Chapter 13: Transportation

A. INTRODUCTION

This chapter examines the potential effects of the proposed project on the study area transportation systems, and compares the future with the proposed project (the "With Action" condition) with the future without the proposed project (the "No Action" condition). The analyses consider the 2023 and 2026 analysis years to identify potential impacts, and if warranted, determine feasible mitigation measures that would be appropriate to address those impacts (Chapter 21, "Mitigation," presents details on the proposed mitigation measures). The travel demand projections, trip assignments, and capacity analysis contained in this chapter were conducted pursuant to the methodologies outlined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*.

As described in Chapter 1, "Project Description," the proposed project would facilitate the construction of five new mixed-use buildings (the "proposed project") on the existing Lenox Terrace property, a superblock bounded by West 132nd and 135th Streets and Lenox and Fifth Avenues in the Central Harlem neighborhood of Manhattan. The new buildings would be constructed on portions of the property that are currently vacant or contain one-story retail structures. They would result in approximately 1,642 new dwelling units (DUs); approximately 135,500 gross square feet (gsf) of retail space; and approximately 15,000 gsf of community facility space. The proposed project would be completed in two phases, with 2023 as the analysis year for Phase 1 completion, and 2026 as the year for Phase 2 full build-out. In addition, the assessment accounts for a projected residential development on the lot at West 135th Street and Lenox Avenue, which is occupied by the Metropolitan African Methodist Episcopal (AME) Church.

In response to comments received during the public review of the project's DEIS, the applicant has amended the proposed rezoning from C6-2 to R8 and R8 with a C1-5 commercial overlay. This change, which is reflected in the Foreword to the FEIS and Chapter 1 "Project Description," does not alter the development program considered in the EIS. The applicant has also modified the proposed site plan to eliminate the previously proposed six-story base connecting the two new residential buildings along Lenox Avenue. In conjunction with this change, the existing single driveway between 133rd and 134th Street would be retained, rather than replaced with the two new driveways shown in the DEIS. The amended site plan is reflected in Chapter 1, "Project Description" of the FEIS. As discussed in the subsequent sections of this chapter, the amended site plan changes would not alter the analysis nor the conclusions of the transportation analysis.

PROPOSED DEVELOPMENT SITE

The existing Lenox Terrace property contains approximately 1,716 DUs; five 1-story buildings with approximately 96,000 gsf of local retail uses (of which approximately 18,000 gsf are currently vacant); and approximately 457 at-grade accessory parking spaces. Absent the proposed actions, in the No Action condition, it is assumed that the approximately 18,000 gsf of vacant retail would be retenanted and the rezoning area would otherwise continue in its current condition. For the purposes of this analysis, trip estimates are based on the program shown in **Table 13-1**. In the With Action

condition, five new mixed-use buildings would be constructed on the proposed development site, replacing the existing 1-story retail structures. The new buildings are assumed to include approximately 1,642 DUs, approximately 135,500 gsf of commercial space; and approximately 15,000 gsf of community facility space. The proposed commercial use is assumed to include half local and half destination retail uses. Tenants for the proposed community facility space have not yet been identified; however, given the adjacency of Harlem Hospital across West 135th Street, and the anticipated needs of the new (as well as existing) residential population on the proposed development site, the With Action condition will assume that half of the community facility space is utilized as medical office space, and the other half is utilized as a community center. Two of the proposed new buildings would front onto Lenox Avenue; one would front onto West 135th Street; and two would front onto Fifth Avenue. There would be between 491 and 626 accessory parking spaces within parking garages below the new buildings, as well as approximately 34 accessory parking spaces at-grade for a total of approximately between 525 and 660 accessory parking spaces on the proposed development site. The proposed garages would have access/egress driveways on West 132nd and 135th Streets. The accessory parking spaces would be for use by the residential tenants. The 2026 With Action site plan is shown in **Figure 13-1**.

Table 13-1
Comparison of No Action and With Action Scenarios

Components	No Action	With Action			
		Phase 1 (2023) Total	Full Build (2026) Total	Increment: Phase 1 (2023)	Increment: Full Build (2026)
Proposed Development Site					
Residential Dwelling Units	1,716	2,810	3,358	1,094	1,642
Retail (GSF)					
Destination	0	47,656	67,750	47,656	67,750
Local	95,655	81,355	67,750	-14,300	-27,905
Total	95,655	129,011 [(1)]	135,500	33,356	39,845
Community Facility – General					
GSF	0	2,483	7,528	2,483	7,528
Community Facility – Medical Office					
GSF	0	2,483	7,527	2,483	7,527
Accessory Parking (Space)	457	792-817	525-660	335-360	68-203
Projected Future Development Site (Lot 65)					
Residential Dwelling Units	0	0	69	0	69
Community Facility [(2)]					
GSF	6,968	6,968	6,968	0	0
Accessory Parking (Space)	0	0	19	0	19
Remainder of Rezoning Area (Lots 16, 19, and 55)					
Community Facility [(2)]					
GSF	66,091	66,091	66,091	0	0
Accessory Parking (Space)	21	21	21		
Totals for Rezoning Area					
Residential Dwelling Units	1,716	2,810	3,427	1,094	1,711
Retail (GSF)					
Destination	0	47,656	67,750	47,656	67,750
Local	95,655	81,355	67,750	-14,300	-27,905
Total	95,655	129,011 [(1)]	135,500	33,356	39,845
Community Facility – General					
GSF	0	2,483	7,528	2,483	7,528
Community Facility – Medical Office					
GSF	0	2,483	7,527	2,483	7,527
Community Facility [(2)]					
GSF	73,059	73,059	73,059	0	0
Accessory Parking (Space)	478	813-838	565-700	335-360	87-222

Notes:
GSF = Gross Square Feet
(1) Phase 1 total retail includes 95,311 gsf of new retail (anticipated to be half local and half destination retail uses) and 33,700 gsf of existing local retail to remain under Phase 1.
(2) The existing community facility uses on the projected future development site and the remainder of the rezoning area include recreation center, community center, and church uses. These uses would be maintained in the future with the proposed actions and therefore, would not result in any new incremental trips.
Source: The Olnick Organization

Proposed Development Site: Maximum GSF by Use

Residential: 2,925,532

Retail: 135,500

Community Facility: 15,055

Projected Future Development Site

Potential Development Site

City-Owned Site

Open Space
(For Illustrative Purposes Only)

Proposed/Projected Site Plan (2026)

Figure 13-1

LENOX TERRACE

This figure has been updated for the FEIS

A future build year of 2026 will be examined to assess the potential impacts of the proposed actions. An interim build year of 2023 will be examined to assess the potential impacts of the first phase of development (Phase 1). The Phase 1 development includes three of the five buildings and their connecting element which comprise approximately 1,094 new residential units and approximately 95,000 gsf of new retail (assumed to be half local and half destination retail uses). Approximately 33,700 gsf of the existing local retail uses would not be redeveloped until Phase 2, so would remain in Phase 1. The 2023 With Action site plan is shown in **Figure 13-2**.

PROJECTED FUTURE DEVELOPMENT SITE

As described in Chapter 1, "Project Description," outside of the proposed development site but within the rezoning area, Lot 65 is occupied by the Metropolitan AME Church. To date, the owner of this lot has not expressed any interest in the sale of their property to the applicant, and no development by the applicant is anticipated to occur on this lot. However, for the purposes of a conservative analysis, the EIS will consider the potential future development of Lot 65 with a mixed-use building (continuation of existing community facility use with residential above[1]), fully utilizing the maximum FAR allowable under the proposed rezoning. In total, Lot 65 is assumed to be developed with approximately 69 new DUs and 6,968 gsf of replacement community facility use. Since there are no current plans for the redevelopment of this lot, it is assumed that any projected future development would occur by the latter build year (2026).

POTENTIAL DEVELOPMENT SITE

Block 1730, Lots 16 and 19 are occupied by the Joseph P. Kennedy Memorial Community Center, which has operated in that facility since 1954. Prior to 1954, the building was also in community facility use, as the Harlem Boys Club. As described in Chapter 1, "Project Description," the owner of the Kennedy Center has expressed that it has no intention of redeveloping or disposing of the site in the foreseeable future. Therefore, while this site is being considered as a potential development site for the purposes of this environmental review and site-specific impacts are being evaluated, development is not anticipated on this site in the foreseeable future, and it is not included in the density-based impact assessments.

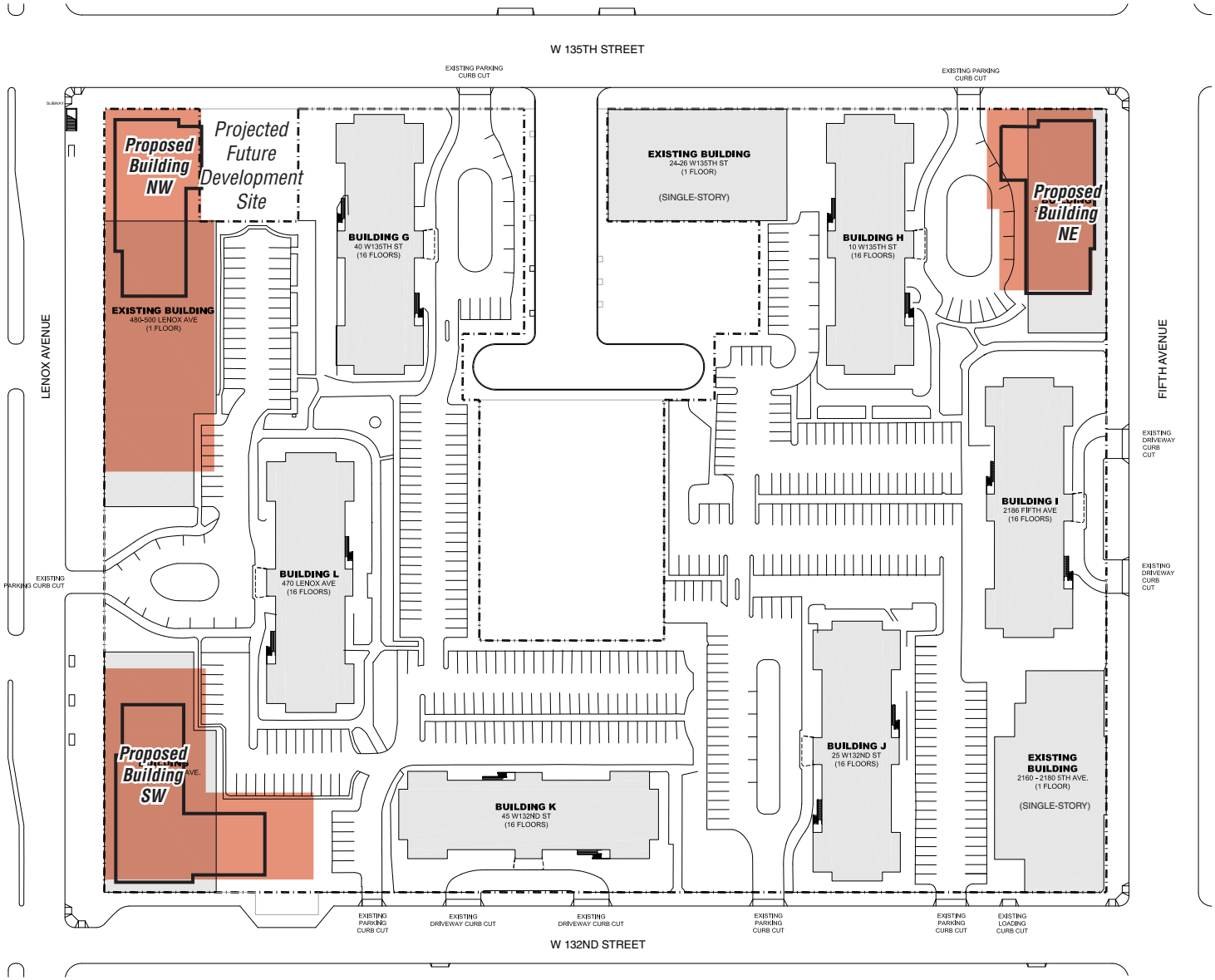
CITY-OWNED SITE

Block 1730, Lot 55 is located within the rezoning area but outside of the proposed development site. It is occupied by the Hansborough Recreation Center and owned by the New York City Department of Parks and Recreation (NYC Parks). As described in Chapter 1, "Project Description," while this lot would be rezoned under the proposed actions, it is expected to retain its current use and is not considered as a projected or potential future development site in the environmental review.

REZONING AREA TOTAL

In total, the proposed actions would result in new development on the proposed development site and on the projected future development site within the rezoning area. Phase 1 of the proposed actions would only result in new development on the proposed development site. The 2026 full build of the proposed actions would result in the balance of the development on the proposed

[1] While the proposed retail square footage is anticipated to be occupied primarily by local neighborhood retailers, for the purposes of a conservative transportation analysis, it is here assumed that half of the space would be destination retail.



Buildings to be Constructed in Phase 1

0 100 200 FEET

Proposed Site Plan (2023)

LENOX TERRACE

This figure has been updated for the FEIS

Figure 13-2

development site, as well as the projected future development site within the rezoning area. **Table 13-1** presents a summary of the Phase 1 and 2026 full build development programs.

PRINCIPAL CONCLUSIONS

TRAFFIC

Traffic conditions were evaluated at 11 intersections for the weekday AM, midday, PM, and Saturday peak hours. In the 2023 With Action (Phase 1 Completion) condition there would be the potential for significant adverse traffic impacts at four intersections during the weekday AM peak hour, two intersections during the weekday midday peak hour, three intersections during the weekday PM peak hour, and four intersections during the Saturday peak hour. In the 2026 With Action (Full Build) condition there would be the potential for significant adverse traffic impacts at five intersections during the weekday AM peak hour, four intersections during the weekday midday peak hour, five intersections during the weekday PM peak hour, and six intersections during the Saturday peak hour. **Tables 13-2 and 13-3** provide summaries of the impacted locations by lane group and analysis time period. Potential measures to mitigate the projected traffic impacts are described in Chapter 21, "Mitigation."

Table 13-2
Summary of Significant Adverse Traffic Impacts
2023 With Action (Phase 1 Completion) Condition

Intersection		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
EB/WB Street	NB/SB Street				
West 135th Street	Adam Clayton Powell Jr. Boulevard	WB-L WB-TR			
West 135th Street	Lenox Avenue	EB-LTR WB-LTR	WB-LTR		EB-LTR WB-LTR
135th Street	Fifth Avenue	EB-LTR	WB-TR	EB-LTR WB-LTR	EB-LTR WB-DefL
West 132nd Street	Lenox Avenue			EB-LTR SB-L	SB-L
132nd Street	Fifth Avenue	WB-L		EB-TR WB-L	EB-TR WB-L
Total Impacted Intersections/Lane Groups		**4/6**	**2/2**	**3/6**	**4/7**

Notes:
L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.

TRANSIT

The preliminary screening assessment summarized below concluded that a detailed bus line-haul analysis is not warranted, as no single bus route would be expected to incur incremental trips exceeding the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction. Therefore, the proposed project would not be expected to result in any significant adverse bus line-haul impacts.

Table 13-3
Summary of Significant Adverse Traffic Impacts
2026 With Action (Full Build) Condition

Intersection		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
EB/WB Street	NB/SB Street				
West 135th Street	Adam Clayton Powell Jr. Boulevard	WB-L WB-TR			WB-TR
West 135th Street	Lenox Avenue	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR	EB-LTR WB-LTR
135th Street	Fifth Avenue	EB-LTR WB-LTR	WB-TR	EB-LTR WB-LTR	EB-LTR WB-DefL WB-TR
West 132nd Street	Lenox Avenue			EB-LTR SB-L	SB-L
West 131st Street	Lenox Avenue	WB-LTR	WB-LTR	WB-LTR	WB-LTR
132nd Street	Fifth Avenue	WB-L	WB-L	EB-TR WB-L	EB-TR WB-L
Total Impacted Intersections/Lane Groups		5/8	4/5	5/9	6/10

Notes:
L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.

The preliminary screening assessment summarized below concluded that a detailed analysis of station circulation elements and control areas was warranted for the 135th Street Station (No. 2 and 3 trains) during the weekday AM and PM peak hours. Subway line-haul (No. 2 and 3 trains) analyses were also conducted for the weekday AM and PM peak hours.

Based on the subway station analysis results, the proposed project would not have the potential to yield significant adverse impacts at the analyzed 135th Street Station in the 2023 With Action (Phase 1 Completion) or the 2026 With Action (Full Build) condition.

The line-haul analyses showed that the proposed project would not have the potential to yield significant adverse subway line-haul impacts.

PEDESTRIANS

Weekday and Saturday peak period pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations. Based on the detailed assignment of pedestrian trips, 9 sidewalk segments, 5 corner reservoirs, and 2 crosswalks were selected for detailed analysis for the weekday AM, midday, PM, and Saturday peak hours. As summarized in **Table 13-4**, potential significant adverse impacts were identified for one crosswalk during all four analysis peak hours in the 2023 With Action (Phase 1 Completion) condition. As summarized in **Table 13-5**, potential significant adverse impacts were identified for one crosswalk during all four analysis peak hours in the 2026 With Action (Full Build) condition. Potential measures to mitigate the projected pedestrian impacts are described in Chapter 21, "Mitigation."

