	0.77	24.5	C	LTR	0.77	24.5	C	
57th Street	EB	DefL	0.73	56.6	E	DefL	0.73	56.6	E	DefL	0.73	56.6	E	
		T	0.27	22.9	C	T	0.27	22.9	C	T	0.27	22.9	C	
	WB	TR	0.86	37.8	D	TR	0.86	37.8	D	TR	0.86	37.8	D	
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>29.3</b>	<b>C</b>	-	<b>0.88</b>	<b>30.0</b>	<b>C</b>	-	<b>0.88</b>	<b>30.0</b>	<b>C</b>	
<b>27 FIRST AVENUE &amp; 59TH STREET</b>														
First Avenue	NB	L	0.71	22.8	C	L	0.71	22.8	C					- Mitigation not required.
		LTR	0.79	15.3	B	LTR	0.80	15.3	B					
59th Street	EB	DefL	0.50	29.8	C	DefL	0.50	29.8	C					
		T	0.20	21.5	C	T	0.20	21.5	C					
	WB	TR	0.59	27.0	C	TR	0.59	27.0	C					
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>18.8</b>	<b>B</b>	-	<b>0.71</b>	<b>18.8</b>	<b>B</b>					
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
<b>28 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b>														
34th Street	EB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.
		LT	0.63	14.8	B	LT	0.65	15.1	B					
	WB	TR	0.99	70.3	E	TR	0.99	70.3	E					
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>32.5</b>	<b>C</b>	-	<b>0.95</b>	<b>32.4</b>	<b>C</b>					
<b>29 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.
35th Street	WB	TR	0.97	49.7	D	TR	0.97	51.6	D					
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>49.7</b>	<b>D</b>	-	<b>0.97</b>	<b>51.6</b>	<b>D</b>					
<b>30 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	TR	1.06	92.7	F	TR	1.07	95.6	F					- Mitigation not required.
36th Street	EB	T	0.05	17.2	B	T	0.06	17.3	B					
<b>Overall Intersection</b>	-		<b>0.38</b>	<b>86.6</b>	<b>F</b>	-	<b>0.39</b>	<b>87.7</b>	<b>F</b>					
<b>31 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Approach Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	- Mitigation not required.
37th Street	WB	L	0.58	19.8	B	L	0.59	20.2	C					
		LTR	0.88	43.8	D	LTR	0.90	46.8	D					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>31.1</b>	<b>C</b>	-	<b>0.76</b>	<b>32.5</b>	<b>C</b>					

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>32 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	TR	0.02	13.0	B	TR	0.02	13.0	B					- Mitigation not required.	
	SB	LT	0.22	15.0	B	LT	0.23	15.2	B						
38th Street	EB	LTR	0.64	21.9	C	LTR	0.76	26.1	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.43</b>	<b>20.0</b>	<b>B</b>	<b>-</b>	<b>0.49</b>	<b>23.5</b>	<b>C</b>							
<b>33 QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b>															
Queens Midtown Tunnel Approach Street	NB	L	0.09	19.0	B	L	0.09	19.0	B					- Mitigation not required.	
	SB	TR	0.62	37.4	D	TR	0.62	37.4	D						
39th Street	WB	LT	0.86	35.7	D	LT	0.91	41.9	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>35.0</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>39.8</b>	<b>D</b>							
<b>SECOND AVENUE CORRIDOR</b>															
<b>35 SECOND AVENUE &amp; 30TH STREET</b>															
Second Avenue	SB	LT	0.93	18.1	B	LT	0.94	18.6	B					- Mitigation not required.	
30th Street	EB	T	0.95	56.9	E	T	0.95	56.9	E						
		R	0.45	25.7	C	R	0.45	25.7	C						
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>23.2</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>15.1</b>	<b>B</b>							
<b>36 SECOND AVENUE &amp; 33RD STREET</b>															
Second Avenue	SB	T	0.83	12.5	B	T	0.83	12.7	B					- Mitigation not required.	
	R		0.24	7.5	A	R	0.24	7.5	A						
33rd Street	WB	LT	0.77	36.3	D	LT	0.77	36.3	D						
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>14.9</b>	<b>B</b>	<b>-</b>	<b>0.81</b>	<b>15.1</b>	<b>B</b>							
<b>37 SECOND AVENUE &amp; 34TH STREET</b>															
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	<b>Partially Mitigated.</b> - Inform TEA to extend the EB 34th Street effective green time into the WB-lag phase if the WB left-turn demand during the lag phase is low. - Modify signal timing: shift 2 s green time from EB/WB phase to SB phase. [SB green time shifts from 39 s to 41 s; EB/WB green time shifts from 28 s to 26 s].	
	LT		1.15	94.5	F	LT	1.15	98.3	F	LT	1.13	85.9	F		
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
34th Street	EB	T	1.01	62.0	E	T	1.04	70.4	E	T	1.01	60.2	E		
	R		0.82	55.1	E	R	0.85	59.6	E	R	0.83	56.3	E		
	WB	DeFL	0.73	49.0	D	DeFL	0.73	49.2	D	DeFL	0.74	49.5	D		
	T		0.41	16.6	B	T	0.41	16.7	B	T	0.44	18.8	B		
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>90.2</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>95.4</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>84.5</b>	<b>F</b>			
<b>38 SECOND AVENUE &amp; 35TH STREET</b>															
Second Avenue	SB	T	1.10	75.2	E	T	1.11	79.9	E	T	1.01	44.1	D		- Provide strict enforcement of the existing "No Parking" regulations along the east side of Second Avenue to gain a lane (for a total of 7 lanes).
	R		0.25	14.0	B	R	0.25	14.0	B	R	0.25	14.0	B		
35th Street	EB	R	1.04	67.0	E	R	1.04	67.0	E	R	1.04	67.0	E		
	WB	LT	0.26	18.1	B	LT	0.27	18.2	B	LT	0.27	18.2	B		
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>68.8</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>72.1</b>	<b>E</b>	<b>-</b>	<b>1.02</b>	<b>46.4</b>	<b>D</b>			
<b>39 SECOND AVENUE &amp; 36TH STREET</b>															
Second Avenue	SB	L	1.06	70.5	E	L	1.08	77.6	E					<b>- Unmitigatable Impact.</b> (NOTE: Impacts are unmitigated unless close coordination of traffic enforcement agent activities could be implemented to improve intersection conditions.)	
	T		0.80	16.3	B	T	0.81	16.6	B						
36th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	WB	-	-	-	-	-	-	-	-						
<b>Overall Intersection</b>	<b>-</b>	<b>1.16</b>	<b>99.4</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>100.3</b>	<b>F</b>							
<b>40 SECOND AVENUE &amp; 37TH STREET</b>															
Second Avenue	SB	T	1.11	79.9	E	T	1.12	85.0	F	T	1.09	72.6	E	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 50 s; WB green time shifts from 31 s to 30 s].	
	R		0.15	7.3	A	R	0.15	7.3	A	R	0.15	6.7	A		
37th Street	WB	LT	0.51	28.9	C	LT	0.52	29.1	C	LT	0.55	30.3	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>73.7</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>78.1</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>67.3</b>	<b>E</b>			
<b>41 SECOND AVENUE &amp; 38TH STREET</b>															
Second Avenue	SB	L	0.04	12.1	B	L	0.16	13.2	B	L	0.16	12.5	B	- Modify the existing "No Standing" regulations along the north side of 38th Street to prohibit truck loading/unloading from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 3 lanes).	
	T		1.15	96.0	F	T	0.16	101.1	F	T	1.13	88.4	F		
38th Street	EB	TR	1.16	113.6	F	TR	1.20+	120.0+	F*	TR	0.82	32.2	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>99.5</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>107.6</b>	<b>F</b>	<b>-</b>	<b>0.99</b>	<b>73.9</b>	<b>E</b>			
<b>42 SECOND AVENUE &amp; 39TH STREET</b>															
Second Avenue	SB	T	1.17	103.9	F	T	1.20	115.6	F	T	1.15	93.6	F	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading/unloading from 10A-7P 120 ft. from the intersection.	
	R		0.44	12.6	B	R	0.44	12.7	B	R	0.42	11.0	B		
39th Street	WB	LT	0.69	39.6	D	LT	0.75	42.7	D	LT	0.55	36.0	D		
<b>Overall Intersection</b>	<b>-</b>	<b>1.04</b>	<b>93.3</b>	<b>F</b>	<b>-</b>	<b>1.07</b>	<b>103.7</b>	<b>F</b>	<b>-</b>	<b>1.00</b>	<b>84.2</b>	<b>F</b>			

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>43 SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	LT	1.01	41.9	D	LT	1.05	54.3	D	LT	0.87	18.3	B	- Provide strict enforcement of the existing "No Standing" regulations along the east side of Second Avenue to gain an additional moving lane (for a total of 6 lanes).
40th Street	EB	TR	1.14	108.4	F	TR	1.15	109.8	F	TR	1.15	109.8	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>57.4</b>	<b>E</b>	<b>-</b>	<b>1.09</b>	<b>66.9</b>	<b>E</b>	<b>-</b>	<b>0.98</b>	<b>39.0</b>	<b>D</b>		
<b>44 SECOND AVENUE &amp; 41ST STREET</b>														
Second Avenue	SB	LT	1.11	74.9	E	LT	1.15	91.3	F	LT	1.10	71.3	E	- Modify the existing "No Standing" regulations along the south side of 41st Street: prohibit truck loading/unloading and parking from 4P-7P 120 ft. from the intersection. - Modify signal timing: shift 2 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB green time shifts from 31 s to 29 s].
41st Street	EB	TR	0.76	44.2	D	TR	0.76	44.2	D	TR	0.72	42.3	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>72.5</b>	<b>E</b>	<b>-</b>	<b>1.01</b>	<b>87.9</b>	<b>F</b>	<b>-</b>	<b>0.98</b>	<b>69.0</b>	<b>E</b>		
<b>45 SECOND AVENUE &amp; 42ND STREET</b>														
Second Avenue	SB	LTR	0.90	20.4	C	LTR	0.92	22.6	C					- Unmitigatable Impact.
42nd Street	EB	TR	1.14	104.6	F	TR	1.20+	120.0+	F*					
	WB	DeFL	0.86	57.1	E	DeFL	0.98	83.0	F					
	T		1.13	109.1	F	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	<b>-</b>	<b>1.00</b>	<b>45.2</b>	<b>D</b>	<b>-</b>	<b>1.07</b>	<b>60.3</b>	<b>E</b>						
<b>46 SECOND AVENUE &amp; 43RD STREET</b>														
Second Avenue	SB	T	1.13	82.2	F	T	1.15	93.4	F	T	1.11	73.9	E	- Modify the existing "No Standing" regulations along the north side of 43rd Street: allow truck loading/unloading and parking from 7A-4P instead of from 7A-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 2 lanes). - Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; WB green time shifts from 31 s to 29 s].
43rd Street	WB	LT	0.73	41.5	D	LT	0.73	41.5	D	R	0.60	14.3	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>77.7</b>	<b>E</b>	<b>-</b>	<b>0.99</b>	<b>87.8</b>	<b>F</b>	<b>-</b>	<b>0.79</b>	<b>68.0</b>	<b>E</b>		
<b>47 SECOND AVENUE &amp; 44TH STREET</b>														
Second Avenue	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	L	0.37	7.3	A	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach from 10A - 7P 120 ft. from the intersection to prohibit commercial vehicle parking to provide a daylight left-turn lane for midday and PM peak periods (for a total of 6 lanes).
44th Street	EB	TR	0.88	49.7	D	TR	0.88	49.7	D	T	1.20+	120.0+	F*	
<b>Overall Intersection</b>	<b>-</b>	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.11</b>	<b>117.5</b>	<b>F</b>		
<b>48 SECOND AVENUE &amp; 49TH STREET</b>														
Second Avenue	SB	T	0.82	13.9	B	T	0.84	14.6	B					- Mitigation not required.
49th Street	R		0.59	12.7	B	R	0.59	12.7	B					
	WB	L	0.83	47.0	D	L	0.84	48.5	D					
	LT		0.87	44.9	D	LT	0.87	44.9	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>20.1</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>20.7</b>	<b>C</b>						
<b>49 SECOND AVENUE &amp; 52ND STREET</b>														
Second Avenue	SB	LT	0.90	15.6	B	LT	0.92	17.0	B					- Mitigation not required.
52nd Street	EB	TR	0.98	61.3	E	TR	0.98	61.3	E					
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>23.3</b>	<b>C</b>	<b>-</b>	<b>0.94</b>	<b>24.2</b>	<b>C</b>						
<b>50 SECOND AVENUE &amp; 53RD STREET</b>														
Second Avenue	SB	T	1.06	56.4	E	T	1.09	67.8	E	T	1.00	36.1	D	- Modify the existing "No Standing" regulations along the east side of the Second Avenue approach to prohibit commercial parking from 4P-7P 120 ft. from the intersection to gain an additional moving lane (for a total of 7 lanes).
53rd Street	WB	LT	1.04	72.4	E	LT	1.04	72.4	E	R	0.44	13.9	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>57.2</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>65.8</b>	<b>E</b>	<b>-</b>	<b>1.02</b>	<b>41.8</b>	<b>D</b>		
<b>51 SECOND AVENUE &amp; 57TH STREET</b>														
Second Avenue	SB	LTR	0.98	38.0	D	LTR	1.01	44.1	D					- Mitigation not required.
57th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
	WB	L	0.80	41.1	D	L	0.80	41.1	D					
	LT		0.48	22.7	C	LT	0.48	22.7	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>68.2</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>71.2</b>	<b>E</b>						
<b>52 QUEENSBORO BRIDGE UPPER LEVEL &amp; 57TH STREET</b>														
Queensboro Bridge Upper Level	SB	R	-	-	-	R	-	-	-					- Mitigation not required.
57th Street	EB	DeFL	1.08	77.9	E	DeFL	1.08	78.9	E					
	T		0.81	25.9	C	T	0.84	29.8	C					
	WB	TR	0.88	34.3	C	TR	0.90	36.1	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.94</b>	<b>48.8</b>	<b>D</b>	<b>-</b>	<b>1.08</b>	<b>50.3</b>	<b>D</b>						
<b>53 SECOND AVENUE &amp; 59TH STREET</b>														
Second Avenue	SB	LT	1.12	83.8	F	LT	1.15	95.6	F					- Unmitigatable Impact.
59th Street	EB	TR	1.12	100.2	F	TR	1.12	100.2	F					
<b>Overall Intersection</b>	<b>-</b>	<b>1.12</b>	<b>89.3</b>	<b>F</b>	<b>-</b>	<b>1.14</b>	<b>97.1</b>	<b>F</b>						

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>54B SECOND AVENUE &amp; QUEENSBORO BRIDGE RAMP</b>														
Second Avenue	SB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
		LT	1.16	120.0+	F*	LT	1.16	120.0+	F*					
Queensboro Bridge Ramp	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
		T	1.09	86.1	F	T	1.09	86.1	F					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>54A SECOND AVENUE &amp; 60TH STREET</b>														
Second Avenue	SB	T	0.89	24.9	C	T	0.91	26.0	C					- Mitigation not required.
		R	0.48	20.0	C	R	0.48	20.0	C					
60th Street	WB	LT	0.01	12.9	B	LT	0.01	12.9	B					
<b>Overall Intersection</b>	-		<b>0.44</b>	<b>24.5</b>	<b>C</b>	-	<b>0.45</b>	<b>25.5</b>	<b>C</b>					
<b>55 SECOND AVENUE &amp; 61ST STREET</b>														
Second Avenue	SB	TR	1.16	115.5	F	TR	1.17	116.9	F					- Mitigation not required.
61st Street	WB	LT	0.99	120.0+	F*	LT	0.99	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>117.3</b>	<b>F</b>	-	<b>1.09</b>	<b>118.8</b>	<b>F</b>					
<b>56 SECOND AVENUE &amp; 63RD STREET</b>														
Second Avenue	SB	TR	0.95	31.5	C	TR	0.95	32.1	C					- Mitigation not required.
63rd Street	WB	L	1.14	112.0	F	L	1.14	112.0	F					
		T	0.95	46.1	D	T	0.95	46.1	D					
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>48.4</b>	<b>D</b>	-	<b>1.03</b>	<b>48.7</b>	<b>D</b>					
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>														
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	1.12	120.0+	F*	L	1.17	120.0+	F*	L	1.10	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to SB phase. [EB/WB green time remains 31 s; EB-lag/SB-right green time shifts from 30 s to 29 s; SB green time shifts from 13 s to 14 s].
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
34th Street	EB	T	0.64	7.4	A	T	0.65	7.6	A	T	0.66	8.2	A	
	WB	T	0.86	45.9	D	T	0.87	47.3	D	T	0.87	47.3	D	
<b>Overall Intersection</b>	-		<b>1.09</b>	<b>58.6</b>	<b>E</b>	-	<b>1.09</b>	<b>61.0</b>	<b>E</b>	-	<b>1.09</b>	<b>58.0</b>	<b>E</b>	
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>														
Queens Midtown Tunnel Exit Street	SB	L	0.96	45.5	D	L	0.96	45.5	D	L	0.94	40.9	D	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [SB green time shifts from 45 s to 46 s; EB green time shifts from 35 s to 34 s].
		LTR	1.16	113.8	F	LTR	1.17	117.8	F	LTR	1.14	108.0	F	
		R	0.90	42.2	D	R	0.90	42.2	D	R	0.88	38.4	D	
35th Street	WB	LT	0.60	25.2	C	LT	0.60	25.2	C	LT	0.62	26.4	C	
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>59.5</b>	<b>E</b>	-	<b>0.92</b>	<b>60.7</b>	<b>E</b>	-	<b>0.92</b>	<b>55.8</b>	<b>E</b>	
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.38	9.0	A	T	0.41	9.2	A					- Mitigation not required.
37th Street	WB	TR	0.35	25.8	C	TR	0.36	25.9	C					
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>12.4</b>	<b>B</b>	-	<b>0.39</b>	<b>12.4</b>	<b>B</b>					
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	TR	0.42	16.7	B	TR	0.46	17.1	B	TR	0.47	17.9	B	- Modify signal timing: shift 1 s green time from NB phase to EB phase. [NB green time shifts from 40 s to 39 s; EB green time shifts from 40 s to 41 s].
38th Street	EB	LT	1.11	90.3	F	LT	1.12	94.4	F	LT	1.09	83.8	F	
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>57.4</b>	<b>E</b>	-	<b>0.79</b>	<b>58.9</b>	<b>E</b>	-	<b>0.79</b>	<b>53.5</b>	<b>D</b>	
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	LT	0.27	10.3	B	LT	0.27	10.3	B					- Mitigation not required.
39th Street	WB	TR	0.50	23.9	C	TR	0.52	24.3	C					
<b>Overall Intersection</b>	-		<b>0.36</b>	<b>16.4</b>	<b>B</b>	-	<b>0.37</b>	<b>16.6</b>	<b>B</b>					
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>														
Queens Midtown Tunnel Exit Street	NB	T	0.15	9.4	A	T	0.15	9.4	A					- Mitigation not required.
		R	0.29	11.2	B	R	0.29	11.2	B					
40th Street	EB	LT	1.10	94.8	F	LT	1.10	97.1	F					
<b>Overall Intersection</b>	-		<b>0.61</b>	<b>60.8</b>	<b>E</b>	-	<b>0.61</b>	<b>62.3</b>	<b>E</b>					
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>														
Queens Midtown Tunnel Exit Street	NB	L	0.23	10.4	B	L	0.23	10.4	B					- Mitigation not required.
		LR	0.07	8.9	A	LR	0.07	8.9	A					
		R	0.06	8.9	A	R	0.06	8.9	A					
41st Street	EB	T	0.35	22.8	C	T	0.35	22.8	C					
	WB	T	0.03	18.4	B	T	0.03	18.4	B					
<b>Overall Intersection</b>	-		<b>0.28</b>	<b>14.7</b>	<b>B</b>	-	<b>0.28</b>	<b>14.7</b>	<b>B</b>					

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>THIRD AVENUE CORRIDOR</b>														
64 <b>THIRD AVENUE &amp; 34TH STREET</b>														
Third Avenue	NB	LTR	0.92	28.9	C	LTR	0.93	29.0	C	LTR	0.97	36.3	D	- Modify signal timing: shift 1 s green time from NB to EB-lead phase; shift 1 s from NB phase to EB/WB phase. [NB green time shifts from 40 s to 38 s; EB-lead green time shifts from 11 s to 12 s; EB/WB green time shifts from 26 s to 27 s].
34th Street	EB	DefL	1.00	76.4	E	DefL	1.02	81.3	F	DefL	0.96	72.7	E	
		T	0.98	51.8	D	T	1.01	59.3	E	T	0.96	44.5	D	
	WB	TR	1.01	68.1	E	TR	1.02	70.3	E	TR	0.98	59.9	E	
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>42.6</b>	<b>D</b>	-	<b>0.97</b>	<b>44.8</b>	<b>D</b>	-	<b>1.01</b>	<b>44.2</b>	<b>D</b>	
65 <b>THIRD AVENUE &amp; 35TH STREET</b>														
Third Avenue	NB	LT	1.12	79.0	E	LT	1.12	79.6	E					- Mitigation not required.
35th Street	WB	TR	0.99	57.4	E	TR	0.99	57.7	E					
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>75.0</b>	<b>E</b>	-	<b>1.07</b>	<b>75.5</b>	<b>E</b>					
66 <b>THIRD AVENUE &amp; 36TH STREET</b>														
Third Avenue	NB	TR	0.57	11.3	B	TR	0.57	11.4	B					- Mitigation not required.
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
36th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>83.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>83.7</b>	<b>F</b>					
67 <b>THIRD AVENUE &amp; 37TH STREET</b>														
Third Avenue	NB	-	-	-	-	-	-	-	-					- Mitigation not required.
		LT	1.09	72.7	E	LT	1.09	73.5	E					
37th Street	WB	T	1.00	52.4	D	T	1.00	53.2	D					
		R	0.48	19.3	B	R	0.48	19.3	B					
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>59.0</b>	<b>E</b>	-	<b>1.04</b>	<b>59.7</b>	<b>E</b>					
68 <b>THIRD AVENUE &amp; 38TH STREET</b>														
Third Avenue	NB	T	1.01	40.8	D	T	1.01	40.9	D					- Mitigation not required.
		R	0.76	28.7	C	R	0.78	30.6	C					
38th Street	EB	LT	1.12	99.1	F	LT	1.13	101.8	F					
		-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>56.6</b>	<b>E</b>	-	<b>1.06</b>	<b>57.6</b>	<b>E</b>					
69 <b>THIRD AVENUE &amp; 39TH STREET</b>														
Third Avenue	NB	L	0.59	28.9	C	L	0.65	32.6	C	L	0.65	32.6	C	- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
		T	1.20	120.0+	F*	T	1.20	120.0+	F*	T	1.20	120.0+	F*	
39th Street	WB	TR	0.80	34.1	C	TR	0.81	34.7	C	TR	0.79	33.1	C	
		-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>99.8</b>	<b>F</b>	-	<b>1.02</b>	<b>100.3</b>	<b>F</b>	-	<b>1.00</b>	<b>100.0</b>	<b>F</b>	
70 <b>THIRD AVENUE &amp; 40TH STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					- Mitigation not required.
		R	0.48	25.3	C	R	0.62	32.5	C					
40th Street	EB	LT	0.80	36.7	D	LT	0.80	36.9	D					
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>115.6</b>	<b>F</b>	-	<b>1.04</b>	<b>116.2</b>	<b>F</b>					
71 <b>THIRD AVENUE &amp; 41ST STREET</b>														
Third Avenue	NB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	- Install "No Standing" regulations along the north side of the WB 41st Street approach to prohibit commercial parking from 4P-7P 120 ft from the intersection to provide a 16 ft. moving lane.
		R	0.15	19.9	B	R	0.19	21.0	C	R	0.19	21.0	C	
41st Street	EB	LT	0.59	27.1	C	LT	0.59	27.1	C	LT	0.59	27.1	C	
	WB	R	0.71	37.0	D	R	0.86	54.6	D	R	0.58	28.8	C	
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.98</b>	<b>120.0+</b>	<b>F*</b>	
72 <b>THIRD AVENUE &amp; 42ND STREET</b>														
Third Avenue	NB	LT	1.13	99.0	F	LT	1.13	99.0	F					- Unmitigatable Impact.
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*					
42nd Street	EB	L	0.48	24.8	C	L	0.48	25.2	C					
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
		R	1.10	120.0+	F*	R	1.20	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>OTHER 34TH STREET CORRIDOR</b>														
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b>														
Lexington Avenue	SB	LT	0.75	15.2	B	LT	0.76	15.4	B	LT	0.78	16.7	B	- Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 44 s; EB/WB green time shifts from 35 s to 36 s].
		R	0.51	14.8	B	R	0.52	15.0	B	R	0.53	16.1	B	
34th Street	EB	TR	1.05	68.7	E	TR	1.07	75.3	E	TR	1.04	65.3	E	
	WB	LT	0.82	33.9	C	LT	0.84	35.9	D	LT	0.81	32.4	C	
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>36.0</b>	<b>D</b>	-	<b>0.89</b>	<b>38.7</b>	<b>D</b>	-	<b>0.89</b>	<b>35.4</b>	<b>D</b>	