Table 13-4
Summary of Significant Adverse Pedestrian Impacts
2023 With Action Condition

Intersection	Pedestrian Element	2023 With Action Condition			
		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Lenox Avenue and West 135th Street	South Crosswalk	X	X	X	X
Total Impacted Pedestrian Elements		**1**	**1**	**1**	**1**
Notes: X = Significant Adverse Pedestrian Impact.					

Table 13-5
Summary of Significant Adverse Pedestrian Impacts
2026 With Action Condition

Intersection	Pedestrian Element	2026 With Action Condition			
		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Lenox Avenue and West 135th Street	South Crosswalk	X	X	X	X
Total Impacted Pedestrian Elements		**1**	**1**	**1**	**1**
Notes: X = Significant Adverse Pedestrian Impact.					

VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the study area intersections were obtained from the New York City Department of Transportation (DOT) for the time period January 1, 2014 and December 31, 2016. During this period, a total of 113 reportable and non-reportable crashes, zero fatalities, 119 injuries, and 40 pedestrian/bicyclist-related crashes occurred at the study area intersections. A rolling total of accident data identifies two high accident location in the 2014 to 2016 period at the intersections of Fifth Avenue and 132nd Street, and Lenox Avenue and West 135th Street. A summary of the identified high accident location, prevailing trends, project-specific effects, and recommended safety measures is provided in **Table 13-6**.

Table 13-6
Summary of High Crash Locations

High Crash Intersections	Prevailing Trends	Peak Hour Project-Specific Effects	Recommended Safety Measures
Lenox Avenue and West 135th Street	None	Incremental trips: 91 vehicles and 926 pedestrians	Install Americans with Disabilities Act (ADA) compliant curb cuts
Fifth Avenue and 132nd Street	None	Incremental trips: 77 vehicles and 36 pedestrians	Install ADA compliant curb cuts
Source: DOT crash data; January 1, 2014 to December 31, 2016.			

PARKING

Under the 2023 With Action condition, there would be a total of approximately 792 to 817 accessory parking spaces provided on the proposed development site. For a conservative parking analysis, the lower total of 792 accessory parking spaces was assumed. Accounting for the incremental parking demand generated by Phase 1 of the proposed project, the 2023 With Action

public parking utilization in the off-street parking study area is expected to increase to a maximum of 86 percent during the weekday midday peak period. Since the parking utilization level is within the area's off-street public parking capacity, Phase 1 of the proposed project is not expected to result in the potential for parking shortfalls or significant adverse parking impacts.

Under the 2026 With Action condition, there would be a total of approximately 544 to 679 accessory parking spaces provided in the rezoning area (approximately 525 to 660 spaces from the proposed development site and 19 spaces from the projected future development site). For a conservative parking analysis, the lower total of 544 accessory parking spaces was assumed. Accounting for the incremental parking demand generated by the 2026 Full Build of the rezoning area, the 2026 With Action public parking utilization in the off-street parking study area is expected to increase to a maximum of 98 percent during the weekday overnight peak period. Since the parking utilization level is within the area's off-street public parking capacity, the 2026 Full Build of the proposed project is not expected to result in the potential for parking shortfalls or significant adverse parking impacts.

~~Further refinements to the transportation studies may be made between the Draft and Final EIS. Resulting modifications to the impacts and mitigation measures, if any, would be reflected in the FEIS.~~

B. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trips attributable to the proposed project. If the proposed project is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the proposed project would result in 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station or at any given line, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the number of person and vehicle trips by mode expected to be generated by the proposed project during the weekday AM, midday, and PM peak hours. These estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the proposed project were developed based on information from the *CEQR Technical Manual*, the 2012 *West Harlem Rezoning FEIS*, the 2009 Gateway Estates II EIS, the 2016 *East Harlem Rezoning FEIS*, U.S. Census Data, and other approved EASs and EISs, as summarized in **Table 13-7**.

Table 13-7
Travel Demand Assumptions

Use	Residential				Local Retail				Destination Retail			
	Weekday			Saturday	Weekday			Saturday	Weekday			Saturday
Daily Person Trip Generation Rate	8.075 Trips/DU (1)			9.6	205.0 Trips/KSF (1)			240.0	78.2 Trips/KSF (1)			92.5
Link Credit	N/A				25%				N/A			
Final Trip Rate	8.075			9.6	153.75			180.0	78.2			92.5
Person Trip	(1)				(1)				(1)			
Temporal	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Distribution	10%	5%	11%	8%	3%	19%	10%	10%	3%	9%	9%	11%
Directional Distribution	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(3)	(2)	(2)	(2)	(2)
In	16%	50%	67%	53%	50%	50%	50%	50%	50%	50%	50%	50%
Out	84%	50%	33%	47%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(3)				(4)				(4)			
Auto	10.0%	10.0%	10.0%	10.0%	2.5%	2.5%	2.5%	7.0%	15.0%	15.0%	15.0%	17.0%
Taxi	3.0%	3.0%	3.0%	3.0%	0.5%	0.5%	0.5%	0.0%	9.0%	9.0%	9.0%	10.0%
Subway	66.0%	66.0%	66.0%	66.0%	16.5%	16.5%	16.5%	21.0%	27.0%	27.0%	27.0%	16.0%
Railroad	2.0%	2.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	8.0%	8.0%	8.0%	8.0%	4.0%	4.0%	4.0%	9.0%	12.0%	12.0%	12.0%	20.0%
Walk	11.0%	11.0%	11.0%	11.0%	76.5%	76.5%	76.5%	63.0%	37.0%	37.0%	37.0%	37.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2)(3) Weekday/Saturday				(4) Weekday/Saturday				(4) Weekday			Saturday
Auto	1.10				2.00				2.00			2.70
Taxi	1.40				2.00				2.00			2.80
Daily Delivery Trip Generation Rate	0.06 Delivery Trips / DU (1)			0.02	0.35 Delivery Trips / KSF (2)			0.04	0.35 Delivery Trips / KSF (2)			0.04
Delivery Trip	(1)				(1)				(2)			
Temporal	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Distribution	12%	9%	2%	9%	8.0%	11%	2%	11%	8.0%	11%	2%	11%
Directional Distribution	(1)				(1)				(2)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Use	Community Facility – General				Community Facility – Medical Office			
	Weekday			Saturday	Weekday			Saturday
Daily Person Trip Generation Rate	44.7 Trips/KSF (5)			26.1	103.4 Trips/KSF (8)			62.1
Link Credit	N/A				N/A			
Final Trip Rate	44.7			26.1	103.4			62.1
Person Trip	(5)				(8)			
Temporal	AM	MD	PM	Sat	AM	MD	PM	Sat
Distribution	7.2%	7.1%	8.3%	14.0%	10.0%	13.0%	9.0%	16.0%
Directional Distribution	(5)	(5)	(5)	(5)	(8)	(8)	(8)	(8)
In	94.0%	45.0%	42.0%	49.0%	89.0%	51.0%	48.0%	41.0%
Out	6.0%	55.0%	58.0%	51.0%	11.0%	49.0%	52.0%	59.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(2)				(8)			
Auto	4.0%	4.0%	4.0%	4.0%	1.0%	1.0%	1.0%	1.0%
Taxi	9.0%	9.0%	9.0%	9.0%	5.0%	5.0%	5.0%	5.0%
Subway	12.0%	12.0%	12.0%	12.0%	60.0%	60.0%	60.0%	60.0%
Railroad	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Walk	70.0%	70.0%	70.0%	70.0%	29.0%	29.0%	29.0%	29.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy	(5) Weekday/Saturday				(6)(7)(8) Weekday			Saturday
Auto	1.50				1.53			1.53
Taxi	1.50				1.50			1.50
Daily Delivery Trip Generation Rate	0.19 Delivery Trips / KSF (5)			0.04	0.29 Delivery Trips / KSF (6)			0.29
Delivery Trip	(5)				(6)			
Temporal	AM	MD	PM	Sat	AM	MD	PM	Sat
Distribution	6.0%	11.0%	1.0%	0.0%	3.0%	11.0%	1.0%	0.0%
Directional Distribution	(5)	(5)	(5)	(5)	(6)			
In	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Sources:
(1) 2014 *CEQR Technical Manual*
(2) *West Harlem Rezoning FEIS* (2012)
(3) U.S. Census Bureau, ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data for Census Tracts 206, 208, 210, 212, 214, 226, 228, and 230.
(4) *East Harlem Rezoning FEIS* (2017)
(5) *280 Cadman Plaza West EAS* (2015)
(6) *East New York Rezoning Proposal FEIS* (2016)
(7) Saturday vehicle occupancy assumed the same as weekday
(8) Based on DOT's Modal Split Survey for Medical Office in Manhattan (Within Transit Zone)

Residential

The daily person trip rate and temporal distribution are from the *CEQR Technical Manual*. Modal splits are based on the JTW data from the 2012-2016 U.S. Census Bureau ACS for Manhattan census tracts 206, 208, 210, 212, 214, 226, 228, and 230. The directional distributions for all peak periods are from the 2012 *West Harlem Rezoning FEIS*. The vehicle occupancies are from the 2012-2016 U.S. Census ACS for autos and from the 2012 *West Harlem Rezoning FEIS* for taxis. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

Local Retail

The daily person trip generation rate for the local neighborhood retail component is from the *CEQR Technical Manual*. Consistent with assumptions typically applied for the purposes of environmental review, a 25-percent linked trip credit was applied to the local retail trip generation estimates. The modal splits and vehicle occupancies were obtained from the 2017 *East Harlem Rezoning FEIS*. The temporal and directional distributions for all peak periods were obtained from the *CEQR Technical Manual* and the 2012 *West Harlem Rezoning FEIS*, respectively. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

Destination Retail

The daily person trip generation rate for the destination retail component is from the *CEQR Technical Manual*. The modal splits and vehicle occupancies were obtained from the 2017 *East Harlem Rezoning FEIS*. The temporal and directional distributions for all peak periods were obtained from the *CEQR Technical Manual* and the 2012 *West Harlem Rezoning FEIS*, respectively. The daily delivery trip rate and temporal and directional distributions are from the 2012 *West Harlem Rezoning FEIS*.

Community Facility—General

For the general community facility use, the daily trip generation rate, temporal and directional distributions, vehicle occupancies, and delivery trip rate and delivery temporal and directional distributions for a YMCA-type facility were obtained from the 2015 *280 Cadman Plaza West EAS*. Modal splits were obtained from the 2012 *West Harlem Rezoning FEIS*.

Community Facility—Medical Office

The daily person trip generation rate, temporal and directional distributions, modal splits, and vehicle occupancy for autos for the medical office component were obtained from DOT's Modal Split Survey for Medical Office in Manhattan (Within Transit Zone). Vehicle occupancy for taxis, and delivery trip rate and delivery temporal and directional distributions are from the 2016 *East Harlem Rezoning FEIS*.

TRAVEL DEMAND PROJECTION SUMMARY

As summarized in **Table 13-8**, in the 2023 With Action condition, the proposed actions would generate 965, 398, 1,120, and 1,102 incremental person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 150, 116, 182, and 163 incremental vehicle trips would be generated during the same respective peak hours in the 2023 With Action condition. As summarized in **Table 13-9**, in the 2026 With Action condition the proposed actions would generate 1,511, 475, 1,667, and 1,602 incremental person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 227, 167, 269, and 242 incremental vehicle trips would be generated during the same respective peak hours in the 2026 With Action condition.

Table 13-8
Trip Generation Summary: 2023 With Action Incremental Trips

Peak Hour	In/Out	Person Trip							Vehicle Trip			
		Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
AM	In	21	11	118	3	18	24	195	17	25	5	47
	Out	82	27	502	15	65	79	770	73	25	5	103
	Total	103	38	620	18	83	103	965	90	50	10	150
Midday	In	43	22	166	4	31	-67	199	31	23	4	58
	Out	43	22	166	4	30	-66	199	31	23	4	58
	Total	86	44	332	8	61	-133	398	62	46	8	116
PM	In	89	34	465	13	69	54	724	72	33	1	106
	Out	55	26	246	6	43	20	396	42	33	1	76
	Total	144	60	711	19	112	74	1,120	114	66	2	182
Saturday	In	77	39	313	9	74	64	576	52	31	1	84
	Out	71	37	281	8	69	60	526	47	31	1	79
	Total	148	76	594	17	143	124	1,102	99	62	2	163

Table 13-9
Trip Generation Summary: 2026 With Action Incremental Trips

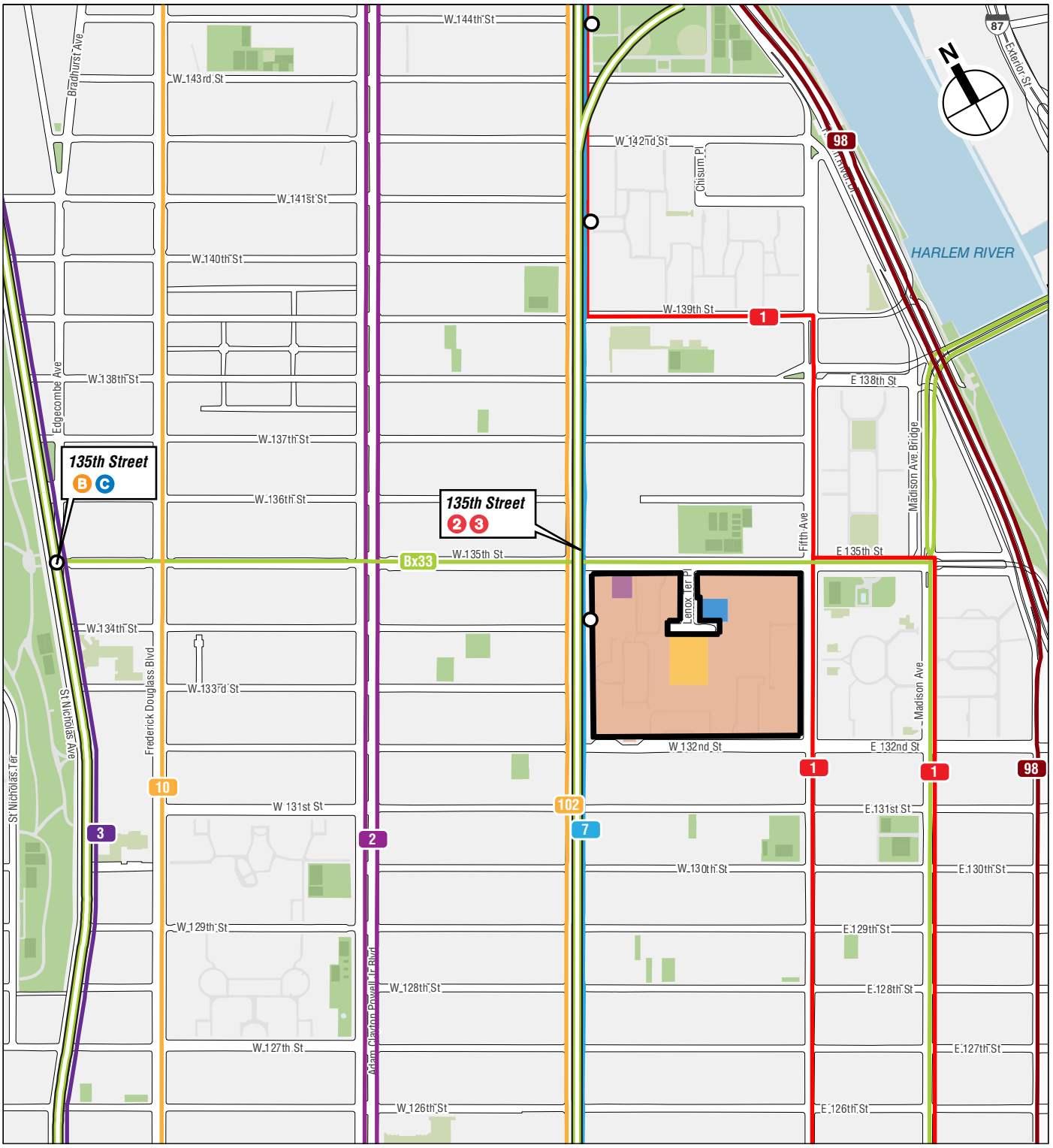
Peak Hour	In/Out	Person Trip							Vehicle Trip			
		Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
AM	In	34	18	201	5	28	41	327	26	38	7	71
	Out	126	42	782	23	100	111	1,184	111	38	7	156
	Total	160	60	983	28	128	152	1,511	137	76	14	227
Midday	In	62	34	256	7	44	-164	239	46	34	4	84
	Out	61	33	256	7	42	-163	236	45	34	4	83
	Total	123	67	512	14	86	-327	475	91	68	8	167
PM	In	134	53	723	21	104	53	1,088	109	48	1	158
	Out	81	39	384	10	64	1	579	62	48	1	111
	Total	215	92	1,107	31	168	54	1,667	171	96	2	269
Saturday	In	112	58	482	14	105	64	835	77	46	1	124
	Out	104	55	436	13	98	61	767	71	46	1	118
	Total	216	113	918	27	203	125	1,602	148	92	2	242

TRAFFIC

As shown in **Table 13-8**, in the 2023 With Action condition, the proposed actions would generate 150, 116, 182, and 163 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. As shown in **Table 13-9**, in the 2026 With Action condition the proposed actions would generate 227, 167, 269, and 242 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental vehicle trips would be greater than 50 vehicles in both the 2023 With Action condition and the 2026 With Action condition, Level 2 screening assessments (presented in the section below) were conducted for the 2023 With Action condition and the 2026 With Action condition to determine if a quantified traffic analysis is warranted.