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions					2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS		
<b>74 PARK AVENUE &amp; 34TH STREET</b>																
Park Avenue	NB	LTR	0.98	38.2	D	LTR	0.98	38.2	D						- Mitigation not required.	
	SB	LTR	0.58	12.3	B	LTR	0.58	12.3	B							
34th Street	EB	LT	0.82	30.5	C	LT	0.84	31.5	C							
	R		0.18	17.5	B	R	0.18	17.5	B							
	WB	LT	0.57	22.5	C	LT	0.58	22.7	C							
	R		0.18	17.6	B	R	0.18	17.6	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>26.0</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>26.3</b>	<b>C</b>	<b>-</b>	<b>0.92</b>	<b>26.3</b>	<b>C</b>	<b>-</b>	<b>0.92</b>		
<b>75 MADISON AVENUE &amp; 34TH STREET</b>																
Madison Avenue	NB	LTR	0.75	15.3	B	LTR	0.75	15.3	B						- Mitigation not required.	
34th Street	EB		-	-	-		-	-	-							
	LT		0.61	22.7	C	LT	0.62	22.9	C							
	WB	T	0.61	23.5	C	T	0.62	23.7	C							
	R		0.24	18.3	B	R	0.24	18.3	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>19.3</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>19.5</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>19.5</b>	<b>B</b>	<b>-</b>	<b>0.70</b>		
<b>77 SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b>																
Sixth Avenue	NB	T	0.49	5.5	A	T	0.49	5.5	A	T	0.50	6.1	A	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 23 s to 22 s; EB/WB green time shifts from 25 s to 26 s; NB/SB green time remains 22 s].		
Broadway	SB	T	0.97	56.2	E	T	0.97	56.2	E	T	0.97	56.2	E			
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*			
	WB	TR	1.14	110.5	F	TR	1.16	114.8	F	TR	1.12	98.4	F			
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>79.1</b>	<b>E</b>	<b>-</b>	<b>0.81</b>	<b>84.2</b>	<b>F</b>	<b>-</b>	<b>0.81</b>	<b>76.3</b>	<b>E</b>	<b>-</b>		<b>0.81</b>	
<b>78 SEVENTH AVENUE &amp; 34TH STREET</b>																
Seventh Avenue	SB	LTR	1.00	39.0	D	LTR	1.00	39.0	D	LTR	0.80	17.9	B	- Modify the existing "No Standing" regulations along the west side of Seventh Avenue to prohibit truck loading/unloading from 4P-7P M-F 120 ft from the intersection to gain an additional moving lane (for a total of 5 lanes). - Modify signal timing: shift 1 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 35 s to 36 s].		
34th Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*			
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*			
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.12</b>	<b>113.0</b>	<b>F</b>	<b>-</b>		<b>1.12</b>	
<b>79 EIGHTH AVENUE &amp; 34TH STREET</b>																
Eighth Avenue	NB	LTR	1.12	92.8	F	LTR	1.12	92.8	F	LT	1.04	64.2	E		- Install "No Standing" regulations 120 ft from the stop bar for 7A-7P M-F along the east side of Eighth Avenue to provide a daylight right-turn lane. - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].	
34th Street	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*			
	WB	TR	0.72	23.3	C	TR	0.73	23.6	C	TR	0.71	22.4	C			
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>106.6</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>		
<b>OTHER 42ND STREET CORRIDOR</b>																
<b>80 LEXINGTON AVENUE &amp; 42ND STREET</b>																
Lexington Avenue	SB	LTR	1.10	76.3	E	LTR	1.11	81.9	F	LTR	0.90	24.3	C	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 4 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 41 s; EB/WB green time shifts from 35 s to 39 s].		
42nd Street	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.15	108.5	F			
	WB	LT	1.13	105.9	F	LT	1.20+	120.0+	F*	LT	1.12	99.4	F			
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>98.7</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>118.8</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>63.1</b>	<b>E</b>	<b>-</b>		<b>1.02</b>	
<b>81 PARK AVENUE &amp; 42ND STREET</b>																
Park Avenue	NB	LR	0.21	20.8	C	LR	0.21	20.8	C	L	0.20	23.4	C		- Restripe the Park Avenue NB approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB = 41 s green, WB/NB-right only = 7 s green time, and NB = 27 s of green time (each phase has 3 s amber and 2 s all red).	
42nd Street	R		0.90	65.1	E	R	0.90	65.1	E	R	0.74	35.2	D			
	EB	TR	0.71	17.6	B	TR	0.75	18.8	B	TR	0.90	33.1	C			
	WB	LT	1.10	84.8	F	LT	1.16	104.6	F	LT	1.07	70.3	E			
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>50.1</b>	<b>D</b>	<b>-</b>	<b>1.05</b>	<b>58.5</b>	<b>E</b>	<b>-</b>	<b>0.82</b>	<b>48.2</b>	<b>D</b>	<b>-</b>	<b>0.82</b>		
<b>82 VANDERBILT AVENUE &amp; 42ND STREET</b>																
42nd Street	EB	LT	1.11	90.2	F	LT	1.17	115.2	F	LT	1.10	82.6	F	- Modify signal timing: shift 3 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 43 s; all-ped time reduces from 40 s to 37 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 37 s is sufficient).		
	WB	TR	1.09	82.5	F	TR	1.14	101.7	F	TR	1.06	71.5	E			
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>86.4</b>	<b>F</b>	<b>-</b>	<b>1.18</b>	<b>108.5</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>77.0</b>	<b>E</b>	<b>-</b>		<b>1.10</b>	
<b>83 42ND STREET &amp; MADISON AVENUE</b>																
Madison Avenue	NB	LTR	1.05	58.4	E	LTR	1.05	58.8	E						- Mitigation not required.	
42nd Street	EB	LT	0.78	29.1	C	LT	0.83	31.8	C							
	WB	T	0.84	32.5	C	T	0.88	36.0	D							
	R		0.18	19.7	B	R	0.18	19.7	B							
<b>Overall Intersection</b>	<b>-</b>	<b>0.96</b>	<b>45.3</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>46.6</b>	<b>D</b>	<b>-</b>	<b>0.98</b>	<b>46.6</b>	<b>D</b>	<b>-</b>	<b>0.98</b>		
<b>85 SIXTH AVENUE &amp; 42ND STREET</b>																
Sixth Avenue	NB	LT	1.12	82.6	F	LT	1.12	82.6	F					- Unmitigatable Impact.		
42nd Street	R		1.17	120.0+	F*	R	1.17	120.0+	F*							
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*							
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*							
	R		1.05	89.6	F	R	1.10	104.3	F							
<b>Overall Intersection</b>	<b>-</b>	<b>1.20+</b>	<b>111.7</b>	<b>F</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	<b>-</b>		<b>1.20+</b>	

**Table B - 37**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>86 BROADWAY &amp; 42nd STREET</b>														
Broadway	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	- Modify signal timing: shift 8 s green time from EB/WB phase to WB-lead phase; shift 1 s from EB/WB phase to SB phase. [SB green time shifts from 44 s to 45 s; EB/WB green time shifts from 29 s to 20 s; and WB-lead phase shifts from 7 s to 15 s].
42nd Street	EB	T	0.55	26.6	C	T	0.59	27.2	C	T	0.83	44.6	D	
		R	0.08	20.8	C	R	0.08	20.8	C	R	0.12	28.8	C	
	WB	LT	1.1	92.3	F	LT	1.14	107.4	F	LT	1.10	90.3	F	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>113.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20</b>	<b>112.2</b>	<b>F</b>	
<b>87 SEVENTH AVENUE &amp; 42nd STREET</b>														
Seventh Avenue	SB	LTR	0.91	28.1	C	LTR	0.91	28.1	C	LTR	0.95	34.7	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 46 s to 44 s; EB/WB green time shifts from 34 s to 36 s].
42nd Street	EB	T	0.52	22.3	C	T	0.54	22.9	C	T	0.52	21.0	C	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>73.1</b>	<b>E</b>	-	<b>1.15</b>	<b>78.1</b>	<b>E</b>	-	<b>1.14</b>	<b>71.0</b>	<b>E</b>	
<b>88 EIGHTH AVENUE &amp; 42nd STREET</b>														
Eighth Avenue	NB	LT	1.12	89.9	F	LT	1.12	89.9	F					- Unmitigatable Impact.
42nd Street		R	1.18	120.0+	F*	R	1.18	120.0+	F*					
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					
	WB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>89 NINTH AVENUE &amp; 42nd STREET</b>														
Ninth Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.06	72.5	E	- Provide strict enforcement of the existing "No Standing" and "No Parking" regulations along the east side of Ninth Avenue to gain an additional moving lane (for a total of 6 lanes).
42nd Street	EB	TR	1.17	120.0+	F*	TR	1.20	120.0+	F*	TR	1.13	107.1	F	
	WB	DeFL	0.92	66.8	E	DeFL	0.92	66.4	E	DeFL	0.88	58.2	E	
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20</b>	<b>99.1</b>	<b>F</b>	
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	R		NA		R	-	11.4	B					- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>11.4</b>	<b>B</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET (UNSIGNALIZED INTERSECTION)</b>														
Garage Entrance and Exit Driveway	SB	LR		NA		LR	-	10.2	B					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.6	A					
<b>Overall Intersection</b>	-					-	-	<b>8.7</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).



**Table B - 38  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>F.D.R. DRIVE SERVICE ROAD CORRIDOR</b>														
1 <b>F. D. R. DRIVE SERVICE ROAD &amp; 34TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.85	26.1	C	L	1.20+	120.0+	F*				- Unmitigatable Impact.	
		TR	0.12	5.7	A	TR	0.14	5.8	A					
	SB	LTR	0.56	19.2	B	LTR	0.67	21.7	C					
34th Street	EB	LT	0.71	38.0	D	LT	0.71	38.0	D					
		R	0.48	18.0	B	R	0.48	18.0	B					
Parking Lot Driveway	WB	LTR	0.13	26.0	C	LTR	0.13	26.1	C					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>22.7</b>	<b>C</b>	-	<b>1.20+</b>	<b>54.8</b>	<b>D</b>					
2 <b>F. D. R. DRIVE SERVICE ROAD &amp; 35TH STREET</b>														
F. D. R. Drive Service Road	NB	L	0.15	9.5	A	L	0.19	12.9	B				- Mitigation not required.	
		T	0.39	5.5	A	T	0.39	5.5	A					
	SB	TR	0.52	22.3	C	TR	0.62	24.1	C					
35th Street/Parking Lot Driveway	WB	LTR	0.01	29.0	C	LTR	0.01	29.0	C					
<b>Overall Intersection</b>	-		<b>0.31</b>	<b>15.6</b>	<b>B</b>	-	<b>0.43</b>	<b>17.6</b>	<b>B</b>					
3 <b>F. D. R. DRIVE SERVICE ROAD &amp; 36TH STREET</b>														
F. D. R. Drive Service Road	SB	T	-	-	-	-	-	-	-	T	0.46	10.7	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the Weekday AM & PM peak period; otherwise mitigation is not needed.]
East 36th Street	EB	R	-	11.6	B	R	-	13.1	B	R	0.34	25.0	C	
<b>Overall Intersection</b>	-		-	<b>11.6</b>	<b>B</b>	-	-	<b>13.1</b>	<b>B</b>	-	<b>0.41</b>	<b>12.6</b>	<b>B</b>	
4 <b>F.D.R. DRIVE SERVICE ROAD &amp; 37TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	0.49	8.8	A	TR	0.57	9.7	A				- Mitigation not required.	
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>8.8</b>	<b>A</b>	-	<b>0.57</b>	<b>9.7</b>	<b>A</b>					
5 <b>F.D.R. DRIVE SERVICE ROAD &amp; 38TH STREET</b>														
F. D. R. Drive Service Road	SB	TR	-	-	-	-	-	-	-	TR	0.61	12.8	B	- Install a new traffic signal with a 90-second cycle length. [SB green time is 52 s; EB green time is 28 s; both phases have 3 s of amber and 2 s of all red time]. [Measures reflect signalization needed for the Weekday AM peak period; otherwise mitigation is not needed.]
East 38th Street	EB	R	-	12.3	B	R	-	13.7	B	R	0.26	23.3	C	
<b>Overall Intersection</b>	-		-	<b>12.3</b>	<b>B</b>	-	-	<b>13.7</b>	<b>B</b>	-	<b>0.48</b>	<b>13.8</b>	<b>B</b>	
<b>FIRST AVENUE CORRIDOR</b>														
7 <b>FIRST AVENUE &amp; 30TH STREET</b>														
First Avenue	NB	TR	0.50	10.7	B	TR	0.51	10.8	B				- Mitigation not required.	
30th Street	EB	L	0.42	24.6	C	L	0.42	24.6	C					
		T	0.27	22.7	C	T	0.27	22.7	C					
<b>Overall Intersection</b>	-		<b>0.47</b>	<b>13.4</b>	<b>B</b>	-	<b>0.47</b>	<b>13.4</b>	<b>B</b>					
8 <b>FIRST AVENUE &amp; 33RD STREET</b>														
First Avenue	NB	LTR	0.76	11.7	B	LTR	0.77	12.0	B				- Mitigation not required.	
33rd Street	WB	TR	0.08	18.9	B	TR	0.08	18.9	B					
<b>Overall Intersection</b>	-		<b>0.49</b>	<b>11.8</b>	<b>B</b>	-	<b>0.50</b>	<b>12.1</b>	<b>B</b>					
9 <b>FIRST AVENUE &amp; 34TH STREET</b>														
First Avenue	NB	LTR	0.61	16.3	B	LTR	0.62	16.5	B				- Unmitigatable Impact.	
34th Street	EB	LT	0.99	54.5	D	DefL	0.79	55.2	E					
		-	-	-	-	T	1.20+	120.0+	F*					
	WB	TR	0.54	29.7	C	TR	0.76	35.7	D					
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>29.3</b>	<b>C</b>	-	<b>0.94</b>	<b>53.8</b>	<b>D</b>					
10 <b>FIRST AVENUE &amp; 35TH STREET</b>														
First Avenue	NB	LT	0.40	7.4	A	LT	0.46	7.7	A	LT	0.46	7.7	A	- Move the south curb taxi stand 80 ft. to the east of the intersection to provide a WB through pocket and restripe the approach as a one 10 ft. through lane, one 10 ft. shared through-right lane, and one 10 ft. exclusive right-turn lane. The taxi stand currently occupies 130 ft. of the block.
35th Street	WB	TR	0.23	20.3	C	TR	0.28	20.8	C	TR	0.17	19.6	B	
		-	-	-	-	-	-	-	-	R	0.20	20.5	C	
<b>Overall Intersection</b>	-		<b>0.34</b>	<b>8.9</b>	<b>A</b>	-	<b>0.39</b>	<b>9.3</b>	<b>A</b>	-	<b>0.35</b>	<b>9.2</b>	<b>A</b>	- Relocate the existing "No Parking 8A - 6P Mon - Fri" sign 240 ft. from the intersection to allow the taxi stand to remain 130 ft. [Measures reflect geometric improvements needed for the Weekday AM and PM peak periods; otherwise mitigation is not needed.]
11 <b>FIRST AVENUE &amp; 36TH STREET</b>														
First Avenue	NB	TR	0.42	7.5	A	TR	0.49	8.1	A				- Mitigation not required.	
36th Street	EB	LT	0.23	20.4	C	LT	0.25	20.6	C					
<b>Overall Intersection</b>	-		<b>0.35</b>	<b>8.9</b>	<b>A</b>	-	<b>0.40</b>	<b>9.4</b>	<b>A</b>					
12 <b>FIRST AVENUE &amp; 37TH STREET</b>														
First Avenue	NB	LT	0.44	7.7	A	LT	0.50	8.2	A				- Mitigation not required.	
37th Street	WB	TR	0.26	20.6	C	TR	0.28	20.8	C					
<b>Overall Intersection</b>	-		<b>0.37</b>	<b>9.5</b>	<b>A</b>	-	<b>0.42</b>	<b>9.9</b>	<b>A</b>					