TRANSIT

Public transit options to and from the study area are shown in **Figure 13-3**. The rezoning area is located near two New York City Transit (NYCT) subway stations: (1) 135th Street (B and C trains); and (2) 135th Street (No. 2 and 3 trains). There are also numerous bus routes with stops



LENOX TERRACE

Transit Study Area Map
Figure 13-3

near the rezoning area, including the Bx33, M1, M2, M7, and M102 bus routes. In addition, the rezoning area is located near the Harlem 125th Street Metro-North Station.

As detailed in **Table 13-8**, the incremental transit trips generated in the 2023 With Action condition would be 620, 332, 711, and 594 person trips by subway; and 83, 61, 112, and 143 person trips by bus during the weekday AM, midday, PM, and Saturday peak hours, respectively. As shown in **Table 13-9**, the transit trips generated in the 2026 With Action condition would be 983, 512, 1,107, and 918 person trips by subway; and 128, 86, 168, and 203 person trips by bus during the weekday AM, midday, PM, and Saturday peak hours, respectively.

The incremental subway trips would be greater than the *CEQR Technical Manual* analysis threshold of 200 peak hour trips made by subway during all peak hours under the both the 2023 and 2026 With Action conditions. Since the incremental subway trips would be greater than 200 during all four peak hours, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified subway analysis is warranted.

The incremental bus trips would be greater than 50 during all peak hours, therefore, a Level 2 screening assessment for the 2023 and 2026 With Action conditions were conducted to determine if a quantified bus line-haul analysis is warranted.

As shown in **Table 13-8**, the incremental railroad trips generated in the 2023 With Action condition would be 18, 8, 19, and 17 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. As shown in **Table 13-9**, the incremental railroad trips generated by the 2026 With Action condition would be 28, 14, 31, and 27 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since these increments do not exceed the *CEQR Technical Manual* analysis threshold of 200 peak hour trips made by rail, a detailed analysis of rail facilities is not warranted and the proposed actions are not expected to result in any significant adverse rail impacts.

PEDESTRIAN

All incremental person trips generated by the proposed actions would traverse the pedestrian elements surrounding the rezoning area. As shown in **Tables 13-8 and 13-9**, the incremental pedestrian trips would be greater than 200 during all peak hours for the 2023 and 2026 With Action conditions. Level 2 screening assessments (presented in the section below) were conducted for the 2023 and 2026 With Action conditions to determine if a quantified pedestrian analysis is warranted.

LEVEL 2 SCREENING ASSESSMENT

As part of the Level 2 screening assessment, project-generated trips were assigned to specific intersections and pedestrian elements near the rezoning area. As previously stated, further quantified analyses to assess the potential impacts of the proposed actions on the transportation system would be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle-trips or pedestrian elements incurring 200 or more peak hour pedestrian-trips. Similarly, for transit elements, the projected trips were considered in determining the likely transit facilities requiring a detailed analysis of potential impacts.

TRAFFIC

As shown in **Tables 13-8 and 13-9**, incremental vehicle trips resulting from the proposed actions would exceed the CEQR Level-1 screening threshold during all analysis peak hours for both the 2023 and 2026 With Action conditions. The most likely travel routes to and from the rezoning

area, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, the configuration of the roadway network, and the anticipated locations of site access and egress were examined to develop trip assignment patterns. The incremental auto vehicle trips were conservatively assigned to the rezoning area to account for the on-site parking. Taxi trips were assigned to the various proposed and projected site entrances. All delivery trips were assigned to the rezoning area via the DOT-designated truck routes.

Traffic assignment patterns for the various development uses by vehicle type are discussed below.

Residential

The proposed residential use's auto trip assignments were developed based on the 2006-2010 U.S. Census ACS JTW O-D estimates. Many of the destinations for the residential trips would remain in Manhattan (64 percent) and toward the Bronx (13 percent). The remaining trips would be toward Brooklyn (6 percent), Upstate New York (6 percent), Queens (4 percent), New Jersey (4 percent), and Long Island (3 percent). Residential trips would originate from the on-site parking garages and surface lots, and use the most direct route for travel to their destinations. Overall, incremental vehicle trips generated by the residential uses were distributed to the study area roadway network in the following manner: approximately 7 percent were assigned to 125th Street to points west, 23 percent to the 145th Street Bridge, Madison Avenue Bridge, Third Avenue Bridge, and Robert F. Kennedy (RFK) Bridge to points east, 20 percent to St. Nicholas Avenue, Adam Clayton Powell Jr. Boulevard, and the Harlem River Drive to points north, and 50 percent to points south via major north-south corridors and the Harlem River Drive.

Local Retail

The proposed local retail uses are expected to serve the immediate surrounding area. Therefore, auto trips were generally assigned from local origins within the neighborhood and adjacent residential areas. Overall, the vehicle trips generated by the local retail component were distributed to the study area streets/roadways based on the population densities within ½-mile of the rezoning area. The vehicle trips were assigned to the rezoning area block faces via the most direct routes available, primarily along Adam Clayton Powell Jr. Boulevard, Lenox Avenue, and Fifth Avenue.

Destination Retail

The destination retail component's trip assignment patterns would be similar to those for local retail but would draw from a larger geographic area. A majority of the auto trips are expected to come from within Manhattan with some trips expected to come from the Bronx and Queens. Destination retail trips from the broader area (i.e., the Bronx and Queens) would take major roadways to reach the rezoning area. Once in the immediate vicinity of the rezoning area, the destination retail trip assignments would be comparable to those for local retail.

Community Facility

The proposed community facility use is expected to have travel patterns similar to the retail components, with trips originating mostly from within Manhattan residential areas, and some from the Bronx and Queens.

Taxis

The rezoning area is located in Manhattan north of 60th Street. Therefore, a 25 percent taxi overlap was applied to the taxi trips per the *CEQR Technical Manual*. Taxi pick-ups and drop-offs for all

development components were assigned to pick up and drop off along the rezoning area frontages on Lenox Avenue, Fifth Avenue, 135th Street, and 132nd Street.

Deliveries

Truck delivery trips for all development components were assigned to DOT-designated truck routes. Trucks were assigned to the study area from regional origins via Adam Clayton Powell Jr Boulevard, 125th Street, Third Avenue, and the Madison Avenue Bridge. Deliveries are expected to take place curbside along the rezoning area's various frontages.

Summary

As shown in **Figures 13-4 through 13-11** and summarized in **Table 13-10**, 11 intersections for both the 2023 and 2026 analysis years, comprising the traffic study area, have been selected for the detailed traffic analysis based on the volume of trips projected and the turning movements anticipated to occur at those locations. The recommended traffic analysis locations are shown in **Figure 13-12**.

TRANSIT

The rezoning area is located near two NYCT subway stations: (1) 135th Street (B and C trains); and (2) 135th Street (No. 2 and 3 trains). The most likely travel routes to and from the rezoning area, prevailing travel patterns, commuter O-D summaries from the census data, and the anticipated locations of site access and egress were examined to develop subway trip assignment patterns. Based on these considerations, it is expected that approximately 15 percent of the project-generated subway trips would be distributed to the 135th Street (B and C) Station and 85 percent of the project-generated subway trips would be distributed to the 135th Street (No. 2 and 3 trains) Station. As a result, it was determined that quantified analysis of affected elements at the 135th Street (No. 2 and 3 trains) Station and subway line-haul for the No. 2 and 3 lines for the weekday AM and PM peak hours would be warranted.

There are numerous bus routes with stops near the rezoning area, including the Bx33, M1, M2, M7, and M102 bus routes. As shown in Tables 13-8 and 13-9, project-generated peak hour bus trips for Phase 1 and the 2026 Full Build would exceed the *CEQR Technical Manual* analysis thresholds. The most likely travel routes to and from the rezoning area, prevailing travel patterns, commuter O-D summaries from the census data, and the anticipated locations of site access and egress were examined to develop bus trip assignment patterns. Based on these considerations, no single bus route would exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is not warranted and the proposed project is not expected to result in any significant adverse bus line-haul impacts.

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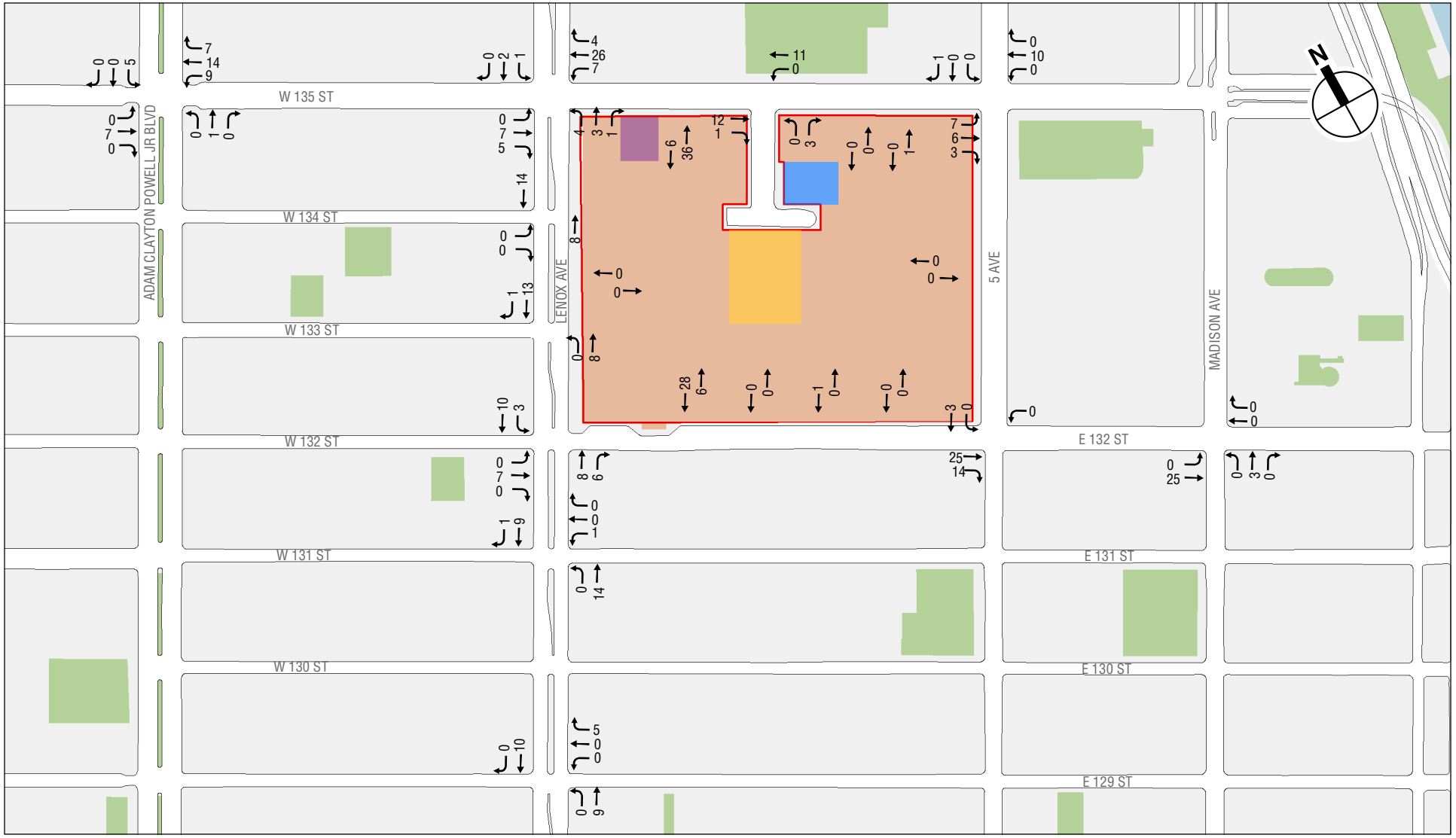

2023 Phase 1 Incremental Vehicle Trips
Weekday AM Peak Hour

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Figure 13-4

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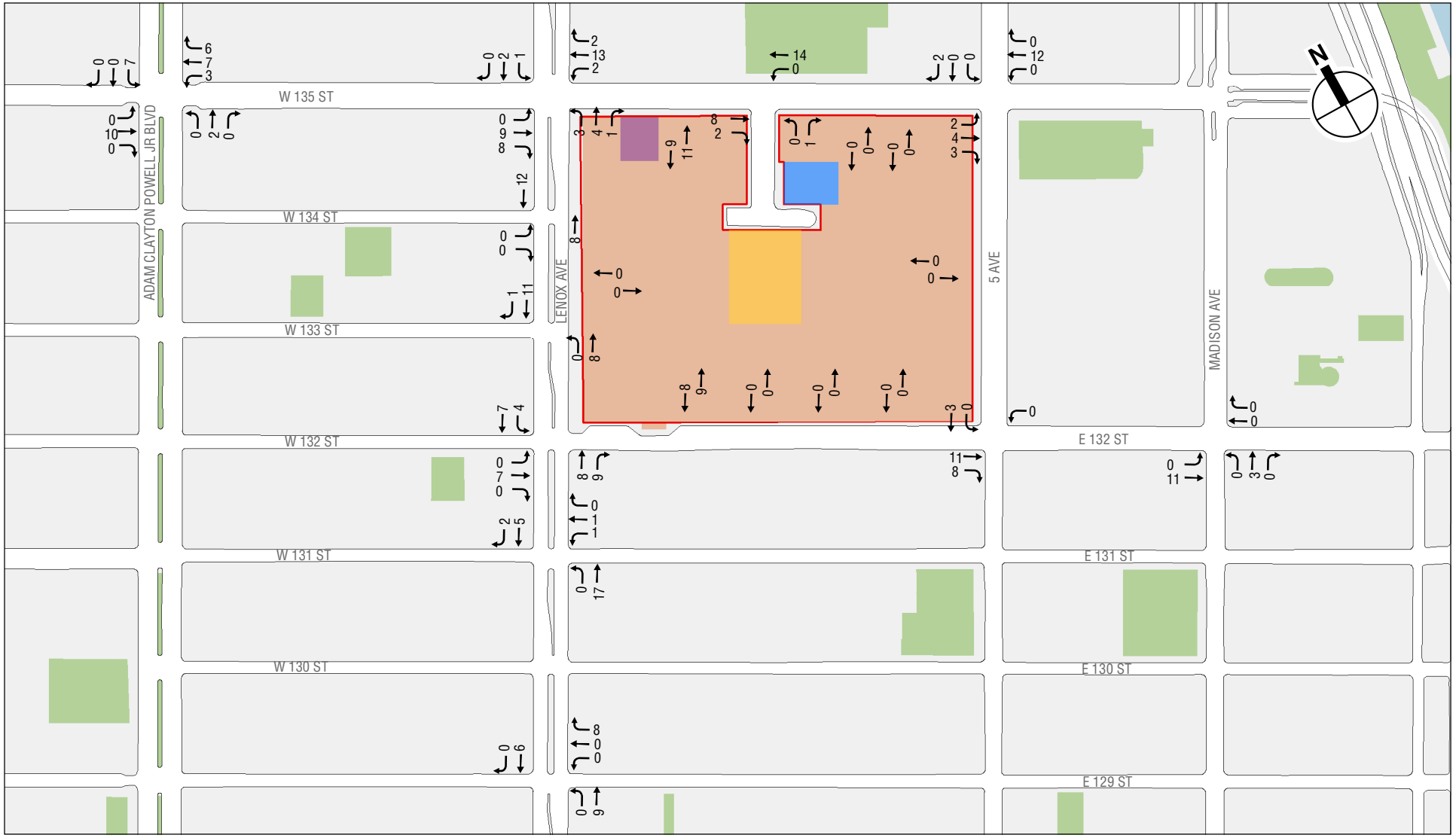
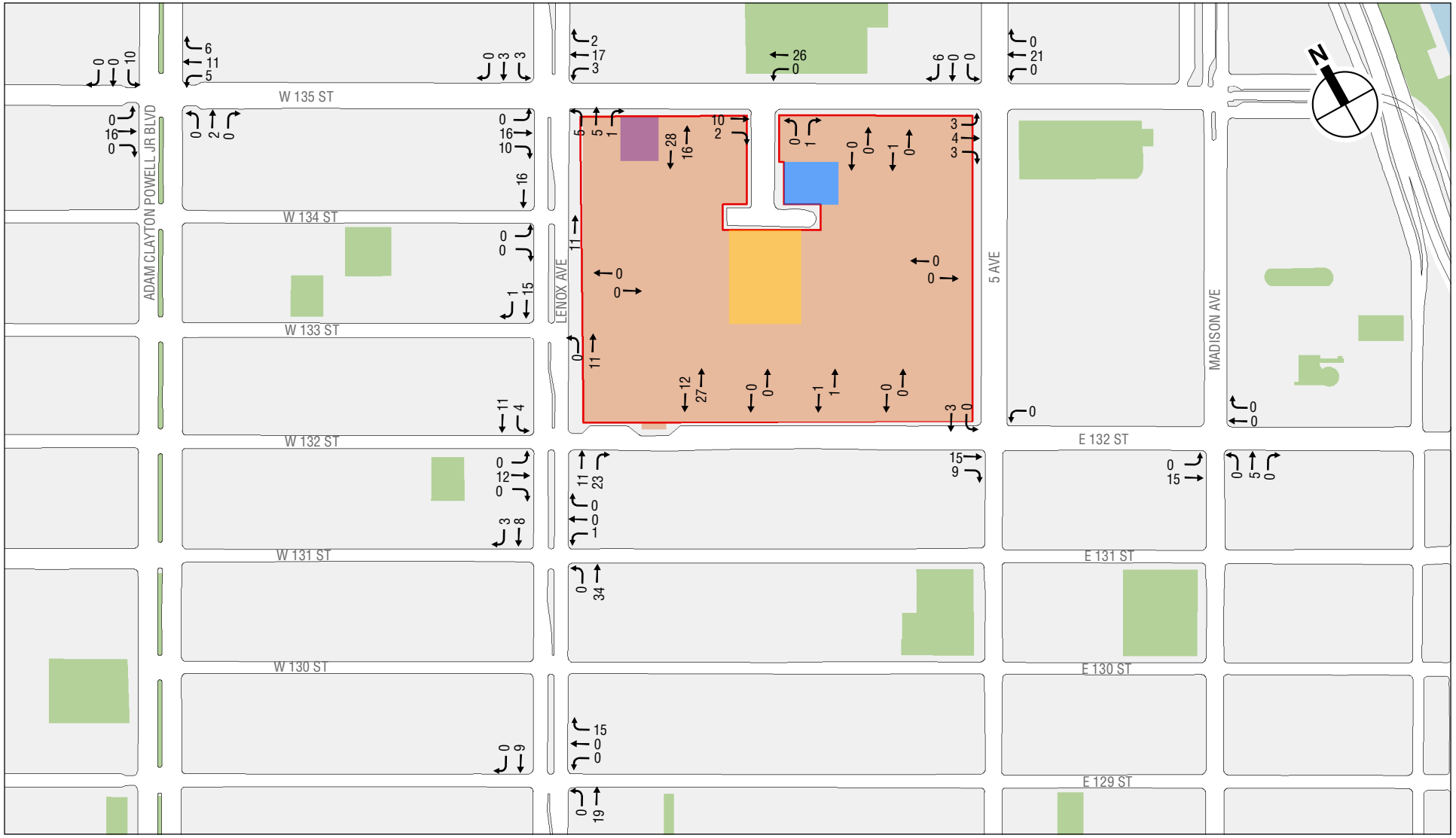