**Table B - 38**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>13 FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.42	7.5	A	TR	0.48	8.0	A	TR	0.51	10.1	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 46 s; EB/WB green time shifts from 31 s to 34 s]. - Modify the existing parking regulation on the north side of EB 38th Street to prohibit truck loading/unloading 10A - 2P on Saturday 120 ft from the intersection.
38th Street	EB	L	0.65	31.2	C	L	1.08	99.7	F	L	0.84	41.4	D	
	LT		0.23	20.8	C	LT	0.30	21.9	C	LT	0.27	19.5	B	
	WB	R	0.09	19.1	B	R	0.21	20.8	C	R	0.19	18.5	B	
<b>Overall Intersection</b>	-	-	<b>0.51</b>	<b>11.7</b>	<b>B</b>	-	<b>0.71</b>	<b>24.1</b>	<b>C</b>	-	<b>0.65</b>	<b>16.0</b>	<b>B</b>	
<b>14 FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.51	8.2	A	LTR	0.66	9.9	A					- Mitigation not required.
39th Street	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.51</b>	<b>8.2</b>	<b>A</b>	-	<b>0.66</b>	<b>9.9</b>	<b>A</b>					
<b>15 FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.57	8.9	A	T	0.61	9.4	A	T	0.63	10.2	B	- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 49 s to 48 s; EB/WB green time shifts from 31 s to 32 s].
40th Street	EB	L	0.25	20.5	C	L	0.85	48.1	D	L	0.81	42.5	D	
	WB	-	-	-	-	TR	0.62	33.1	C	TR	0.60	31.0	C	
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>10.3</b>	<b>B</b>	-	<b>0.71</b>	<b>16.3</b>	<b>B</b>	-	<b>0.70</b>	<b>16.0</b>	<b>B</b>	
<b>16 FIRST AVENUE &amp; 41ST STREET</b>														
First Avenue	NB	TR	-	-	-	TR	-	-	-	TR	0.55	12.9	B	- Install a new traffic signal with a 90-second cycle length. [NB green time is 49 s; WB green time is 31 s; both phases have 3 s of amber and 2 s of all red time].
41st Street	WB	R	-	11.7	B	R	-	120.0+	F*	R	0.35	23.2	C	
<b>Overall Intersection</b>	-	-	-	<b>11.7</b>	<b>B</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.47</b>	<b>13.4</b>	<b>B</b>	
<b>17 FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue (left)	NB	LT	0.29	13.1	B	LT	0.43	14.8	B					- Unmitigatable Impact.
First Avenue (right)	T		0.36	14.4	B	T	0.40	15.0	B					
	R		0.11	11.7	B	R	0.90	44.9	D					
42nd Street	EB	DefL	1.04	90.2	F	DefL	1.18	120.0+	F*					
	T		0.99	65.9	E	T	1.07	89.9	F					
	WB	TR	0.40	22.3	C	TR	0.41	22.6	C					
	R		0.49	27.3	C	R	0.67	38.3	D					
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>39.8</b>	<b>D</b>	-	<b>1.01</b>	<b>51.9</b>	<b>D</b>					
<b>18 FIRST AVENUE &amp; 44TH STREET</b>														
First Avenue	NB	T	0.25	6.5	A	T	0.25	6.6	A					- Mitigation not required.
44th Street	EB	L	0.74	39.6	D	L	0.74	39.6	D					
<b>Overall Intersection</b>	-	-	<b>0.44</b>	<b>12.5</b>	<b>B</b>	-	<b>0.44</b>	<b>12.4</b>	<b>B</b>					
<b>19 FIRST AVENUE &amp; 45TH STREET</b>														
First Avenue	NB	LT	0.34	7.0	A	LT	0.34	7.1	A	LT	0.34	7.1	A	- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.34</b>	<b>7.0</b>	<b>A</b>	-	<b>0.34</b>	<b>7.1</b>	<b>A</b>	-	<b>0.34</b>	<b>7.1</b>	<b>A</b>	
<b>20 FIRST AVENUE &amp; 46TH STREET</b>														
First Avenue	NB	T	0.34	7.1	A	T	0.35	7.2	A					- Mitigation not required.
46th Street	EB	L	0.44	23.5	C	L	0.44	23.5	C					
<b>Overall Intersection</b>	-	-	<b>0.38</b>	<b>10.9</b>	<b>B</b>	-	<b>0.39</b>	<b>10.9</b>	<b>B</b>					
<b>21 FIRST AVENUE &amp; 47TH STREET</b>														
First Avenue	NB	LT	0.29	6.7	A	LT	0.30	6.8	A					- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>0.29</b>	<b>6.7</b>	<b>A</b>	-	<b>0.30</b>	<b>6.8</b>	<b>A</b>					
<b>22 FIRST AVENUE &amp; 48TH STREET</b>														
48th Street	EB	L	-	18.0	C	L	-	18.0	C					- Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>18.0</b>	<b>C</b>	-	-	<b>18.0</b>	<b>C</b>					
<b>23 FIRST AVENUE &amp; 49TH STREET</b>														
First Avenue (left)	NB	LT	0.66	13.2	B	LT	0.66	13.2	B	LT	0.66	13.2	B	- Restripe the 49th Street approach from two 10 ft. lanes with 8 ft. striped median/buffer to two 12 ft. lanes with 4 ft. striped median/buffer. [Measures reflect geometric improvements needed for the Weekday peak periods; otherwise mitigation is not needed.]
First Avenue (tunnel)	T		0.57	9.2	A	T	0.60	9.7	A	T	0.60	9.7	A	
First Avenue (right)	T		0.45	8.9	A	T	0.46	9.0	A	T	0.46	9.0	A	
49th Street	WB	T	0.61	28.7	C	T	0.62	29.0	C	T	0.58	27.4	C	
	R		0.27	22.2	C	R	0.27	22.2	C	R	0.25	21.7	C	
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>12.8</b>	<b>B</b>	-	<b>0.64</b>	<b>13.0</b>	<b>B</b>	-	<b>0.64</b>	<b>12.8</b>	<b>B</b>	

Table B - 38  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
24 <b>FIRST AVENUE &amp; 52ND STREET</b> First Avenue 52nd Street	NB	TR	0.54	8.4	A	TR	0.56	8.6	A					- Mitigation not required.
	EB	LT	0.61	29.7	C	LT	0.61	29.7	C					
	WB	R	0.10	19.2	B	R	0.10	19.2	B					
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>11.0</b>	<b>B</b>	-	<b>0.58</b>	<b>11.1</b>	<b>B</b>					
25 <b>FIRST AVENUE &amp; 53RD STREET</b> First Avenue 53rd Street	NB	LT	0.60	9.0	A	LT	0.62	9.2	A					- Mitigation not required.
	WB	TR	0.54	24.2	C	TR	0.54	24.2	C					
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>12.5</b>	<b>B</b>	-	<b>0.59</b>	<b>12.6</b>	<b>B</b>					
26 <b>FIRST AVENUE &amp; 57TH STREET</b> First Avenue 57th Street	NB	LTR	0.84	25.7	C	LTR	0.89	27.7	C	L	0.80	41.7	D	- Provide lane markings for the First Avenue 9 ft. exclusive left-turn lane and 9 ft. shared left-through lane to promote more efficient utilization of both lanes by left-turn vehicles.
		DefL	0.66	42.7	D	DefL	0.66	42.7	D	LTR	0.77	23.4	C	- Install "No Standing Anytime" regulation on the west curb of the First Avenue approach 120 ft. from the intersection.
		T	0.29	22.4	C	T	0.29	22.4	C	T	0.29	22.4	C	[Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	WB	TR	1.05	84.8	F	TR	1.05	84.8	F	TR	1.05	84.8	F	
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>38.4</b>	<b>D</b>	-	<b>0.96</b>	<b>39.5</b>	<b>D</b>	-	<b>0.89</b>	<b>38.0</b>	<b>D</b>	
27 <b>FIRST AVENUE &amp; 59TH STREET</b> First Avenue 59th Street	NB	L	0.39	11.8	B	L	0.39	11.8	B					- Mitigation not required.
		LTR	0.56	11.5	B	LTR	0.57	11.5	B					
	EB	LT	0.39	25.2	C	LT	0.39	25.2	C					
	WB	TR	0.21	21.4	C	TR	0.21	21.4	C					
	<b>Overall Intersection</b>	-	<b>0.49</b>	<b>13.4</b>	<b>B</b>	-	<b>0.49</b>	<b>13.4</b>	<b>B</b>					
<b>QUEENS MIDTOWN TUNNEL APPROACH STREET CORRIDOR</b>														
28 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 34TH STREET</b> 34th Street	EB	LT	0.87	25.1	C	LT	0.90	27.9	C					- Mitigation not required.
	WB	TR	0.55	34.0	C	TR	0.55	34.0	C					
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>27.9</b>	<b>C</b>	-	<b>0.85</b>	<b>29.8</b>	<b>C</b>					
29 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 35TH STREET</b> Queens Midtown Tunnel Approach Street 35th Street	NB	LT	0.17	10.5	B	LT	0.17	10.5	B					- Mitigation not required.
	WB	TR	0.38	20.8	C	TR	0.39	21.0	C					
	<b>Overall Intersection</b>	-	<b>0.26</b>	<b>15.4</b>	<b>B</b>	-	<b>0.26</b>	<b>15.6</b>	<b>B</b>					
30 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 36TH STREET</b> Queens Midtown Tunnel Approach Street 36th Street	NB	TR	0.46	13.4	B	TR	0.47	13.5	B					- Mitigation not required.
	EB	T	0.15	18.1	B	T	0.16	18.2	B					
	<b>Overall Intersection</b>	-	<b>0.33</b>	<b>14.3</b>	<b>B</b>	-	<b>0.34</b>	<b>14.4</b>	<b>B</b>					
31 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 37TH STREET</b> Queens Midtown Tunnel Approach Street 37th Street	SB	TR	0.02	14.1	B	TR	0.05	14.3	B					- Mitigation not required.
	WB	L	0.00	11.8	B	L	0.06	12.3	B					
		LTR	0.21	13.4	B	LTR	0.22	13.5	B					
	<b>Overall Intersection</b>	-	<b>0.12</b>	<b>13.5</b>	<b>B</b>	-	<b>0.14</b>	<b>13.4</b>	<b>B</b>					
32 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 38TH STREET</b> Queens Midtown Tunnel Approach Street 38th Street	NB	TR	0.03	13.0	B	TR	0.03	13.0	B					- Mitigation not required.
	SB	LT	0.06	13.4	B	LT	0.08	13.6	B					
	EB	LTR	0.30	15.4	B	LTR	0.41	16.7	B					
	<b>Overall Intersection</b>	-	<b>0.18</b>	<b>15.1</b>	<b>B</b>	-	<b>0.25</b>	<b>16.3</b>	<b>B</b>					
33 <b>QUEENS MIDTOWN TUNNEL APPROACH STREET &amp; 39TH STREET</b> Queens Midtown Tunnel Approach Street 39th Street	NB	L	0.02	12.9	B	L	0.02	12.9	B					- Mitigation not required.
	SB	TR	0.06	13.3	B	TR	0.06	13.3	B					
	WB	LT	0.67	26.3	C	LT	0.77	32.1	C					
	<b>Overall Intersection</b>	-	<b>0.36</b>	<b>24.2</b>	<b>C</b>	-	<b>0.41</b>	<b>29.3</b>	<b>C</b>					

**Table B - 38  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>SECOND AVENUE CORRIDOR</b>														
35 SECOND AVENUE & 30TH STREET														
Second Avenue	SB	LT	0.71	10.4	B	LT	0.72	10.6	B				- Mitigation not required.	
30th Street	EB	TR	0.69	33.4	C	TR	0.69	33.4	C					
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>12.7</b>	<b>B</b>	-	<b>0.71</b>	<b>12.8</b>	<b>B</b>					
36 SECOND AVENUE & 33RD STREET														
Second Avenue	SB	TR	0.72	10.5	B	TR	0.73	10.6	B				- Mitigation not required.	
33rd Street	WB	LT	0.17	20.2	C	LT	0.17	20.2	C					
<b>Overall Intersection</b>	-		<b>0.51</b>	<b>11.2</b>	<b>B</b>	-	<b>0.51</b>	<b>11.3</b>	<b>B</b>					
37 SECOND AVENUE & 34TH STREET														
Second Avenue	SB	L	0.72	25.4	C	L	0.73	26.3	C				- Mitigation not required.	
		LTR	0.65	14.4	B	LTR	0.66	14.5	B					
34th Street	EB	T	0.88	41.1	D	T	0.91	44.8	D					
		R	0.68	43.4	D	R	0.68	43.4	D					
	WB	DefL	0.43	35.9	D	DefL	0.43	36.1	D					
		T	0.26	16.3	B	T	0.27	16.4	B					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>22.2</b>	<b>C</b>	-	<b>0.82</b>	<b>23.2</b>	<b>C</b>					
38 SECOND AVENUE & 35TH STREET														
Second Avenue	SB	TR	0.58	15.6	B	TR	0.59	15.7	B				- Mitigation not required.	
35th Street	EB	R	0.61	24.2	C	R	0.61	24.2	C					
	WB	LT	0.21	17.5	B	LT	0.22	17.6	B					
<b>Overall Intersection</b>	-		<b>0.59</b>	<b>17.1</b>	<b>B</b>	-	<b>0.60</b>	<b>17.2</b>	<b>B</b>					
39 SECOND AVENUE & 36TH STREET														
Second Avenue	SB	L	0.09	7.0	A	L	0.10	7.1	A				- Mitigation not required.	
		T	0.79	13.7	B	T	0.81	14.0	B					
36th Street	EB	TR	0.87	32.7	C	TR	0.87	32.7	C					
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>20.1</b>	<b>C</b>	-	<b>0.83</b>	<b>20.2</b>	<b>C</b>					
40 SECOND AVENUE & 37TH STREET														
Second Avenue	SB	T	1.19	112.1	F	T	1.20+	120.0+	F*	T	1.19	111.6	F	- Modify signal timing: shift 1 s green time from WB phase to SB phase. [WB green time shifts from 31 s to 30 s; SB green time shifts from 49 s to 50 s].
		R	0.27	7.7	A	R	0.27	7.7	0	R	0.26	7.1	A	
37th Street	WB	LT	0.34	21.6	C	LT	0.35	21.7	C	LT	0.36	22.5	C	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>97.8</b>	<b>F</b>	-	<b>0.88</b>	<b>106.5</b>	<b>F</b>	-	<b>0.88</b>	<b>97.5</b>	<b>F</b>	
41 SECOND AVENUE & 38TH STREET														
Second Avenue	SB	LT	0.70	10.2	B	LT	0.74	10.8	B				- Mitigation not required.	
38th Street	EB	TR	0.69	29.0	C	TR	0.75	31.0	C					
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>13.6</b>	<b>B</b>	-	<b>0.75</b>	<b>14.6</b>	<b>B</b>					
42 SECOND AVENUE & 39TH STREET														
Second Avenue	SB	T	0.85	13.9	B	T	0.89	15.5	B				- Mitigation not required.	
		R	0.56	13.2	B	R	0.58	14.0	B					
39th Street	WB	LT	0.43	24.1	C	LT	0.47	24.9	C					
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>14.6</b>	<b>B</b>	-	<b>0.72</b>	<b>16.1</b>	<b>B</b>					
43 SECOND AVENUE & 40TH STREET														
Second Avenue	SB	L	0.09	6.2	A	L	0.21	7.1	A				- Mitigation not required.	
		T	0.77	11.6	B	T	0.80	12.4	B					
40th Street	EB	TR	0.88	44.2	D	TR	0.90	47.0	D					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>17.0</b>	<b>B</b>	-	<b>0.84</b>	<b>17.8</b>	<b>B</b>					
44 SECOND AVENUE & 41ST STREET														
Second Avenue	SB	LTR	0.69	10.1	B	LTR	0.73	10.7	B				- Mitigation not required.	
41st Street	EB	TR	0.50	27.9	C	TR	0.50	27.9	C					
<b>Overall Intersection</b>	-		<b>0.62</b>	<b>11.2</b>	<b>B</b>	-	<b>0.64</b>	<b>11.6</b>	<b>B</b>					
45 SECOND AVENUE & 42ND STREET														
Second Avenue	SB	LTR	0.92	19.8	B	LTR	0.95	22.7	C				- Mitigation not required.	
42nd Street	EB	TR	0.52	21.2	C	TR	0.60	22.8	C					
	WB	LT	0.39	19.5	B	LT	0.54	21.9	C					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>20.0</b>	<b>C</b>	-	<b>0.80</b>	<b>22.6</b>	<b>C</b>					

**Table B - 38**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
46 SECOND AVENUE & 43RD STREET Second Avenue 43rd Street	SB	TR	0.76	11.1	B	TR	0.78	11.5	B					- Mitigation not required.
	WB	LT	0.49	26.3	C	LT	0.49	26.3	C					
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>12.1</b>	<b>B</b>	-	<b>0.67</b>	<b>12.5</b>	<b>B</b>					
47 SECOND AVENUE & 44TH STREET Second Avenue 44th Street	SB	LT	0.68	7.3	A	LT	0.70	7.6	A					- Mitigation not required.
	EB	TR	0.68	36.4	D	TR	0.68	36.4	D					
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>9.7</b>	<b>A</b>	-	<b>0.69</b>	<b>9.9</b>	<b>A</b>					
48 SECOND AVENUE & 49TH STREET Second Avenue 49th Street	SB	TR	0.78	11.5	B	TR	0.80	12.0	B					- Mitigation not required.
	WB	L	0.87	50.6	D	L	0.89	53.5	D					
	LT		0.83	45.5	D	LT	0.83	45.5	D					
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>17.8</b>	<b>B</b>	-	<b>0.84</b>	<b>18.3</b>	<b>B</b>						
49 SECOND AVENUE & 52ND STREET Second Avenue 52nd Street	SB	LT	0.68	9.9	A	LT	0.70	10.2	B					- Mitigation not required.
	EB	TR	0.72	35.8	D	TR	0.72	35.8	D					
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>12.3</b>	<b>B</b>	-	<b>0.71</b>	<b>12.5</b>	<b>B</b>					
50 SECOND AVENUE & 53RD STREET Second Avenue 53rd Street	SB	TR	0.67	9.9	A	TR	0.70	10.2	B					- Mitigation not required.
	WB	LT	0.62	25.8	C	LT	0.62	25.8	C					
	<b>Overall Intersection</b>	-	<b>0.65</b>	<b>13.6</b>	<b>B</b>	-	<b>0.67</b>	<b>13.8</b>	<b>B</b>					
51 SECOND AVENUE & 57TH STREET Second Avenue 57th Street	SB	LTR	0.70	17.4	B	LTR	0.72	17.8	B					- Mitigation not required.
	EB	TR	1.07	89.2	F	TR	1.07	89.2	F					
	WB	LT	0.86	44.9	D	LT	0.86	44.9	D					
<b>Overall Intersection</b>	-	<b>0.85</b>	<b>38.1</b>	<b>D</b>	-	<b>0.86</b>	<b>37.9</b>	<b>D</b>						
52 QUEENSBORO BRIDGE UPPER LEVEL & 57TH STREET 57th Street	EB	L	0.49	14.2	B	L	0.50	15.3	B	L	0.52	12.3	B	- Modify signal timing: shift 5 s green time from EB-lead phase to EB/WB phase. [EB-lead green time shifts from 34 s to 29 s; EB/WB green time shifts from 28 s to 33 s].
	LT		0.78	15.2	B	LT	0.80	16.1	B	LT	0.82	17.6	B	
	WB	TR	1.02	73.6	E	TR	1.07	90.5	F	TR	0.92	47.2	D	
	R		1.03	83.2	F	R	1.19	120.0+	F*	R	1.02	73.7	E	
	<b>Overall Intersection</b>	-	<b>0.95</b>	<b>48.1</b>	<b>D</b>	-	<b>0.85</b>	<b>69.5</b>	<b>E</b>	-	<b>0.84</b>	<b>39.9</b>	<b>D</b>	
53 SECOND AVENUE & 59TH STREET Second Avenue 59th Street	SB	LT	0.83	13.0	B	LT	0.86	13.9	B					- Mitigation not required.
	EB	TR	0.87	36.4	D	TR	0.87	36.4	D					
	<b>Overall Intersection</b>	-	<b>0.85</b>	<b>19.3</b>	<b>B</b>	-	<b>0.86</b>	<b>19.8</b>	<b>B</b>					
54B SECOND AVENUE & QUEENSBORO BRIDGE RAMP Second Avenue Queensboro Bridge Ramp	SB	L	0.73	25.5	C	L	0.73	25.5	C	L	0.75	27.4	C	- Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37 s to 36 s; WB green time shifts from 40 s to 41 s].
	LT		0.84	23.3	C	LT	0.85	23.4	C	LT	0.87	25.3	C	
	WB	L	0.93	39.2	D	L	0.99	51.3	D	L	0.97	44.7	D	
	T		0.56	19.2	B	T	0.56	19.2	B	T	0.55	18.3	B	
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>26.9</b>	<b>C</b>	-	<b>0.92</b>	<b>30.3</b>	<b>C</b>	-	<b>0.92</b>	<b>29.5</b>	<b>C</b>	
54A SECOND AVENUE & 60TH STREET Second Avenue 60th Street	SB	TR	0.95	29.6	C	TR	0.96	31.0	C	TR	0.98	36.3	D	- Modify signal timing: shift 1 s green time from SB phase to WB phase. [SB green time shifts from 37 s to 36 s; WB green time shifts from 40 s to 41 s]. [Signal timing measure is necessary to match the modified signal at Second Avenue & Queensboro Bridge Ramp; otherwise mitigation is not needed.]
	WB	LT	0.01	12.9	B	LT	0.01	12.9	B	LT	0.01	12.4	B	
	<b>Overall Intersection</b>	-	<b>0.46</b>	<b>29.6</b>	<b>C</b>	-	<b>0.47</b>	<b>31.0</b>	<b>C</b>	-	<b>0.47</b>	<b>36.3</b>	<b>D</b>	
55 SECOND AVENUE & 61ST STREET Second Avenue 61st Street	SB	TR	1.08	67.7	E	TR	1.08	69.2	E					- Mitigation not required.
	WB	LT	0.71	23.0	C	LT	0.71	23.0	C					
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>57.2</b>	<b>E</b>	-	<b>0.90</b>	<b>58.3</b>	<b>E</b>					
56 SECOND AVENUE & 63RD STREET Second Avenue 63rd Street	SB	TR	0.82	20.3	C	TR	0.83	20.5	C					- Mitigation not required.
	WB	L	0.95	50.5	D	L	0.95	50.5	D					
	LT		0.86	28.6	C	LT	0.86	28.6	C					
	<b>Overall Intersection</b>	-	<b>0.89</b>	<b>27.6</b>	<b>C</b>	-	<b>0.89</b>	<b>27.6</b>	<b>C</b>					

**Table B - 38**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>QUEENS MIDTOWN TUNNEL EXIT STREET CORRIDOR</b>													
<b>57 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 34TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.33	36.1	D	L	0.34	36.3	D				- Mitigation not required.
		LR	0.15	33.1	C	LR	0.15	33.2	C				
		R	0.46	13.3	B	R	0.46	13.3	B				
34th Street	EB	T	0.42	4.6	A	T	0.43	4.7	A				
	WB	T	0.89	46.3	D	T	0.92	50.4	D				
	<b>Overall Intersection</b>	-	<b>0.63</b>	<b>19.3</b>	<b>B</b>	-	<b>0.64</b>	<b>20.4</b>	<b>C</b>				
<b>58 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 35TH STREET</b>													
Queens Midtown Tunnel Exit Street	SB	L	0.72	23.1	C	L	0.72	23.1	C				- Mitigation not required.
		LTR	0.93	40.1	D	LTR	0.93	40.8	D				
		R	0.19	12.1	B	R	0.19	12.1	B				
35th Street	WB	LT	0.44	21.2	C	LT	0.44	21.2	C				
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>29.3</b>	<b>C</b>	-	<b>0.71</b>	<b>29.6</b>	<b>C</b>				
<b>59 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 37TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	T	0.25	7.9	A	T	0.26	8.0	A				- Mitigation not required.
37th Street	WB	TR	0.53	30.7	C	TR	0.54	30.9	C				
		-	-	-	-								
	<b>Overall Intersection</b>	-	<b>0.34</b>	<b>15.8</b>	<b>B</b>	-	<b>0.35</b>	<b>15.7</b>	<b>B</b>				
<b>60 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 38TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.37	16.1	B	TR	0.40	16.4	B				- Mitigation not required.
38th Street	EB	LT	0.74	27.1	C	LT	0.77	28.5	C				
	<b>Overall Intersection</b>	-	<b>0.56</b>	<b>20.5</b>	<b>C</b>	-	<b>0.58</b>	<b>21.1</b>	<b>C</b>				
<b>61 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 39TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	LT	0.20	9.8	A	LT	0.21	9.8	A				- Mitigation not required.
39th Street	WB	TR	0.45	23.3	C	TR	0.47	23.7	C				
	<b>Overall Intersection</b>	-	<b>0.30</b>	<b>16.3</b>	<b>B</b>	-	<b>0.31</b>	<b>16.4</b>	<b>B</b>				
<b>62 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 40TH STREET</b>													
Queens Midtown Tunnel Exit Street	NB	TR	0.16	9.4	A	TR	0.16	9.4	A				- Mitigation not required.
40th Street	EB	LT	0.86	43.7	D	LT	0.89	47.7	D				
	<b>Overall Intersection</b>	-	<b>0.43</b>	<b>27.9</b>	<b>C</b>	-	<b>0.44</b>	<b>30.3</b>	<b>C</b>				
<b>63 QUEENS MIDTOWN TUNNEL EXIT STREET &amp; 41ST STREET</b>													
Queens Midtown Tunnel Exit Street	NB	L	0.25	10.6	B	L	0.25	10.6	B				- Mitigation not required.
		LR	0.07	9.0	A	LR	0.07	9.0	A				
		R	0.04	8.8	A	R	0.04	8.8	A				
41st Street	EB	T	0.17	20.0	C	T	0.17	20.0	C				
	WB	T	0.13	19.6	B	T	0.13	19.6	B				
	<b>Overall Intersection</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>	-	<b>0.22</b>	<b>13.3</b>	<b>B</b>				
<b>THIRD AVENUE CORRIDOR</b>													
<b>64 THIRD AVENUE &amp; 34TH STREET</b>													
Third Avenue	NB	LTR	0.66	16.3	B	LTR	0.66	16.3	B				- Mitigation not required.
34th Street	EB	DefL	0.76	33.2	C	DefL	0.79	35.8	D				
		T	0.51	18.3	B	T	0.53	18.7	B				
	WB	TR	0.62	28.6	C	TR	0.63	28.8	C				
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>20.5</b>	<b>C</b>	-	<b>0.72</b>	<b>20.8</b>	<b>C</b>				
<b>65 THIRD AVENUE &amp; 35TH STREET</b>													
Third Avenue	NB	LT	0.51	8.2	A	LT	0.51	8.2	A				- Mitigation not required.
35th Street	WB	TR	0.53	24.5	C	TR	0.53	24.5	C				
	<b>Overall Intersection</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>	-	<b>0.52</b>	<b>11.6</b>	<b>B</b>				
<b>66 THIRD AVENUE &amp; 36TH STREET</b>													
Third Avenue	NB	TR	0.51	10.8	B	TR	0.51	10.8	B				- Mitigation not required.
		R	0.65	17.9	B	R	0.65	17.9	B				
36th Street	EB	LT	0.68	28.0	C	LT	0.68	28.0	C				
	<b>Overall Intersection</b>	-	<b>0.66</b>	<b>17.0</b>	<b>B</b>	-	<b>0.66</b>	<b>17.0</b>	<b>B</b>				