2023 Phase 1 Incremental Vehicle Trips
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-5

4.18.19



2023 Phase 1 Incremental Vehicle Trips
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-6

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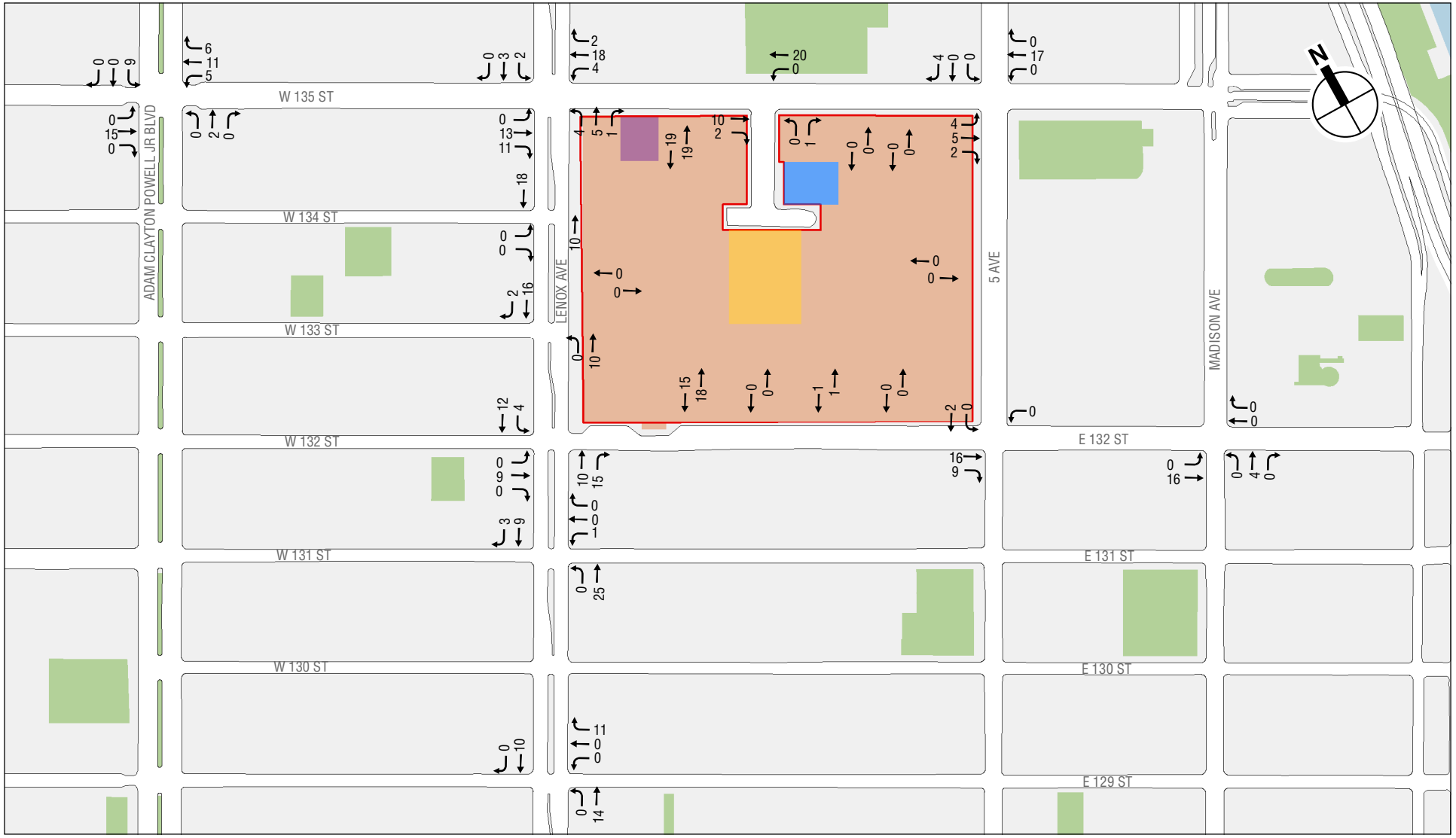
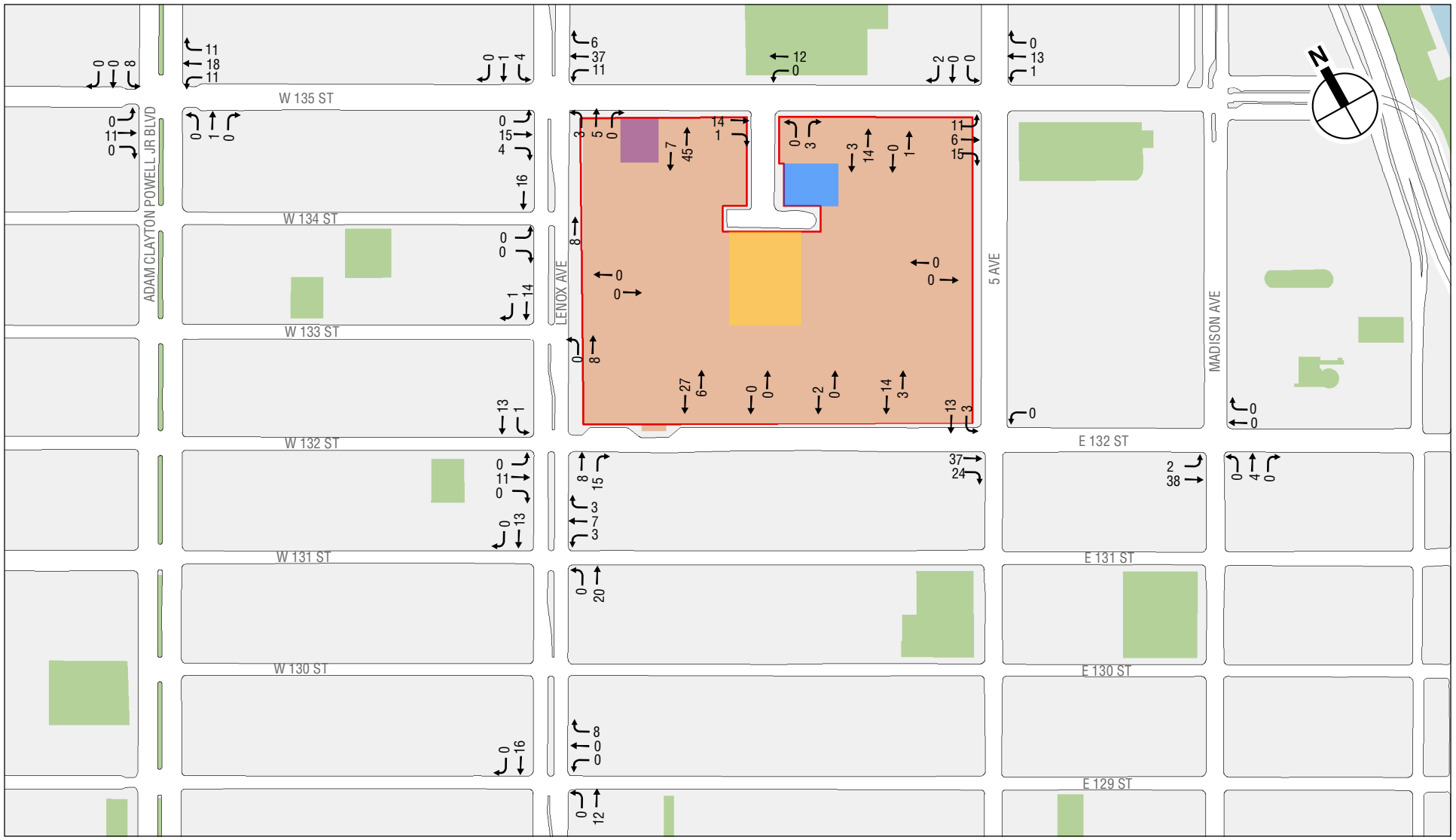


2023 Phase 1 Incremental Vehicle Trips
Saturday Peak Hour

LENOX TERRACE

Figure 13-7

4.18.19

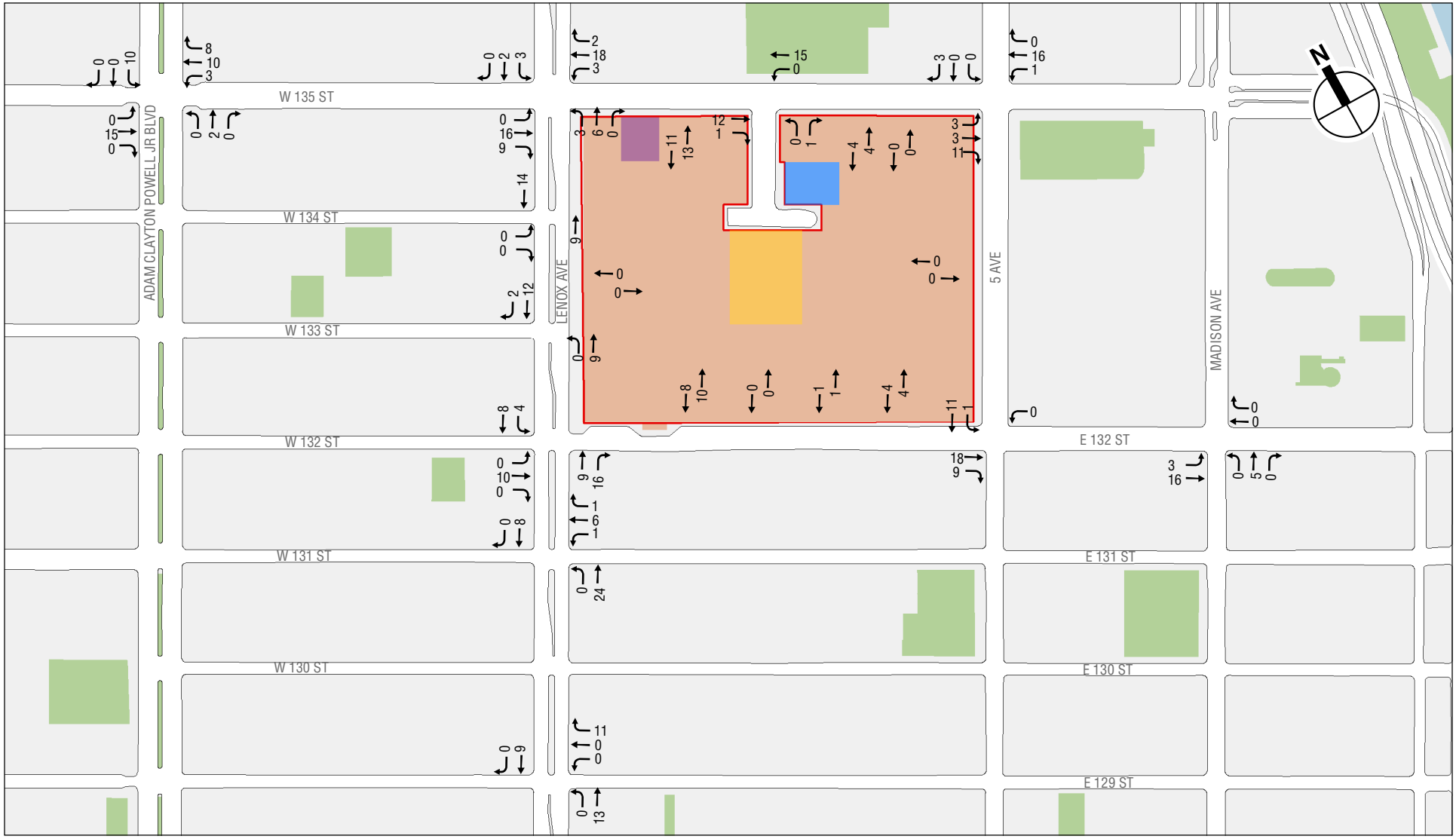


2026 Full Build Incremental Vehicle Trips
Weekday AM Peak Hour

LENOX TERRACE

Figure 13-8

4.18.19

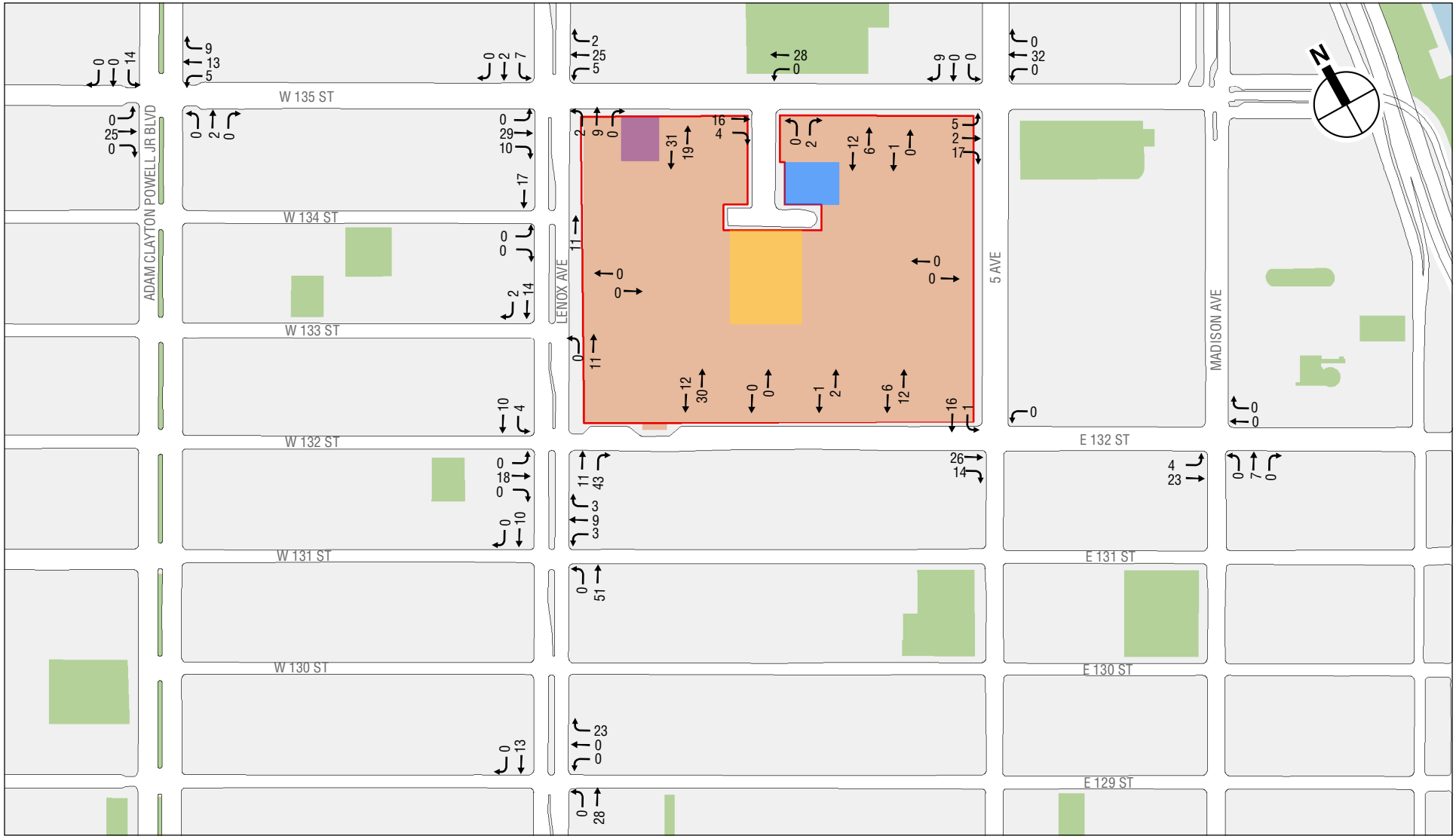


2026 Full Build Incremental Vehicle Trips
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-9

4.18.19

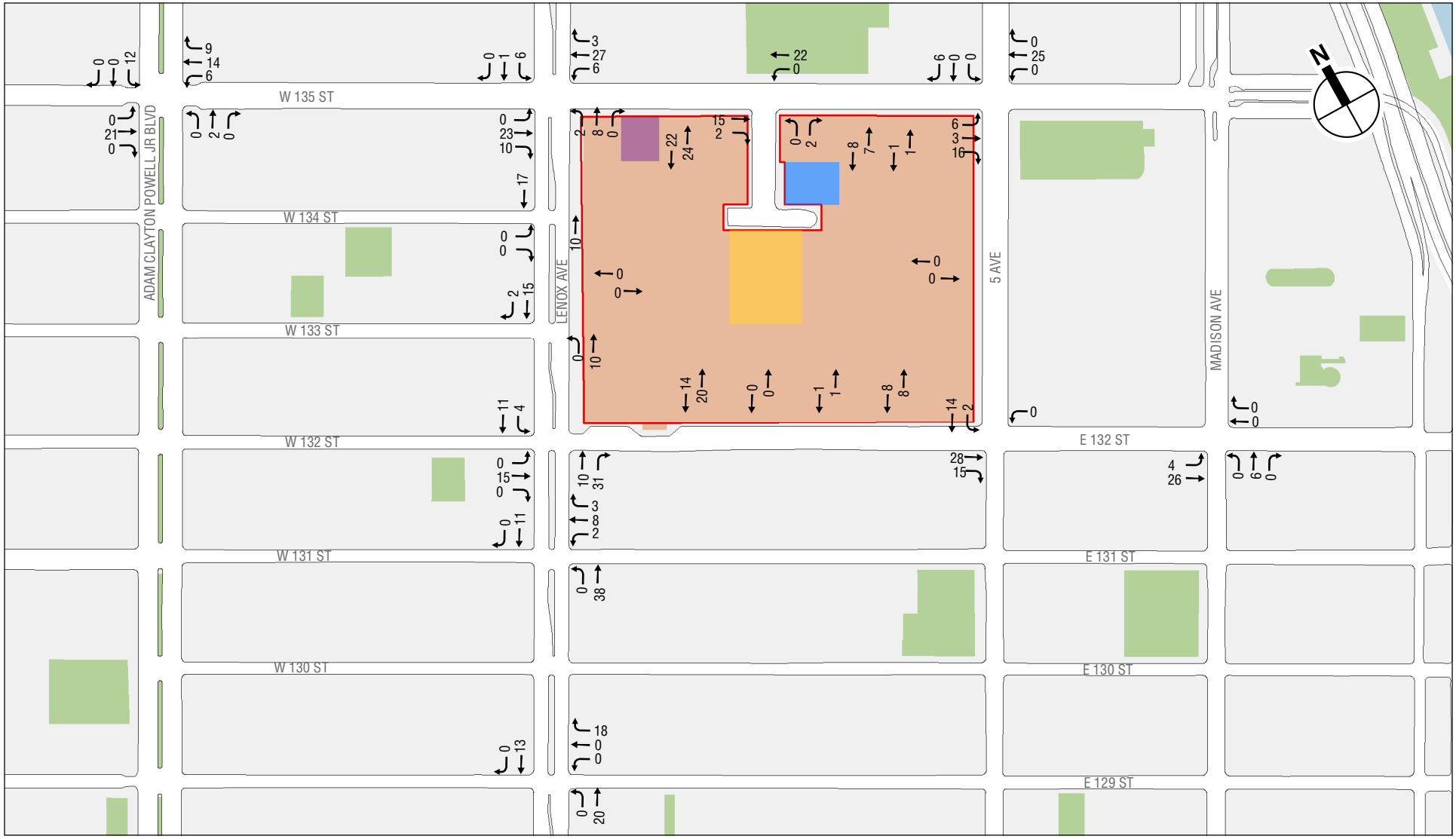


2026 Full Build Incremental Vehicle Trips
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-10

4.18.19



2026 Full Build Incremental Vehicle Trips
Saturday Peak Hour

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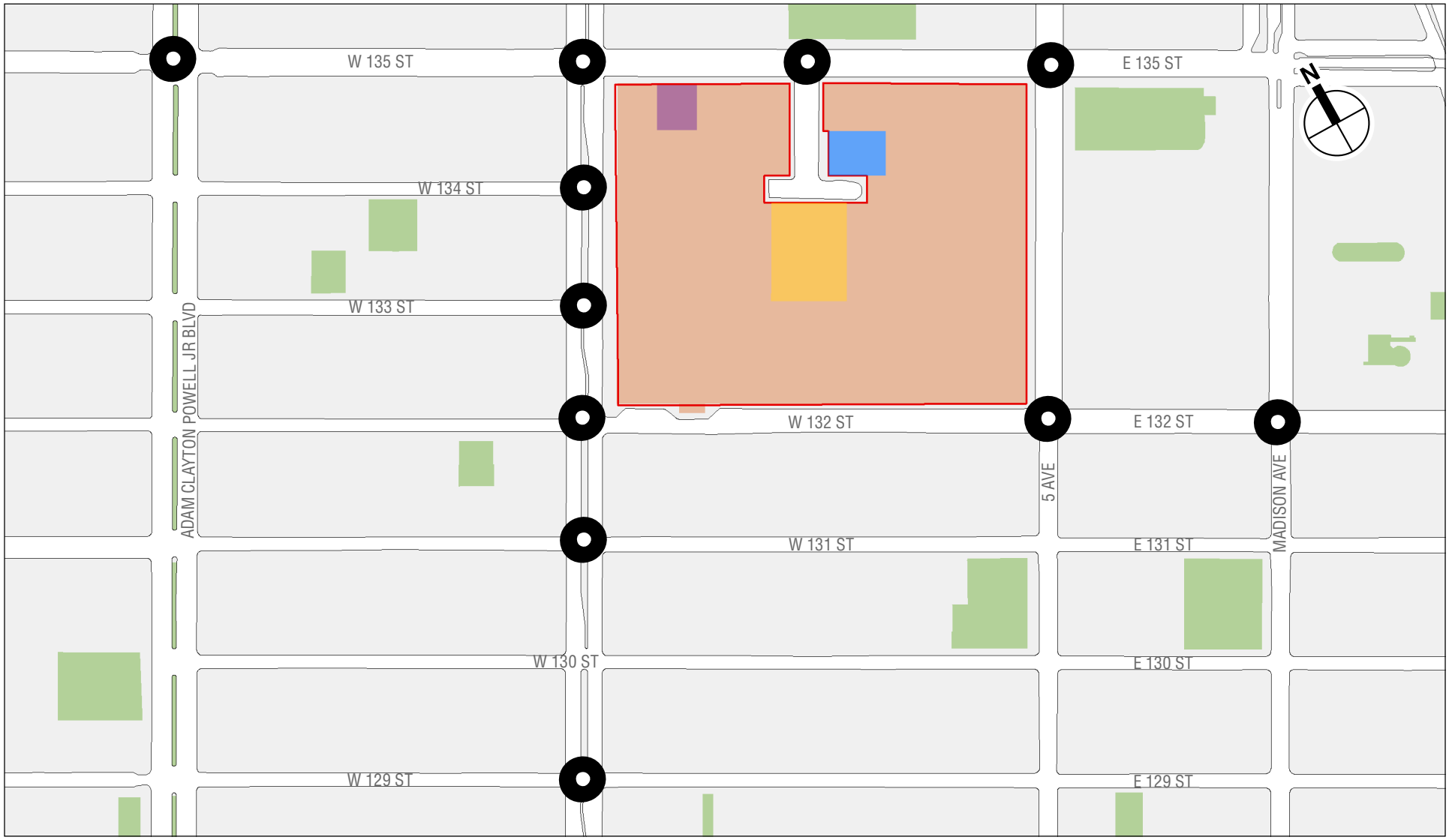
Figure 13-11



Traffic Analysis Locations

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Figure 13-12

Table 13-10
Traffic Level 2 Screening Analysis Results—Selected Analysis Locations

Intersection	2023 Phase 1 Weekday AM	2023 Phase 1 Weekday Midday	2023 Phase 1 Weekday PM	2023 Phase 1 Saturday	2026 Full Build Weekday AM	2026 Full Build Weekday Midday	2026 Full Build Weekday PM	2026 Full Build Saturday	Selected Analysis Location
Frederick Douglass Blvd and West 136th Street	1	3	3	3	2	4	4	4	
Frederick Douglass Blvd and West 135th Street	21	17	27	26	29	25	38	35	
Frederick Douglass Blvd and West 134th Street	3	3	4	5	2	4	4	4	
Adam Clayton Powell Jr Blvd and West 145th Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 144th Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 143rd Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 142nd Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 141st Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 140th Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 139th Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 138th Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 137th Street	14	18	21	20	22	23	29	27	
Adam Clayton Powell Jr Blvd and West 136th Street	13	15	18	17	20	20	25	23	
Adam Clayton Powell Jr Blvd and West 135th Street	43	35	**50**	48	**60**	48	**68**	**64**	✓
Adam Clayton Powell Jr Blvd and West 134th Street	10	5	7	7	12	5	7	8	
Adam Clayton Powell Jr Blvd and West 133rd street	10	5	7	7	12	5	7	8	
Adam Clayton Powell Jr Blvd and West 132nd Street	16	11	18	14	22	13	23	21	
Adam Clayton Powell Jr Blvd and West 131st Street	15	12	19	16	26	18	29	27	
Adam Clayton Powell Jr Blvd and West 130th Street	15	11	19	16	23	17	26	25	
Adam Clayton Powell Jr Blvd and West 129th Street	15	11	19	16	23	17	26	25	
Adam Clayton Powell Jr Blvd and West 128th Street	15	11	19	16	23	17	26	25	
Adam Clayton Powell Jr Blvd and West 127th Street	15	11	19	16	23	17	26	25	
Adam Clayton Powell Jr Blvd and West 126th Street	15	11	19	16	23	17	26	25	
Adam Clayton Powell Jr Blvd and West 125th Street	17	13	20	18	25	20	28	27	
Lenox Avenue and West 145th Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 144th Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 143rd Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 142nd Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 141st Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 140th Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 139th Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 138th Street	9	6	10	9	14	10	16	14	
Lenox Avenue and West 137th Street	10	9	13	12	16	13	20	18	
Lenox Avenue and West 136th Street	10	9	13	12	16	13	20	18	
Lenox Avenue and West 135th Street	**60**	45	**65**	**63**	**86**	**62**	**91**	**86**	✓
Lenox Avenue and West 134th Street	22	20	27	28	24	23	28	27	✓
Lenox Avenue and West 133rd Street	22	20	27	28	23	23	27	27	✓
Lenox Avenue and West 132nd Street	34	35	**61**	**50**	48	47	**86**	**71**	✓
Lenox Avenue and West 131st Street	25	26	46	38	46	40	**76**	**62**	✓
Lenox Avenue and West 130th Street	24	23	43	35	36	33	**64**	**51**	
Lenox Avenue and West 129th Street	24	23	43	35	36	33	**64**	**51**	✓
Lenox Avenue and West 128th Street	19	15	28	24	28	22	41	33	
Lenox Avenue and West 127th Street	19	15	28	24	28	22	41	33	
Lenox Avenue and West 126th Street	19	15	28	24	28	22	41	33	
Lenox Avenue and West 125th Street	20	16	28	24	29	23	41	33	
Lenox Terrace Place and West 135th Street	27	25	39	33	30	29	**50**	41	✓
Fifth Avenue and 139th Street	8	4	9	8	13	6	14	12	
Fifth Avenue and 138th Street	8	4	9	8	13	6	14	12	
Fifth Avenue and 137th Street	8	4	9	8	13	6	14	12	
Fifth Avenue and 136th Street	8	4	9	8	13	6	14	12	
Fifth Avenue and 135th Street	27	23	37	32	48	37	**65**	**56**	✓
Fifth Avenue and 132nd Street	42	22	27	27	**77**	39	**57**	**59**	✓
Fifth Avenue and 131st Street	17	11	12	11	37	20	30	29	
Fifth Avenue and 130th Street	16	9	11	10	24	12	15	16	
Fifth Avenue and 129th Street	19	16	24	20	29	22	35	32	
Madison Avenue and East 138th Street	0	0	0	0	0	0	0	0	
Madison Avenue and East 135th Street	16	16	25	22	22	23	38	32	
Madison Avenue and East 132nd Street	28	14	20	20	44	24	34	36	✓
Madison Avenue and East 131st Street	3	3	5	4	4	5	7	6	
Madison Avenue and East 130th Street	5	4	7	5	7	6	10	8	
Madison Avenue and East 129th Street	8	11	20	15	12	16	30	24	
Park Avenue and East 135th Street (N)	0	0	0	0	0	0	0	0	
Park Avenue and East 135th Street (S)	0	0	0	0	0	0	0	0	
Park Avenue and Harlem River Drive Off-ramp	0	0	0	0	0	0	0	0	
Park Avenue and East 132nd Street	25	11	15	16	38	16	23	26	
Park Avenue and East 131st Street	6	5	6	6	9	7	9	9	
Park Avenue and East 130th Street	8	6	8	7	12	8	12	11	
Park Avenue and East 129th Street	10	11	15	13	15	15	23	21	

Notes: ✓ denotes intersections selected for the detailed traffic analysis.

PEDESTRIANS

As shown in **Tables 13-8 and 13-9**, the projected peak hour incremental pedestrian trips for the 2023 and 2026 With Action conditions would exceed the CEQR analysis threshold of 200 pedestrians during all peak hours. Level 2 pedestrian trip assignments were individually developed for all the proposed uses, as shown in **Figures 13-13 through 13-20** and discussed below.