**Table B - 38**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
67 <b>THIRD AVENUE &amp; 37TH STREET</b> Third Avenue 37th Street	NB	LT	0.52	14.4	B	LT	0.52	14.4	B						- Mitigation not required.
	WB	T	0.54	18.7	B	T	0.54	18.7	B						
		R	0.35	16.1	B	R	0.35	16.1	B						
	<b>Overall Intersection</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>	-	<b>0.53</b>	<b>15.8</b>	<b>B</b>						
68 <b>THIRD AVENUE &amp; 38TH STREET</b> Third Avenue 38th Street	NB	T	0.57	8.9	A	T	0.57	8.9	A						- Mitigation not required.
		R	0.28	8.0	A	R	0.29	8.2	A						
	EB	LT	0.67	27.9	C	LT	0.67	28.1	C						
	<b>Overall Intersection</b>	-	<b>0.61</b>	<b>13.5</b>	<b>B</b>	-	<b>0.61</b>	<b>13.6</b>	<b>B</b>						
69 <b>THIRD AVENUE &amp; 39TH STREET</b> Third Avenue 39th Street	NB	LT	0.84	17.1	B	LT	0.84	17.1	B	LT	0.84	17.1	B		- Restripe the 39th Street approach as two 12 ft. moving lanes and one 9 ft. standing lane (for Diplomat-ID vehicles). [Measures reflect geometric improvements needed for the AM peak period; otherwise mitigation is not needed.]
	WB	TR	0.62	24.3	C	TR	0.64	24.6	C	TR	0.62	23.9	C		
	<b>Overall Intersection</b>	-	<b>0.75</b>	<b>18.6</b>	<b>B</b>	-	<b>0.75</b>	<b>18.7</b>	<b>B</b>	-	<b>0.74</b>	<b>18.6</b>	<b>B</b>		
70 <b>THIRD AVENUE &amp; 40TH STREET</b> Third Avenue 40th Street	NB	TR	0.62	13.4	B	TR	0.63	13.6	B						- Mitigation not required.
	EB	LT	0.54	21.7	C	LT	0.62	23.9	C						
	<b>Overall Intersection</b>	-	<b>0.58</b>	<b>14.8</b>	<b>B</b>	-	<b>0.62</b>	<b>15.4</b>	<b>B</b>						
71 <b>THIRD AVENUE &amp; 41ST STREET</b> Third Avenue 41st Street	NB	TR	0.59	15.2	B	TR	0.59	15.2	B	TR	0.64	18.2	B		- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 40 s to 37 s; EB/WB green time shifts from 40 s to 43 s].
	EB	L	0.36	17.3	B	L	0.42	18.8	B	L	0.39	16.3	B		
		T	0.08	13.5	B	T	0.08	13.5	B	T	0.07	11.9	B		
	WB	R	0.80	35.7	D	R	0.94	57.3	E	R	0.87	42.5	D		
	<b>Overall Intersection</b>	-	<b>0.69</b>	<b>18.1</b>	<b>B</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>	-	<b>0.76</b>	<b>21.2</b>	<b>C</b>		
72 <b>THIRD AVENUE &amp; 42ND STREET</b> Third Avenue 42nd Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						- Unmitigatable Impact.
	EB	L	0.82	40.2	D	L	0.79	37.6	D						
		T	0.73	26.4	C	T	0.82	31.1	C						
	WB	T	0.69	35.8	D	T	0.79	40.2	D						
		R	0.99	103.9	F	R	1.18	120.0+	F*						
	<b>Overall Intersection</b>	-	<b>1.06</b>	<b>102.5</b>	<b>F</b>	-	<b>1.14</b>	<b>104.2</b>	<b>F</b>						
<b>OTHER 34TH STREET CORRIDOR</b>															
73 <b>LEXINGTON AVENUE &amp; 34TH STREET</b> Lexington Avenue 34th Street	SB	LT	0.93	23.3	C	LT	0.93	24.4	C	LT	0.98	32.6	C		- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
		R	0.51	13.1	B	R	0.52	13.3	B	R	0.55	15.2	B		
	EB	TR	0.93	41.1	D	TR	0.95	45.5	D	TR	0.90	36.7	D		
	WB	LT	1.17	118.4	F	LT	1.20+	120.0+	F*	LT	1.13	101.6	F		
	<b>Overall Intersection</b>	-	<b>1.03</b>	<b>44.8</b>	<b>D</b>	-	<b>1.06</b>	<b>50.3</b>	<b>D</b>	-	<b>1.05</b>	<b>45.3</b>	<b>D</b>		
74 <b>PARK AVENUE &amp; 34TH STREET</b> Park Avenue 34th Street	NB	LTR	0.52	11.7	B	LTR	0.46	11.7	B						- Mitigation not required.
	SB	LTR	0.46	11.0	B	LTR	0.62	11.0	B						
	EB	LTR	0.60	22.6	C	LTR	0.77	23.0	C						
	WB	LTR	0.76	26.6	C	LTR	0.52	27.0	C						
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>19.4</b>	<b>B</b>	-	<b>0.63</b>	<b>19.7</b>	<b>B</b>						
75 <b>MADISON AVENUE &amp; 34TH STREET</b> Madison Avenue 34th Street	NB	LTR	0.51	11.2	B	LTR	0.51	11.2	B						- Mitigation not required.
	EB	T	0.46	20.2	C	LT	0.57	22.0	C						
	WB	TR	0.70	24.5	C	TR	0.71	24.8	C						
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>18.8</b>	<b>B</b>	-	<b>0.60</b>	<b>19.5</b>	<b>B</b>						
77 <b>SIXTH AVENUE / BROADWAY &amp; 34TH STREET</b> Sixth Avenue Broadway 34th Street	NB	T	0.42	5.4	A	T	0.42	5.4	A	T	0.43	6.0	A		- Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 32 s to 31 s; EB/WB green time shifts from 27 s to 28 s; SB green time remains at 21 s].
	SB	T	0.82	41.6	D	T	0.82	41.6	D	T	0.82	41.6	D		
	EB	TR	1.19	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.18	145.8	F		
	WB	TR	1.14	120.0+	F*	TR	1.16	120.0+	F*	TR	1.12	174.6	F		
	<b>Overall Intersection</b>	-	<b>0.68</b>	<b>87.3</b>	<b>F</b>	-	<b>0.70</b>	<b>93.7</b>	<b>F</b>	-	<b>0.70</b>	<b>85.0</b>	<b>F</b>		

**Table B - 38**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions					2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
78 SEVENTH AVENUE & 34TH STREET Seventh Avenue 34th Street	SB	LTR	0.77	16.0	B	LTR	0.77	16.0	B	LTR	0.81	18.7	B	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 35 s to 37 s].
	EB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.21	130.5	F	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.21	160.4	F	
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>97.1</b>	<b>F</b>	-	<b>1.01</b>	<b>106.9</b>	<b>F</b>	-	<b>1.00</b>	<b>87.4</b>	<b>F</b>	
79 EIGHTH AVENUE & 34TH STREET Eighth Avenue 34th Street	NB	LTR	0.95	35.2	D	LTR	0.95	35.2	D	LTR	0.97	40.9	D	- <b>Partially Mitigated.</b> - Modify signal timing: shift 1 s green time from NB phase to EB/WB phase. [NB green time shifts from 33 s to 32 s; EB/WB green time shifts from 40 s to 41 s; LPI remains at 7 s].
	EB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.36	246.6	F	
	WB	TR	1.10	87.6	F	TR	1.12	94.9	F	TR	1.10	84.1	F	
	<b>Overall Intersection</b>	-	<b>1.17</b>	<b>99.9</b>	<b>F</b>	-	<b>1.19</b>	<b>108.3</b>	<b>F</b>	-	<b>1.19</b>	<b>103.0</b>	<b>F</b>	
<b>OTHER 42ND STREET CORRIDOR</b>														
80 LEXINGTON AVENUE & 42ND STREET Lexington Avenue 42nd Street	SB	LTR	1.00	37.3	D	LTR	1.02	49.1	D	LTR	0.80	17.7	B	- Install "No Standing Anytime" regulations along the east side of Lexington Avenue 120 ft. from the intersection to gain an additional moving lane (for a total of 4 lanes). - Provide strict enforcement of the existing "No Standing" regulations along the east side of the Lexington Avenue to gain additional moving lane. - Prohibit the 47 ft. of truck loading and unloading on the east side of Lexington Avenue. - Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
	EB	TR	1.11	115.2	F	TR	1.16	120.0+	F*	TR	1.10	107.1	F	
	WB	LT	0.54	21.5	C	LT	0.59	22.5	C	LT	0.56	20.7	C	
	<b>Overall Intersection</b>	-	<b>1.05</b>	<b>58.0</b>	<b>E</b>	-	<b>1.08</b>	<b>69.5</b>	<b>E</b>	-	<b>0.94</b>	<b>46.1</b>	<b>D</b>	
81 PARK AVENUE & 42ND STREET Park Avenue 42nd Street	NB	LR	0.62	40.6	D	LR	0.62	40.6	D	L	0.75	58.8	E	- <b>Unmitigatable Impact.</b> - Restripe the NB Park Avenue approach from one 13 ft. shared left-right lane and one 17 ft. exclusive right-turn lane with parking to one 12 ft. exclusive left-turn lane and one 18 ft. exclusive right-turn lane with parking. - Modify signal phasing plan: Add a new lag phase for the WB approach with the NB right-turn only; maintain the existing 90 s cycle with the following signal timing: EB/WB is 37 s green time, WB/NB-right only is 7 s green time, and NB is 31 s of green time (each phase has 3 s amber and 2 s all red).  [Measures reflect geometric and signal improvements needed for the Weekday PM peak period; otherwise mitigation is not needed.]
		R	0.73	38.8	D	R	0.73	38.8	D	R	0.54	21.5	C	
	EB	TR	0.55	13.8	B	TR	0.59	14.3	B	TR	0.73	23.9	C	
	WB	LT	1.07	71.0	E	T	1.14	96.3	F	LT	1.10	78.5	E	
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>43.6</b>	<b>D</b>	-	<b>0.98</b>	<b>55.4</b>	<b>E</b>	-	<b>0.97</b>	<b>50.1</b>	<b>D</b>		
82 VANDERBILT AVENUE & 42ND STREET 42nd Street	EB	LT	0.70	22.2	C	LT	0.70	22.2	C	LT	0.66	20.1	C	- Modify signal timing: shift 2 s from all-ped phase to EB/WB phase green time. [EB/WB green time shifts from 40 s to 42 s; all-ped time reduces from 40 s to 38 s]. (NOTE: Based on the maximum crossing distance of 60 ft. and a walking speed of 3.5 ft./s, plus a pedestrian lost time of 7 s, the minimum crossing time across 42nd Street is 25 s; the proposed 38 s is sufficient).
	WB	TR	1.11	88.0	F	TR	1.15	104.3	F	TR	1.09	79.7	E	
	<b>Overall Intersection</b>	-	<b>1.11</b>	<b>58.2</b>	<b>E</b>	-	<b>1.15</b>	<b>68.2</b>	<b>E</b>	-	<b>1.09</b>	<b>53.5</b>	<b>D</b>	
83 MADISON AVENUE & 42ND STREET Madison Avenue 42nd Street	NB	LTR	0.59	12.3	B	LTR	0.59	12.3	B	LTR	0.64	15.1	B	- Modify signal timing: shift 3 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 42 s; EB/WB green time shifts from 35 s to 38 s].
	EB	LT	0.96	48.4	D	LT	1.05	70.3	E	LT	0.94	41.7	D	
	WB	T	0.66	24.5	C	T	0.71	26.1	C	T	0.66	22.6	C	
		R	0.35	23.1	C	R	0.35	23.1	C	R	0.32	19.8	B	
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>26.7</b>	<b>C</b>	-	<b>0.79</b>	<b>34.3</b>	<b>C</b>	-	<b>0.78</b>	<b>25.5</b>	<b>C</b>		
85 SIXTH AVENUE & 42ND STREET Sixth Avenue 42nd Street	NB	LT	0.73	18.4	B	LT	0.73	18.4	B	LT	0.77	20.4	C	- Modify signal timing: shift 2 s green time from NB phase to EB/WB phase. [NB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 37 s].
		R	0.49	17.7	B	R	0.49	17.7	B	R	0.52	19.7	B	
	EB	LT	0.94	46.4	D	LT	1.01	62.0	E	LT	0.94	44.7	D	
	WB	T	0.47	20.5	C	T	0.50	20.9	C	T	0.47	19.3	B	
	R	0.53	25.9	C	R	0.59	28.1	C	R	0.56	25.5	C		
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>24.5</b>	<b>C</b>	-	<b>0.86</b>	<b>27.9</b>	<b>C</b>	-	<b>0.85</b>	<b>25.3</b>	<b>C</b>		
86 BROADWAY & 42ND STREET Broadway 42nd Street	SB	LTR	0.52	14.9	B	LTR	0.53	15.1	B	LTR	0.57	18.0	B	- Modify signal timing: shift 3 s green time from SB phase to EB/WB phase. [SB green time shifts from 40 s to 37 s; WB-lead green time remains at 7 s; EB/WB green time shifts from 33 s to 36 s].
	EB	T	0.56	23.7	C	T	0.59	24.3	C	T	0.54	21.4	C	
		R	0.09	18.1	B	R	0.09	18.1	B	R	0.08	16.1	B	
	WB	DefL	0.55	22.5	C	DefL	0.54	22.3	C	DefL	0.51	19.4	B	
	T	0.85	36.3	D	T	0.95	50.3	D	T	0.85	32.9	C		
<b>Overall Intersection</b>	-	<b>0.68</b>	<b>22.7</b>	<b>C</b>	-	<b>0.74</b>	<b>26.2</b>	<b>C</b>	-	<b>0.71</b>	<b>22.3</b>	<b>C</b>		
87 SEVENTH AVENUE & 42ND STREET Seventh Avenue 42nd Street	SB	LTR	0.54	10.6	B	LTR	0.54	10.6	B					- Mitigation not required.
	EB	TR	0.74	27.8	C	TR	0.76	28.8	C					
	WB	LT	0.42	20.7	C	LT	0.46	21.3	C					
<b>Overall Intersection</b>	-	<b>0.63</b>	<b>17.3</b>	<b>B</b>	-	<b>0.64</b>	<b>17.8</b>	<b>B</b>						
88 EIGHTH AVENUE & 42ND STREET Eighth Avenue 42nd Street	NB	L	0.02	14.0	B	L	0.02	14.0	B					- Mitigation not required.
		LTR	0.86	24.4	C	LTR	0.86	24.4	C					
	EB	DefL	0.74	25.1	C	DefL	0.73	24.4	C					
		T	0.45	14.6	B	T	0.48	14.9	B					
	WB	TR	0.39	25.8	C	TR	0.42	26.2	C					
<b>Overall Intersection</b>	-	<b>0.78</b>	<b>23.2</b>	<b>C</b>	-	<b>0.77</b>	<b>23.2</b>	<b>C</b>						