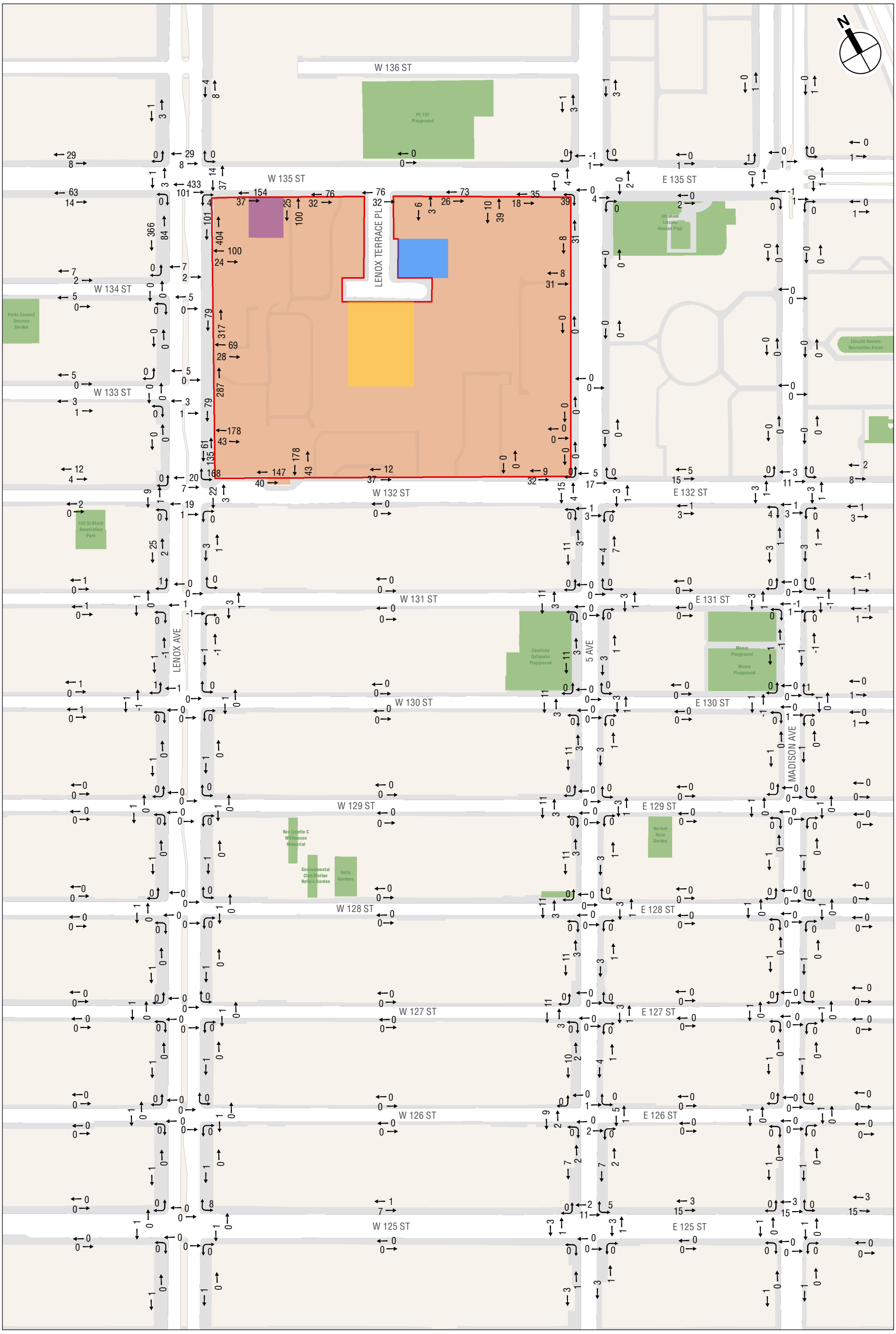
- Auto Trips—For the residential use, motorists would park at the on-site garages and parking lots. Therefore, residential motorists would walk to and from these on-site garages and parking lots and proposed and projected buildings via the interior circulation roads. For all other uses, auto trips are assumed to terminate at the rezoning area block faces, with motorists walking to the proposed and projected buildings via connecting sidewalks.
- Taxi Trips—Taxi patrons would get dropped off and picked up along Fifth Avenue, Lenox Avenue, East 132nd Street, and East 135th Street.
- City Bus Trips—City bus riders would take buses stopping on Fifth Avenue, Lenox Avenue, and Adam Clayton Powell, Jr. Boulevard.
- Subway Trips—Subway riders were assigned to the 135th Street (B and C trains) Station; and the 135th Street (No. 2 and 3 trains) Station.
- Walk-Only Trips—Pedestrian walk-only trips were developed by distributing project-generated person trips to area pedestrian facilities (i.e., sidewalks, corner reservoirs, and crosswalks) based on population data as well as the land use characteristics of the surrounding neighborhood.

Based on the detailed assignment of pedestrian trips, 9 sidewalk segments, 5 corner reservoirs, and 2 crosswalks have been selected for detailed analysis of weekday and Saturday peak hour conditions for both with 2023 and 2026 With Action conditions, as summarized in **Table 13-11** and depicted in **Figure 13-21**.

Table 13-11
Pedestrian Level 2 Screening Analysis Results—Selected Analysis Locations

Pedestrian Elements	Incremental Pedestrian Trips								Selected Analysis Locations
	2023 Phase 1				2026 Full Build				
	Weekday			Saturday	Weekday			Saturday	
	AM	Midday	PM		AM	Midday	PM		
135th Street and Fifth Avenue									
North Crosswalk	0	-4	0	2	4	-6	1	3	
East Crosswalk	2	-4	1	4	6	-10	1	2	
South Crosswalk	4	-10	4	6	10	-21	3	11	
West Crosswalk	4	-10	4	6	10	-21	3	11	
Northeast Corner	2	-8	1	6	10	-16	2	5	
Southeast Corner	6	-14	5	10	16	-31	4	13	
Southwest Corner	47	-2	52	59	135	15	134	129	
Northwest Corner	4	-14	4	8	14	-27	4	14	
East Sidewalk along Fifth Avenue between 135th Street and 136th Street	4	-6	2	6	6	-10	0	5	
East Sidewalk along Fifth Avenue between 135th Street and 134th Street	0	0	0	0	0	0	0	0	
West Sidewalk along Fifth Avenue between 135th Street and 134th Street	39	18	44	47	131	18	136	123	
South Sidewalk along 135th Street between Fifth Avenue and Lenox Terrace Place – Eastern Segment	53	2	51	60	126	63	140	117	
South Sidewalk along 135th Street between Fifth Avenue and Lenox Terrace Place – Western Segment	99	20	107	112	214	90	254	223	✓
West Sidewalk along Fifth Avenue between 135th Street and 136th Street	4	-6	2	6	6	-10	0	5	
North Sidewalk along 135th Street between Fifth Avenue and Lenox Avenue	0	0	0	0	0	0	0	0	

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

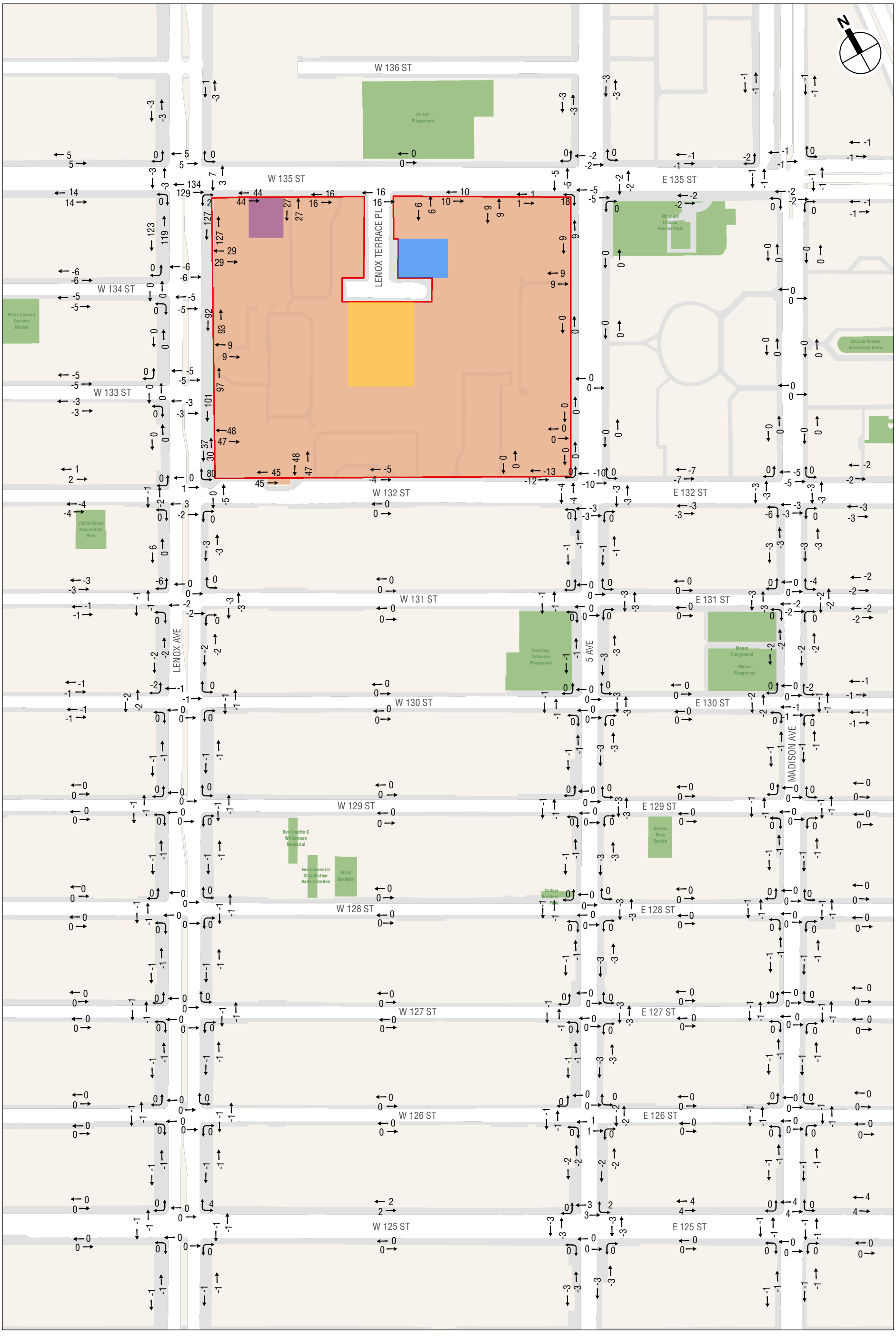
0 400 FEET

2023 Phase 1 Incremental Pedestrian Trips
Weekday AM Peak Hour

Figure 13-13

Lenox Terrace

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

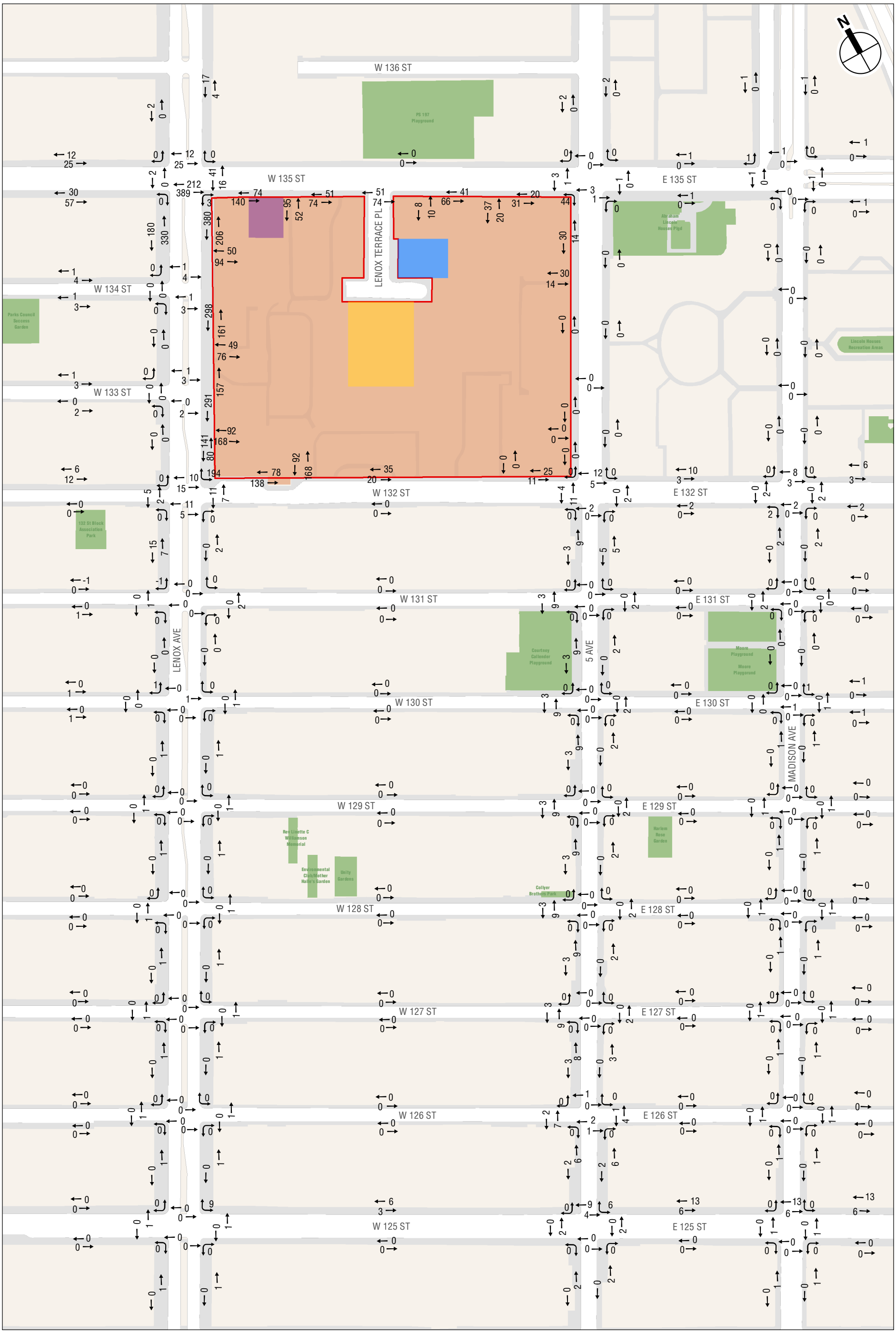
0 400 FEET

2023 Phase 1 Incremental Pedestrian Trips
Weekday Midday Peak Hour

Figure 13-14

Lenox Terrace

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

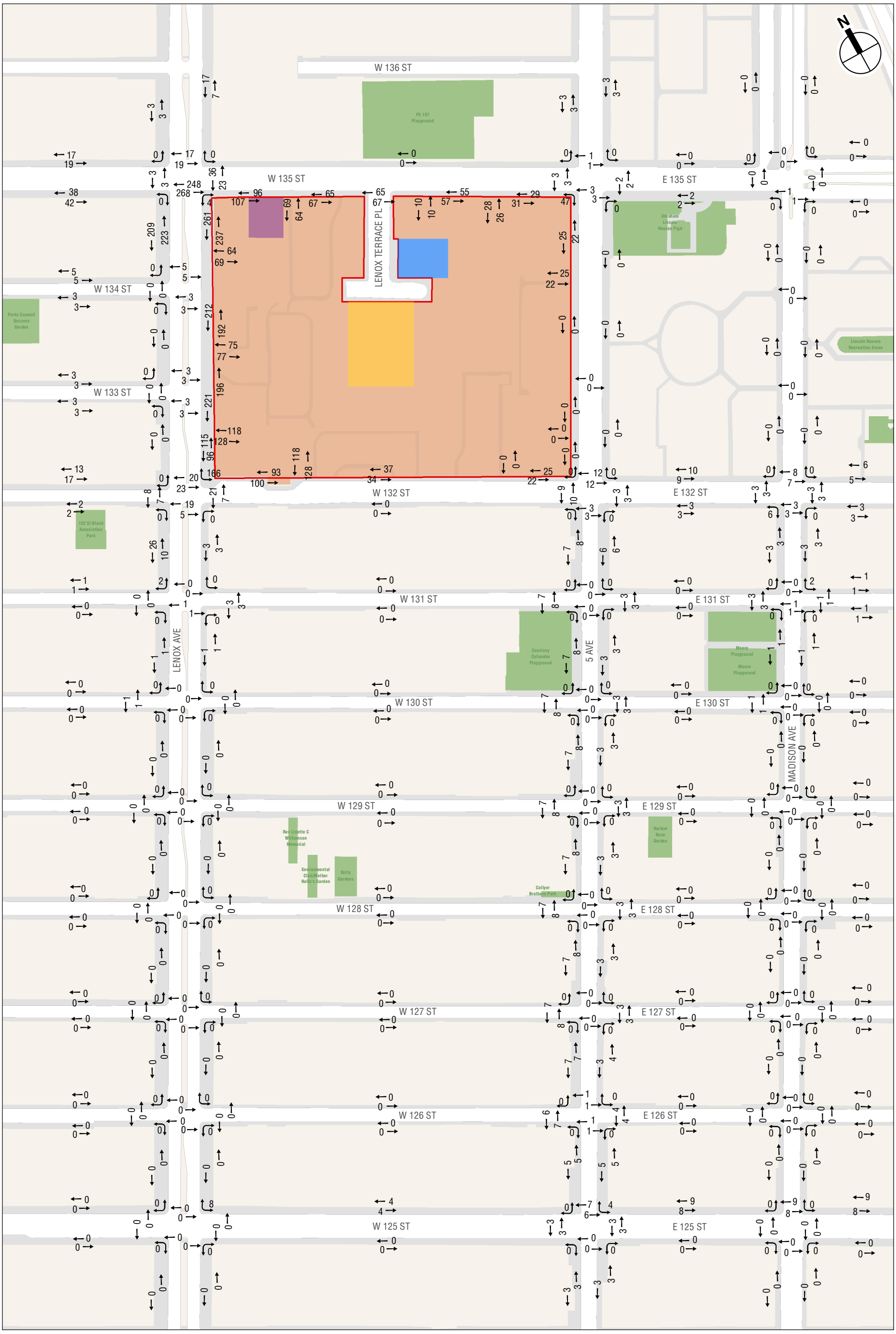
0 400 FEET

2023 Phase 1 Incremental Pedestrian Trips
Weekday PM Peak Hour

Figure 13-15

Lenox Terrace

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

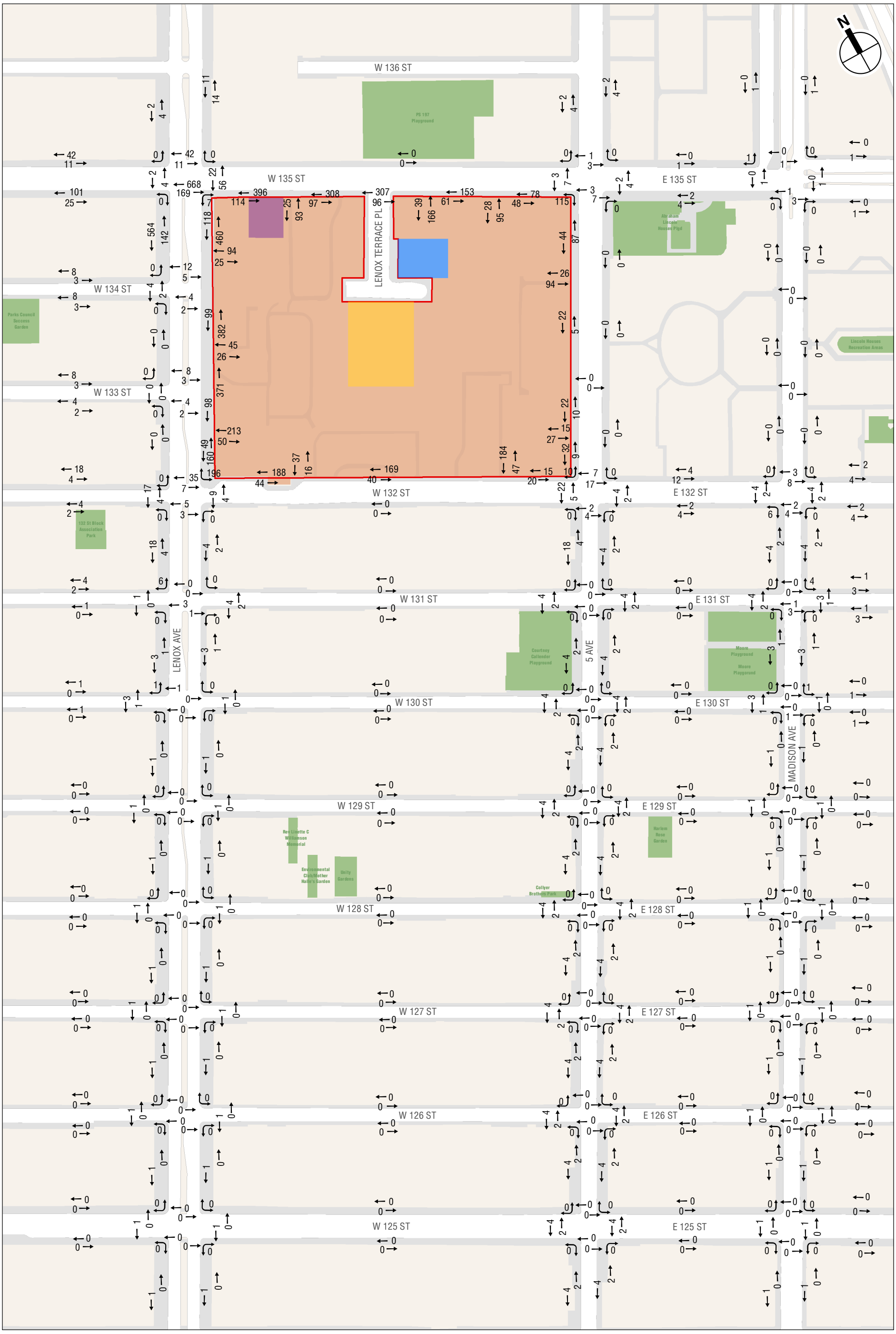
0 400 FEET

2023 Phase 1 Incremental Pedestrian Trips
Saturday Peak Hour

Figure 13-16

Lenox Terrace

12/5/2018



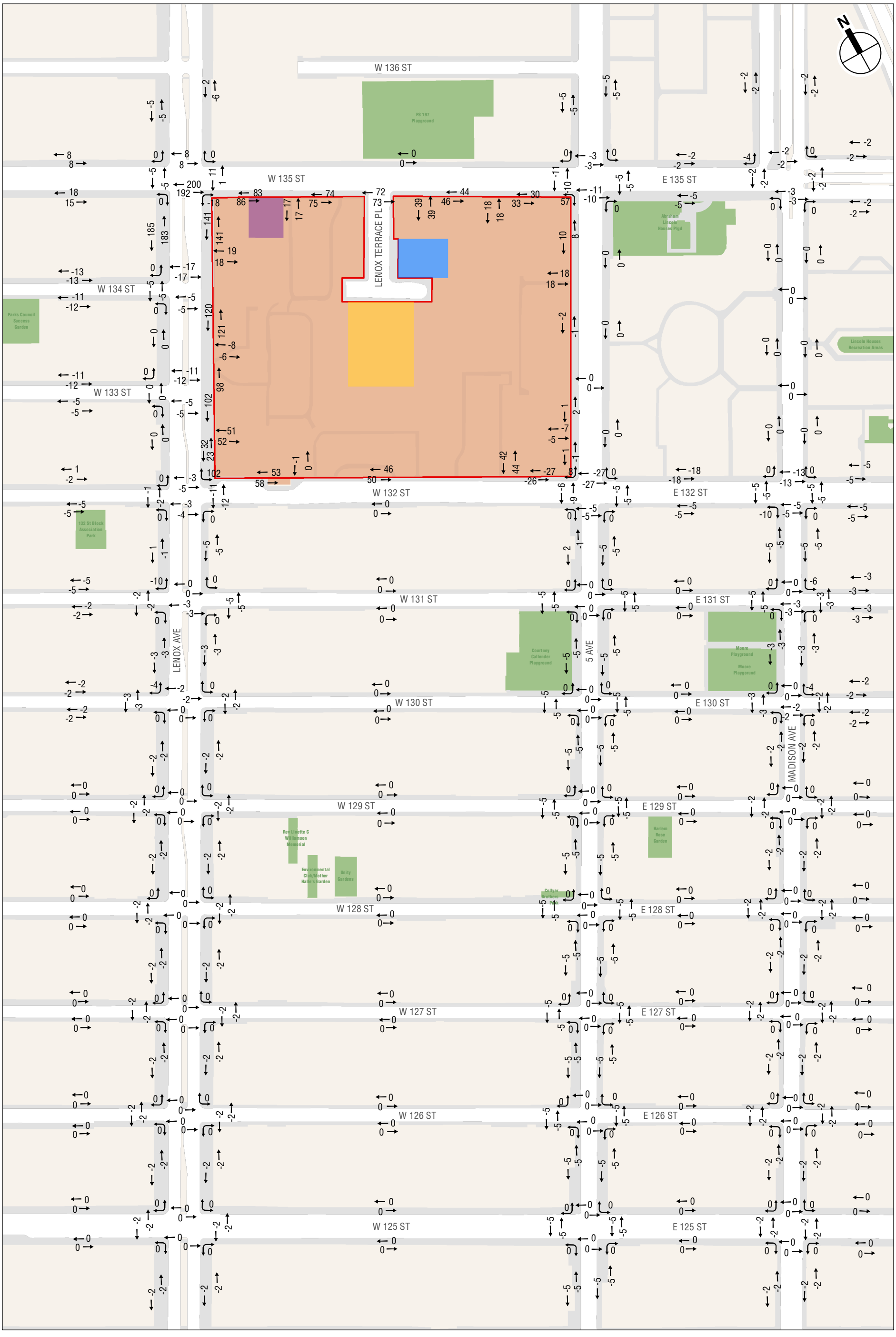
Rezoning Area
Potential Development Site
Proposed Development Site
City-Owned Site
Projected Future Development Sites