**Table B - 38**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF YEAR 2014 SATURDAY NO BUILD vs. 197-C vs. MITIGATION TRAFFIC LEVELS OF SERVICE (MIDDAY)**

INTERSECTION & APPROACH	2014 No Build Conditions				2014 197-C Conditions				2014 197-C with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
89 NINTH AVENUE & 42nd STREET														
Ninth Avenue	SB	LTR	0.57	18.7	B	LTR	0.56	18.5	B	LTR	0.59	20.5	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase.[SB green time shifts from 35 s to 33 s; WB-lead green time stays at 9 s; EB/WB green time shifts from 29 s to 31 s].
42nd Street	EB	TR	0.95	48.0	D	TR	0.98	53.8	D	TR	0.92	42.0	D	
	WB	DefL	0.75	32.8	C	DefL	0.75	32.1	C	DefL	0.73	29.8	C	
		T	0.99	61.8	E	T	1.11	99.9	F	T	1.00	61.2	E	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>32.8</b>	<b>C</b>	-	<b>0.89</b>	<b>40.0</b>	<b>D</b>	-	<b>0.82</b>	<b>32.4</b>	<b>C</b>	
<b>GARAGE ENTRANCE / EXIT LOCATIONS</b>														
<b>GARAGE ENTRANCE AND EXIT AT 35TH STREET</b>														
(UNSIGNALIZED INTERSECTION)														
Garage Entrance and Exit Driveway	SB	R		NA		R	-	9.5	A					- Mitigation not required.
<b>Overall Intersection</b>	-					-	-	<b>9.5</b>	<b>A</b>					
<b>GARAGE ENTRANCE AND EXIT AT 38TH STREET</b>														
(UNSIGNALIZED INTERSECTION)														
Garage Entrance and Exit Driveway	SB	LR		NA		LR	-	9.4	A					- Mitigation not required.
38th Street	EB	LT		NA		LT	-	7.4	A					
<b>Overall Intersection</b>	-					-	-	<b>8.5</b>	<b>A</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 39**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2004 EXISTING CONSTRUCTION PHASE TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (7:00 - 8:00 AM)				PM (3:00 - 4:00 PM)			
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>FIRST AVENUE CORRIDOR</b>									
<b>13 FIRST AVENUE &amp; 38TH STREET</b>									
First Avenue	NB	TR	0.45	7.8	A	TR	0.61	9.1	A
38th Street	EB	LT	0.48	23.5	C	LT	0.60	26.2	C
	WB	R	0.38	23.1	C	R	0.48	25.7	C
<b>Overall Intersection</b>	-		<b>0.46</b>	<b>12.4</b>	<b>B</b>	-	<b>0.61</b>	<b>13.2</b>	<b>B</b>
<b>14 FIRST AVENUE &amp; 39TH STREET</b>									
First Avenue	NB	LT	0.70	10.4	B	LT	0.83	12.8	B
39th Street	WB	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>10.4</b>	<b>B</b>	-	<b>0.83</b>	<b>12.8</b>	<b>B</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>									
First Avenue	NB	T	0.54	8.5	A	T	0.68	10.0	A
40th Street	EB	L	0.31	21.3	C	L	0.64	27.1	C
<b>Overall Intersection</b>	-		<b>0.45</b>	<b>10.2</b>	<b>B</b>	-	<b>0.67</b>	<b>13.1</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>									
41st Street	WB	R	-	13.7	B	R	-	14.2	B
<b>Overall Intersection</b>	-		-	<b>13.7</b>	<b>B</b>	-	-	<b>14.2</b>	<b>B</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>									
First Avenue (left)	NB	LT	0.33	13.6	B	LT	0.48	15.3	B
First Avenue (right)		T	0.51	17.9	B	T	0.82	26.8	C
		R	0.10	11.9	B	R	0.08	11.5	B
42nd Street	EB	DefL	0.88	57.3	E	DefL	0.79	38.4	D
		T	0.93	50.3	D	T	1.03	73.3	E
	WB	TR	0.72	29.8	C	TR	0.49	23.7	C
		R	0.80	40.4	D	R	0.80	39.6	D
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>33.7</b>	<b>C</b>	-	<b>0.91</b>	<b>35.0</b>	<b>C</b>
<b>SECOND AVENUE CORRIDOR</b>									
<b>42 SECOND AVENUE &amp; 39TH STREET</b>									
Second Avenue	SB	T	0.94	25.1	C	T	1.04	48.5	D
		R	0.65	17.4	B	R	0.36	10.9	B
39th Street	WB	LT	0.83	37.2	D	LT	0.65	38.3	D
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>26.4</b>	<b>C</b>	-	<b>0.93</b>	<b>45.6</b>	<b>D</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>									
Second Avenue	SB	L	0.32	11.5	B	L	0.24	11.0	B
		T	0.97	26.6	C	T	1.05	56.7	E
40th Street	EB	TR	0.81	39.1	D	TR	0.97	53.8	D
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>27.8</b>	<b>C</b>	-	<b>1.02</b>	<b>54.7</b>	<b>D</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>									
Second Avenue	SB	LTR	0.96	49.5	D	LTR	1.01	39.2	D
41st Street	EB	TR	0.31	22.7	C	TR	0.72	41.3	D
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>48.5</b>	<b>D</b>	-	<b>0.90</b>	<b>39.3</b>	<b>D</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>									
Second Avenue	SB	LTR	0.99	30.8	C	LTR	1.00	54.3	D
42nd Street	EB	TR	0.78	28.8	C	TR	0.98	52.0	D
	WB	LT	0.88	39.0	D	DefL	0.81	51.0	D
		-	-	-	-	T	0.94	54.1	D
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>31.7</b>	<b>C</b>	-	<b>0.99</b>	<b>53.8</b>	<b>D</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 40**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2009 CONSTRUCTION PHASE NO BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	Mvt.	AM (7:00 - 8:00 AM)				PM (3:00 - 4:00 PM)			
		V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>FIRST AVENUE CORRIDOR</b>									
<b>13 FIRST AVENUE &amp; 38TH STREET</b>									
First Avenue	NB	TR	0.47	7.9	A	TR	0.64	9.5	A
38th Street	EB	LT	0.53	24.4	C	LT	0.66	27.9	C
	WB	R	0.39	23.3	C	R	0.50	26.3	C
	<b>Overall Intersection</b>	-	<b>0.50</b>	<b>12.8</b>	<b>B</b>	-	<b>0.65</b>	<b>13.8</b>	<b>B</b>
<b>14 FIRST AVENUE &amp; 39TH STREET</b>									
First Avenue	NB	LT	0.74	11.1	B	LT	0.88	14.3	B
39th Street	WB	-	-	-	-	-	-	-	-
	<b>Overall Intersection</b>	-	<b>0.74</b>	<b>11.1</b>	<b>B</b>	-	<b>0.88</b>	<b>14.3</b>	<b>B</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>									
First Avenue	NB	T	0.57	8.8	A	T	0.72	10.5	B
40th Street	EB	L	0.34	21.6	C	L	0.67	27.8	C
	<b>Overall Intersection</b>	-	<b>0.48</b>	<b>10.6</b>	<b>B</b>	-	<b>0.70</b>	<b>13.7</b>	<b>B</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>									
41st Street	WB	R	-	12.9	B	R	-	16.7	C
	<b>Overall Intersection</b>	-	-	<b>12.9</b>	<b>B</b>	-	-	<b>16.7</b>	<b>C</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>									
First Avenue (left)	NB	LT	0.35	13.8	B	LT	0.51	15.7	B
First Avenue (right)		T	0.59	20.0	B	T	0.87	30.3	C
		R	0.10	11.9	B	R	0.09	11.6	B
42nd Street	EB	DefL	0.93	65.6	E	DefL	0.89	48.7	D
		T	1.02	70.7	E	T	1.12	102.7	F
	WB	TR	0.83	35.4	D	TR	0.55	24.6	C
		R	0.86	46.0	D	R	0.85	45.2	D
	<b>Overall Intersection</b>	-	<b>0.77</b>	<b>41.4</b>	<b>D</b>	-	<b>0.98</b>	<b>43.6</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>									
<b>42 SECOND AVENUE &amp; 39TH STREET</b>									
Second Avenue	SB	T	0.81	15.3	B	T	1.14	87.0	F
		R	0.73	21.6	C	R	0.43	12.4	B
39th Street	WB	L	0.33	23.4	C	LT	0.67	38.9	D
		T	0.60	25.5	C	-	-	-	-
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>17.8</b>	<b>B</b>	-	<b>1.00</b>	<b>78.7</b>	<b>E</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>									
Second Avenue	SB	LT	0.90	17.9	B	LT	0.98	30.0	C
40th Street	EB	TR	0.86	43.7	D	TR	1.08	85.6	F
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>21.1</b>	<b>C</b>	-	<b>1.02</b>	<b>42.7</b>	<b>D</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>									
Second Avenue	SB	LT	0.99	67.5	E	LT	1.08	62.4	E
		R	0.23	7.8	A	R	0.05	5.9	A
41st Street	EB	TR	0.32	22.8	C	TR	0.74	42.7	D
	<b>Overall Intersection</b>	-	<b>0.70</b>	<b>64.3</b>	<b>E</b>	-	<b>0.96</b>	<b>60.7</b>	<b>E</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>									
Second Avenue	SB	LTR	0.92	22.2	C	LTR	0.87	19.0	B
42nd Street	EB	TR	0.77	26.3	C	TR	1.10	87.8	F
	WB	LT	0.94	44.7	D	DefL	0.83	53.6	D
		-	-	-	-	T	1.06	83.5	F
	<b>Overall Intersection</b>	-	<b>0.93</b>	<b>26.5</b>	<b>C</b>	-	<b>0.97</b>	<b>38.3</b>	<b>D</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**TABLE B - 41**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**2009 CONSTRUCTION PHASE BUILD TRAFFIC LEVELS OF SERVICE**

INTERSECTION & APPROACH	AM (7:00 - 8:00 AM)					PM (3:00 - 4:00 PM)			
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>FIRST AVENUE CORRIDOR</b>									
<b>13 FIRST AVENUE &amp; 38TH STREET</b>									
First Avenue	NB	TR	0.60	9.3	A	TR	0.82	12.8	B
38th Street	EB	LT	0.56	25.0	C	LT	0.71	29.2	C
	WB	R	0.38	22.9	C	R	0.51	26.9	C
	<b>Overall Intersection</b>	-	<b>0.59</b>	<b>14.0</b>	<b>B</b>	-	<b>0.77</b>	<b>16.7</b>	<b>B</b>
<b>14 FIRST AVENUE &amp; 39TH STREET</b>									
First Avenue	NB	LT	0.95	21.8	C	LT	1.14	85.6	F
39th Street	WB	-	-	-	-	-	-	-	-
	<b>Overall Intersection</b>	-	<b>0.95</b>	<b>21.8</b>	<b>C</b>	-	<b>1.14</b>	<b>85.6</b>	<b>F</b>
<b>15 FIRST AVENUE &amp; 40TH STREET</b>									
First Avenue	NB	T	0.70	10.6	B	T	0.91	16.7	B
40th Street	EB	L	0.36	21.9	C	L	0.91	42.2	D
	<b>Overall Intersection</b>	-	<b>0.57</b>	<b>12.2</b>	<b>B</b>	-	<b>0.91</b>	<b>22.6</b>	<b>C</b>
<b>16 FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>									
41st Street	WB	R	-	13.5	B	R	-	19.2	C
	<b>Overall Intersection</b>	-	-	<b>13.5</b>	<b>B</b>	-	-	<b>19.2</b>	<b>C</b>
<b>17 FIRST AVENUE &amp; 42ND STREET</b>									
First Avenue	NB	LT	0.36	13.9	B	LT	0.53	16.0	B
		T	0.59	20.1	C	T	0.96	43.1	D
		R	0.15	12.6	B	R	0.18	12.6	B
42nd Street	EB	DefL	0.93	65.6	E	DefL	0.89	48.7	D
		T	1.02	72.1	E	T	1.12	103.3	F
	WB	TR	0.83	35.4	D	TR	0.55	24.6	C
		R	0.86	46.0	D	R	0.85	45.2	D
	<b>Overall Intersection</b>	-	<b>0.77</b>	<b>41.4</b>	<b>D</b>	-	<b>1.03</b>	<b>45.8</b>	<b>D</b>
<b>SECOND AVENUE CORRIDOR</b>									
<b>42 SECOND AVENUE &amp; 39TH STREET</b>									
Second Avenue	SB	T	0.81	15.4	B	T	1.16	98.9	F
		R	0.75	23.1	C	R	0.51	14.1	B
39th Street	WB	L	0.33	23.4	C	L	0.72	40.9	D
		T	0.64	26.6	C	-	-	-	-
	<b>Overall Intersection</b>	-	<b>0.74</b>	<b>18.3</b>	<b>B</b>	-	<b>1.04</b>	<b>88.4</b>	<b>F</b>
<b>43 SECOND AVENUE &amp; 40TH STREET</b>									
Second Avenue	SB	LT	0.92	19.2	B	LT	0.98	30.0	C
40th Street	EB	TR	0.86	44.2	D	TR	1.20+	120.0+	F*
	<b>Overall Intersection</b>	-	<b>0.90</b>	<b>22.3</b>	<b>C</b>	-	<b>1.14</b>	<b>78.1</b>	<b>E</b>
<b>44 SECOND AVENUE &amp; 41ST STREET</b>									
Second Avenue	SB	LT	1.01	78.2	E	LT	1.08	62.4	E
		R	0.23	7.8	A	R	0.05	5.9	A
41st Street	EB	TR	0.32	22.8	C	TR	0.74	42.7	D
	<b>Overall Intersection</b>	-	<b>0.71</b>	<b>74.4</b>	<b>E</b>	-	<b>0.96</b>	<b>60.7</b>	<b>E</b>
<b>45 SECOND AVENUE &amp; 42ND STREET</b>									
Second Avenue	SB	LTR	0.93	23.1	C	LTR	0.87	19.0	B
42nd Street	EB	TR	0.78	26.6	C	TR	1.10	87.8	F
	WB	LT	0.96	48.2	D	DefL	0.83	53.6	D
		-	-	-	-	T	1.10	98.9	F
	<b>Overall Intersection</b>	-	<b>0.95</b>	<b>27.8</b>	<b>C</b>	-	<b>0.97</b>	<b>40.1</b>	<b>D</b>

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 42**  
**FIRST AVENUE PROPERTIES REZONING EIS**  
**COMPARISON OF CONSTRUCTION PHASE YEAR 2009 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (AM)**

INTERSECTION & APPROACH	2009 No Build Conditions				2009 Build Conditions				2009 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>FIRST AVENUE CORRIDOR</b>														
13 <b>FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.47	7.9	A	TR	0.60	9.3	A					
38th Street	EB	LT	0.53	24.4	C	LT	0.56	25.0	C				- Mitigation not required.	
	WB	R	0.39	23.3	C	R	0.38	22.9	C					
<b>Overall Intersection</b>	-		<b>0.50</b>	<b>12.8</b>	<b>B</b>	-	<b>0.59</b>	<b>14.0</b>	<b>B</b>					
14 <b>FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.74	11.1	B	LT	0.95	21.8	C				- Mitigation not required.	
39th Street	WB	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>11.1</b>	<b>B</b>	-	<b>0.95</b>	<b>21.8</b>	<b>C</b>					
15 <b>FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.57	8.8	A	T	0.70	10.6	B				- Mitigation not required.	
40th Street	EB	L	0.34	21.6	C	L	0.36	21.9	C					
<b>Overall Intersection</b>	-		<b>0.48</b>	<b>10.6</b>	<b>B</b>	-	<b>0.57</b>	<b>12.2</b>	<b>B</b>					
16 <b>FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	R	-	12.9	B	R	-	13.5	B				- Mitigation not required.	
<b>Overall Intersection</b>	-		-	<b>12.9</b>	<b>B</b>	-	-	<b>13.5</b>	<b>B</b>					
17 <b>FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue	NB	LT	0.35	13.8	B	LT	0.36	13.9	B				- Mitigation not required.	
		T	0.59	20.0	B	T	0.59	20.1	C					
		R	0.10	11.9	B	R	0.15	12.6	B					
42nd Street	EB	DefL	0.93	65.6	E	DefL	0.93	65.6	E					
		T	1.02	70.7	E	T	1.02	72.1	E					
	WB	TR	0.83	35.4	D	TR	0.83	35.4	D					
		R	0.86	46.0	D	R	0.86	46.0	D					
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>41.4</b>	<b>D</b>	-	<b>0.77</b>	<b>41.4</b>	<b>D</b>					
<b>SECOND AVENUE CORRIDOR</b>														
42 <b>SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	0.81	15.3	B	T	0.81	15.4	B				- Mitigation not required.	
		R	0.73	21.6	C	R	0.75	23.1	C					
39th Street	WB	L	0.33	23.4	C	L	0.33	23.4	C					
		T	0.60	25.5	C	T	0.64	26.6	C					
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>17.8</b>	<b>B</b>	-	<b>0.74</b>	<b>18.3</b>	<b>B</b>					
43 <b>SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	LT	0.90	17.9	B	LT	0.92	19.2	B				- Mitigation not required.	
40th Street	EB	TR	0.86	43.7	D	TR	0.86	44.2	D					
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>21.1</b>	<b>C</b>	-	<b>0.90</b>	<b>22.3</b>	<b>C</b>					
44 <b>SECOND AVENUE &amp; 41ST STREET</b>														
Second Avenue	SB	LT	0.99	67.5	E	LT	1.01	78.2	E	LT	0.98	64.6	E	- Modify signal timing: shift 1 s green time from EB phase to SB phase. [SB green time shifts from 49 s to 50 s; EB green time shifts from 31 s to 30 s].
		R	0.23	7.8	A	R	0.23	7.8	A	R	0.22	7.1	A	
41st Street	EB	TR	0.32	22.8	C	TR	0.32	22.8	C	TR	0.33	23.7	C	
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>64.3</b>	<b>E</b>	-	<b>0.71</b>	<b>74.4</b>	<b>E</b>	-	<b>0.71</b>	<b>61.6</b>	<b>E</b>	
45 <b>SECOND AVENUE &amp; 42ND STREET</b>														
Second Avenue	SB	LTR	0.92	22.2	C	LTR	0.93	23.1	C				- Mitigation not required.	
42nd Street	EB	TR	0.77	26.3	C	TR	0.78	26.6	C					
	WB	LT	0.94	44.7	D	LT	0.96	48.2	D					
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>26.5</b>	<b>C</b>	-	<b>0.95</b>	<b>27.8</b>	<b>C</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.
- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).

**Table B - 43  
FIRST AVENUE PROPERTIES REZONING EIS  
COMPARISON OF CONSTRUCTION PHASE YEAR 2009 NO BUILD vs. BUILD vs. MITIGATION TRAFFIC LEVELS OF SERVICE (PM)**

INTERSECTION & APPROACH	2009 No Build Conditions				2009 Build Conditions				2009 Build with Mitigation				Mitigation Measures	
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>FIRST AVENUE CORRIDOR</b>														
13 <b>FIRST AVENUE &amp; 38TH STREET</b>														
First Avenue	NB	TR	0.64	9.5	A	TR	0.82	12.8	B					- Mitigation not required.
38th Street	EB	LT	0.66	27.9	C	LT	0.71	29.2	C					
	WB	R	0.50	26.3	C	R	0.51	26.9	C					
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>13.8</b>	<b>B</b>	-	<b>0.77</b>	<b>16.7</b>	<b>B</b>					
14 <b>FIRST AVENUE &amp; 39TH STREET</b>														
First Avenue	NB	LT	0.88	14.3	B	LT	1.14	85.6	F	LT	1.03	41.8	D	- Modify signal timing: shift 5 s from WB phase to NB phase. [NB green time shifts from 49 s to 54 s; WB phase time shifts from 31 s to 26 s].
39th Street	WB	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>14.3</b>	<b>B</b>	-	<b>1.14</b>	<b>85.6</b>	<b>F</b>	-	<b>1.03</b>	<b>41.8</b>	<b>D</b>	
15 <b>FIRST AVENUE &amp; 40TH STREET</b>														
First Avenue	NB	T	0.72	10.5	B	T	0.91	16.7	B					- Mitigation not required.
40th Street	EB	L	0.67	27.8	C	L	0.91	42.2	D					
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>13.7</b>	<b>B</b>	-	<b>0.91</b>	<b>22.6</b>	<b>C</b>					
16 <b>FIRST AVENUE &amp; 41ST STREET (UNSIGNALIZED INTERSECTION)</b>														
First Avenue	NB	R	-	16.7	C	R	-	19.2	C					- Mitigation not required.
<b>Overall Intersection</b>	-		-	<b>16.7</b>	<b>C</b>	-	-	<b>19.2</b>	<b>C</b>					
17 <b>FIRST AVENUE &amp; 42ND STREET</b>														
First Avenue(left)	NB	LT	0.51	15.7	B	LT	0.53	16.0	B					- Unmitigatable Impact.
First Avenue(right)		T	0.87	30.3	C	T	1.00	50.8	D					
		R	0.09	11.6	B	R	0.18	12.6	B					
42nd Street	EB	DefL	0.89	48.7	D	DefL	0.89	48.7	D					
		T	1.12	102.7	F	T	1.12	103.3	F					
	WB	TR	0.55	24.6	C	TR	0.55	24.6	C					
		R	0.85	45.2	D	R	0.85	45.2	D					
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>43.6</b>	<b>D</b>	-	<b>1.05</b>	<b>47.6</b>	<b>D</b>					
<b>SECOND AVENUE CORRIDOR</b>														
42 <b>SECOND AVENUE &amp; 39TH STREET</b>														
Second Avenue	SB	T	1.14	87.0	F	T	1.16	98.9	F	T	1.12	78.0	E	- Modify the existing "No Standing" regulations for 10A-7P along the south side of the westbound 39th Street approach to gain an additional moving lane (for a total of 3 lanes) and on the north side of the 39th Street receiving lanes, prohibit truck loading/unloading from 10A-7P 120 ft. from the intersection.
		R	0.43	12.4	B	R	0.51	14.1	B	R	0.48	12.1	B	
39th Street	WB	LT	0.67	38.9	D	LT	0.72	40.9	D	LT	0.53	35.5	D	
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>78.7</b>	<b>E</b>	-	<b>1.04</b>	<b>88.4</b>	<b>F</b>	-	<b>0.97</b>	<b>70.1</b>	<b>E</b>	- Modify signal timing: shift 2 s green time from WB phase to SB phase. [SB green time shifts from 49 s to 51 s; EB/WB green time shifts from 31 s to 29 s].
43 <b>SECOND AVENUE &amp; 40TH STREET</b>														
Second Avenue	SB	LT	0.98	30.0	C	LT	0.98	30.0	C					- Unmitigatable Impact.
40th Street	EB	TR	1.08	85.6	F	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>42.7</b>	<b>D</b>	-	<b>1.14</b>	<b>78.1</b>	<b>E</b>					
44 <b>SECOND AVENUE &amp; 41ST STREET</b>														
Second Avenue	SB	LT	1.08	62.4	E	LT	1.08	62.4	E					- Mitigation not required.
		R	0.05	5.9	A	R	0.05	5.9	A					
41st Street	EB	TR	0.74	42.7	D	TR	0.74	42.7	D					
<b>Overall Intersection</b>	-		<b>0.96</b>	<b>60.7</b>	<b>E</b>	-	<b>0.96</b>	<b>60.7</b>	<b>E</b>					
45 <b>SECOND AVENUE &amp; 42ND STREET</b>														
Second Avenue	SB	LTR	0.87	19.0	B	LTR	0.87	19.0	B	LTR	0.91	23.6	C	- Modify signal timing: shift 2 s green time from SB phase to EB/WB phase. [SB green time shifts from 45 s to 43 s; EB/WB green time shifts from 35 s to 33 s].
42nd Street	EB	TR	1.10	87.8	F	TR	1.10	87.8	F	TR	1.04	67.2	E	
	WB	DefL	0.83	53.6	D	DefL	0.83	53.6	D	DefL	0.79	45.7	D	
		T	1.06	83.5	F	T	1.10	98.9	F	T	1.05	78.2	E	
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>38.3</b>	<b>D</b>	-	<b>0.97</b>	<b>40.1</b>	<b>D</b>	-	<b>0.98</b>	<b>37.4</b>	<b>D</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
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- (3): Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.
- (4): Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.
- (5): F\* indicates levels of service F conditions with delays in excess of two minutes for the movement with the asterisk (\*).