0 400 FEET

2026 Full Build Incremental Pedestrian Trips
Weekday AM Peak Hour
Figure 13-17

Lenox Terrace

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

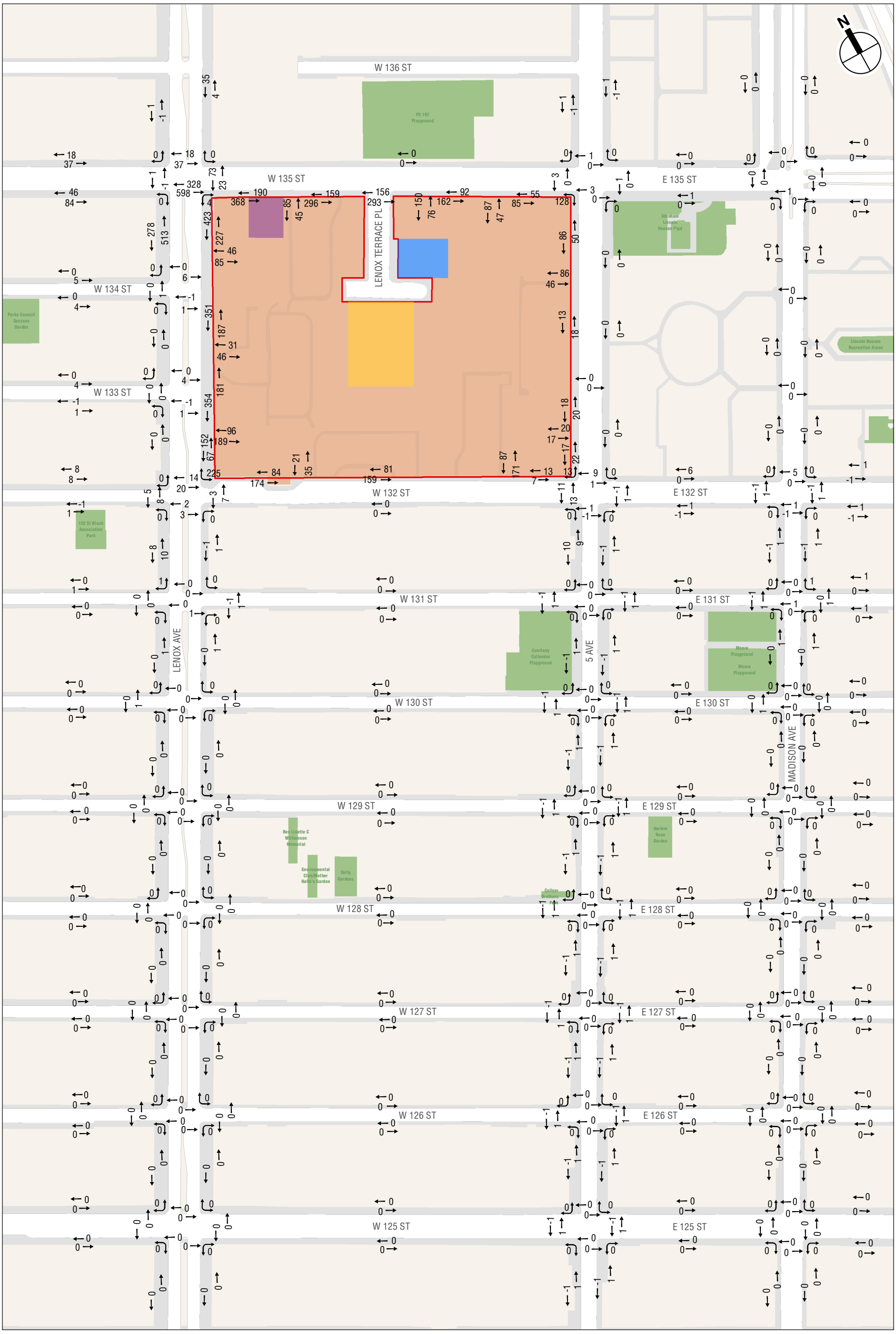
0 400 FEET

2026 Full Build Incremental Pedestrian Trips
Weekday Midday Peak Hour

Figure 13-18

Lenox Terrace

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

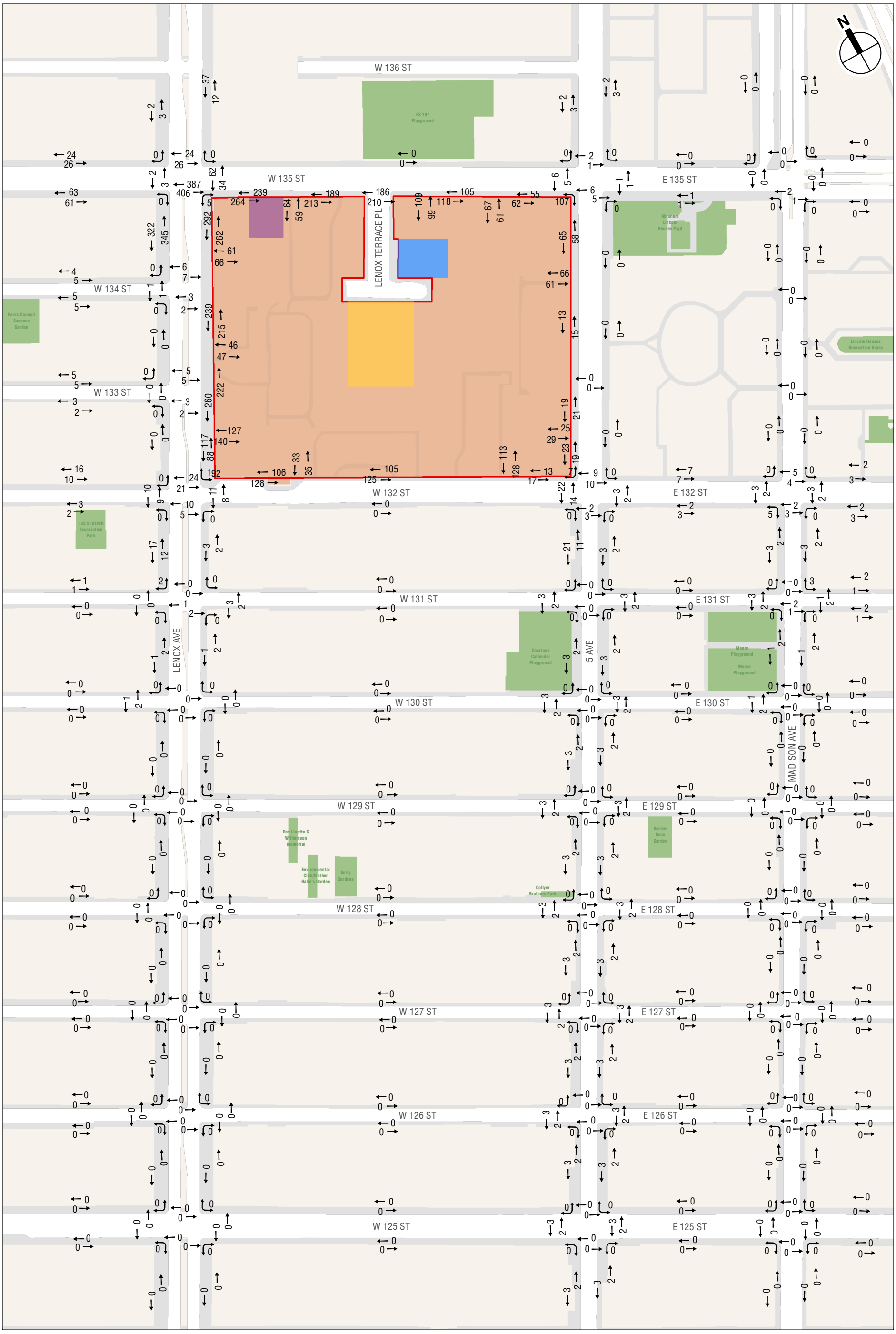
0 400 FEET

2026 Full Build Incremental Pedestrian Trips
Weekday PM Peak Hour

Figure 13-19

Lenox Terrace

12/5/2018



Rezoning Area

Potential Development Site

Proposed Development Site

City-Owned Site

Projected Future Development Sites

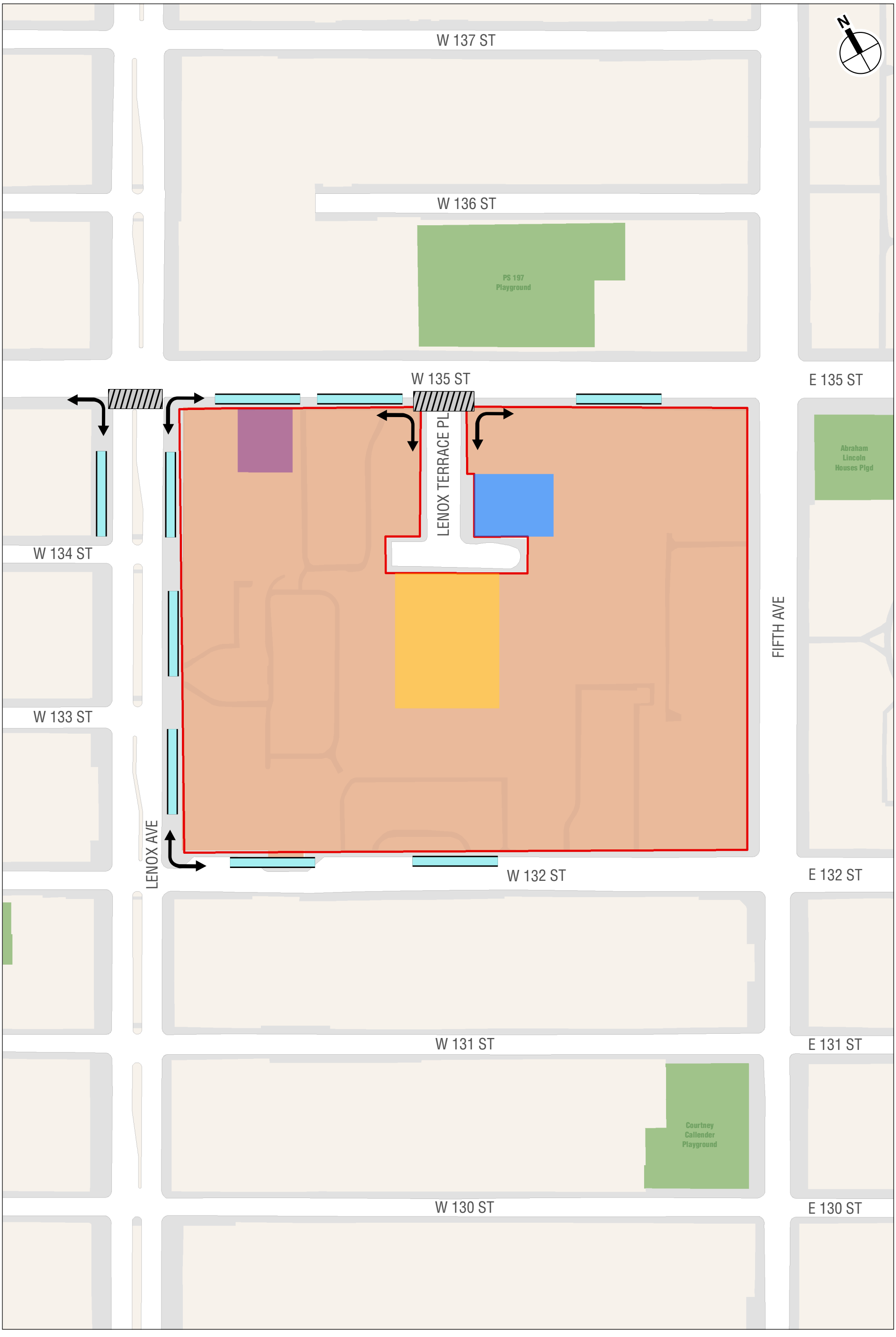
0 400 FEET

2026 Full Build Incremental Pedestrian Trips
Saturday Peak Hour

Figure 13-20

Lenox Terrace

8/14/2018



Pedestrian Analysis Locations

Corner

Crosswalk

Sidewalk

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

Rezoning Area

0 300 FEET

Pedestrian Analysis Locations

Figure 13-21

Lenox Terrace

Table 13-11 (cont'd)
Pedestrian Level 2 Screening Analysis Results—Selected Analysis Locations

Pedestrian Elements	Incremental Pedestrian Trips								Selected Analysis Locations
	2023 Phase 1				2026 Full Build				
	Weekday			Saturday	Weekday			Saturday	
	AM	Midday	PM		AM	Midday	PM		
134th Street and Fifth Avenue									
East Sidewalk along Fifth Avenue between 134th Street and 133rd Street	0	0	0	0	0	0	0	0	
West Sidewalk along Fifth Avenue between 134th Street and 133rd Street	0	0	0	0	27	-3	31	28	
133rd Street and Fifth Avenue									
North Crosswalk	0	0	0	0	0	0	0	0	
East Sidewalk along Fifth Avenue between 133rd Street and 132nd Street	0	0	0	0	0	0	0	0	
West Sidewalk along Fifth Avenue between 133rd Street and 132nd Street	0	0	0	0	32	3	38	40	
132nd Street and Fifth Avenue									
North Crosswalk	22	-20	17	24	24	-54	10	19	
East Crosswalk	4	-6	2	6	6	-10	0	5	
South Crosswalk	4	-6	2	6	6	-10	0	5	
West Crosswalk	19	-8	15	19	27	-15	24	36	
Northeast Corner	26	-26	19	30	30	-64	10	24	
Southeast Corner	8	-12	4	12	12	-20	0	10	
Southwest Corner	23	-14	17	25	33	-25	24	41	
Northwest Corner	41	-28	32	43	61	-61	47	62	
East Sidewalk along Fifth Avenue between 132nd Street and 131st Street	11	-2	10	12	6	-10	0	5	
West Sidewalk along Fifth Avenue between 132nd Street and 131st Street	14	-2	12	15	22	1	19	32	
South Sidewalk along 132nd Street between Fifth Avenue and Lenox Avenue	0	0	0	0	0	0	0	0	
North Sidewalk along 132nd Street between Fifth Avenue and Lenox Avenue – Eastern Segment	41	-25	36	47	35	-53	20	30	
North Sidewalk along 132nd Street between Fifth Avenue and Lenox Avenue – Middle Segment	49	-9	55	71	209	96	240	230	✓
North Sidewalk along 132nd Street between Fifth Avenue and Lenox Avenue – Western Segment	187	90	216	193	232	111	258	234	✓
131st Street and Fifth Avenue									
North Crosswalk	0	0	0	0	0	0	0	0	
East Crosswalk	4	-6	2	6	6	-10	0	5	
South Crosswalk	0	0	0	0	0	0	0	0	
West Crosswalk	14	-2	12	15	6	-10	0	5	
Northeast Corner	4	-6	2	6	6	-10	0	5	
Southeast Corner	4	-6	2	6	6	-10	0	5	
Southwest Corner	14	-2	12	15	6	-10	0	5	
Northwest Corner	14	-2	12	15	6	-10	0	5	
East Sidewalk along Fifth Avenue between 131st Street and 130th Street	4	-6	2	6	6	-10	0	5	
West Sidewalk along Fifth Avenue between 131st Street and 130th Street	14	-2	12	15	6	-10	0	5	
South Sidewalk along 131st Street between Fifth Avenue and Lenox Avenue	0	0	0	0	0	0	0	0	
North Sidewalk along 131st Street between Fifth Avenue and Lenox Avenue	0	0	0	0	0	0	0	0	
West 135th Street and Lenox Terrace Place									
South Crosswalk	108	32	125	13	402	147	450	395	✓
Southeast Corner	14	-16	7	13	402	147	450	395	✓
Southwest Corner	14	-16	7	13	402	147	450	395	✓
South Sidewalk along 135th Street between Lenox Terrace Place and Lenox Avenue – Eastern Segment	108	32	125	132	405	149	455	402	✓
South Sidewalk along 135th Street between Lenox Terrace Place and Lenox Avenue – Western Segment	191	88	214	203	510	169	558	503	✓

Table 13-11 (cont'd)
Pedestrian Level 2 Screening Analysis Results—Selected Analysis Locations

Pedestrian Elements	Incremental Pedestrian Trips								Selected Analysis Locations
	2023 Phase 1				2026 Full Build				
	Weekday			Saturday	Weekday			Saturday	
	AM	Midday	PM		AM	Midday	PM		
West 135th Street and Lenox Avenue									
North Crosswalk	7	10	37	36	53	16	55	50	
East Crosswalk	51	10	57	59	78	12	96	96	
South Crosswalk	534	263	601	516	837	392	926	793	✓
West Crosswalk	4	-6	2	6	6	-10	0	5	
Northeast Corner	88	20	94	95	131	28	151	146	
Southeast Corner	589	275	661	579	922	386	1,026	894	✓
Southwest Corner	538	257	603	522	843	382	926	798	✓
Northwest Corner	41	4	39	42	59	6	55	55	
East Sidewalk along Lenox Avenue between West 135th Street and West 136th Street	12	-2	21	24	25	-4	39	49	
East Sidewalk along Lenox Avenue between West 135th Street and West 134th Street	505	254	586	498	578	282	650	554	✓
West Sidewalk along Lenox Avenue between West 135th Street and West 134th Street	450	242	510	432	706	368	791	667	✓
South Sidewalk along West 135th Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	77	28	87	80	126	33	130	124	
West Sidewalk along Lenox Avenue between West 135th Street and West 136th Street	4	-6	2	6	6	-10	0	5	
North Sidewalk along West 135th Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	37	10	37	36	53	16	55	50	
West 134th Street and Lenox Avenue									
North Crosswalk	9	-12	5	10	17	-34	6	13	
South Crosswalk	5	-10	4	6	6	-10	0	5	
West Crosswalk	0	0	0	0	6	-10	1	2	
Southwest Corner	5	-10	4	6	12	-20	1	7	
Northwest Corner	9	-12	5	10	23	-44	7	15	
East Sidewalk along Lenox Avenue between West 134th Street and West 133rd Street	396	185	459	404	481	241	538	454	✓
West Sidewalk along Lenox Avenue between West 134th Street and West 133rd Street	0	0	0	0	0	0	0	0	
South Sidewalk along West 134th Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	5	-10	4	6	11	-23	4	10	
North Sidewalk along West 134th Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	9	-12	5	10	11	-26	5	9	
West 133rd Street and Lenox Avenue									
North Crosswalk	5	-10	4	6	11	-23	4	10	
South Crosswalk	4	-6	2	6	6	-10	0	5	
West Crosswalk	0	0	0	0	0	0	0	0	
Southwest Corner	4	-6	2	6	6	-10	0	5	
Northwest Corner	5	-10	4	6	11	-23	4	10	
East Sidewalk along Lenox Avenue between West 133rd Street and West 132nd Street	366	67	448	417	469	200	535	482	✓
West Sidewalk along Lenox Avenue between West 133rd Street and West 132nd Street	0	0	0	0	0	0	0	0	
South Sidewalk along West 133rd Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	4	-6	2	6	6	-10	0	5	
North Sidewalk along West 133rd Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	5	-10	4	6	11	-23	4	10	
West 132nd Street and Lenox Avenue									
North Crosswalk	27	1	25	43	42	-8	34	45	
East Crosswalk	25	-5	18	28	13	-23	10	19	
South Crosswalk	20	1	16	24	8	-7	5	15	
West Crosswalk	10	-3	7	15	21	-3	13	19	
Northeast Corner	220	76	237	237	251	71	269	256	✓
Southeast Corner	45	-4	34	52	21	-30	15	34	
Southwest Corner	30	-2	23	39	29	-10	18	34	
Northwest Corner	37	-2	32	58	63	-11	47	64	
East Sidewalk along Lenox Avenue between West 132nd Street and West 131st Street	4	-6	2	6	6	-10	0	5	
West Sidewalk along Lenox Avenue between West 132nd Street and West 131st Street	27	6	22	36	22	0	18	29	
South Sidewalk along West 132nd Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	2	-8	0	4	6	-10	0	5	
North Sidewalk along West 132nd Street between Lenox Avenue and Adam Clayton Powell, Jr. Boulevard	16	3	18	30	22	-1	16	26	

Note: ✓ denotes pedestrian elements selected for detailed analysis.

C. TRANSPORTATION ANALYSIS METHODOLOGIES

TRAFFIC OPERATIONS

The operations of all of the signalized intersections in the study area were assessed using methodologies presented in the 2000 *Highway Capacity Manual* (*HCM*) using the *Highway Capacity Software* (HCS+ 5.5). The *HCM* procedure evaluates the levels of service (LOS) for signalized intersections using average stop control delay, in seconds per vehicle, as described below.

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is the basis for LOS determination for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. The levels of service are defined in **Table 13-12**.

Table 13-12
Level of Service Criteria for Signalized Intersections

LOS	Average Control Delay
A	≤ 10.0 seconds
B	>10.0 and ≤ 20.0 seconds
C	>20.0 and ≤ 35.0 seconds
D	>35.0 and ≤ 55.0 seconds
E	>55.0 and ≤ 80.0 seconds
F	>80.0 seconds

Source: Transportation Research Board. *Highway Capacity Manual*, 2000.

Although the *HCM* methodology calculates a volume-to-capacity (v/c) ratio, there is no strict relationship between v/c ratios and LOS as defined in the *HCM*. A high v/c ratio indicates substantial traffic passing through an intersection, but a high v/c ratio combined with low average delay actually represents the most efficient condition in terms of traffic engineering standards, where an approach or the whole intersection processes traffic close to its theoretical maximum capacity with minimal delay. However, very high v/c ratios—especially those approaching or greater than 1.0—are often correlated with a deteriorated LOS. Other important variables affecting delay include cycle length, progression, and green time. LOS A and B indicate good operating conditions with minimal delay. At LOS C, the number of vehicles stopping is higher, but congestion is still fairly light. LOS D describes a condition where congestion levels are more noticeable and individual cycle failures (a condition where motorists may have to wait for more than one green phase to clear the intersection) can occur. Conditions at LOS E and F reflect poor service levels, and cycle breakdowns are frequent. The *HCM* methodology also provides for a summary of the total intersection operating conditions. The analysis chooses the two critical movements (the worst case from each roadway) and calculates a summary critical v/c ratio. The overall intersection delay, which determines the intersection's LOS, is based on a weighted average of control delays of the individual lane groups. Within New York City, the midpoint of LOS D (45 seconds of delay) is generally considered as the threshold between acceptable and unacceptable operations.

Significant Impact Criteria

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require examination of mitigation if they result in an increase in the With Action condition of 5 or more seconds of delay in a lane group over No Action levels beyond mid-LOS

D. For No Action LOS E, a 4-second increase in delay is considered significant. For No Action LOS F, a 3-second increase in delay is considered significant. In addition, impacts are considered significant if levels of service deteriorate from acceptable A, B, or C in the No Action condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of LOS D), or unacceptable LOS E or F in the With Action condition.

TRANSIT OPERATIONS

SUBWAY STATION ELEMENTS

The methodology for assessing station circulation (stairs, escalators, and passageways) and fare control (regular turnstiles, high entry/exit turnstiles, and high exit turnstiles) elements compares the user volume with the analyzed element's design capacity, resulting in a v/c ratio. For stairs, the design capacity considers the effective width of a tread, which accounts for railings or other obstructions, the friction or counter-flow between upward and downward pedestrians (up to 10 percent capacity reduction is applied to account for counter-flow friction), surging of entering and exiting pedestrians (up to 25 percent capacity reduction is applied to account for surged flows off of platforms and onto platforms), and the average area required for circulation. For passageways, similar considerations are made. For escalators and turnstiles, capacities are measured by the number and width of an element and the NYCT optimum capacity per element, also account for the potential for surging of entering and exiting pedestrians. In the analysis for each of these elements, volumes and capacities are presented for 15-minute intervals. The estimated v/c ratio is compared with NYCT criteria to determine a LOS for the operation of an element, as summarized in **Table 13-13**.

Table 13-13
Level of Service Criteria for Subway Station Elements

LOS	V/C Ratio
A	0.00 to 0.45
B	0.45 to 0.70
C	0.70 to 1.00
D	1.00 to 1.33
E	1.33 to 1.67
F	Above 1.67

Sources:
New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

At LOS A ("free flow") and B ("fluid flow"), there is sufficient area to allow pedestrians to freely select their walking speed and bypass slower pedestrians. When cross and reverse flow movement exists, only minor conflicts may occur. At LOS C ("fluid, somewhat restricted"), movement is fluid although somewhat restricted. While there is sufficient room for standing without personal contact, circulation through queuing areas may require adjustments to walking speed. At LOS D ("crowded, walking speed restricted"), walking speed is restricted and reduced. Reverse and cross flow movement is severely restricted because of congestion and the difficult passage of slower moving pedestrians. At LOS E ("congested, some shuffling and queuing") and F ("severely congested, queued"), walking speed is restricted. There is also insufficient area to bypass others, and opposing movement is difficult. Often, forward progress is achievable only through shuffling, with queues forming.

Significant Impact Criteria

The determination of significant impacts for station elements varies based on their type and use. For stairs and passageways, significant impacts are defined in term of width increment threshold (WIT) based on the minimum amount of additional capacity that would be required either to mitigate the LOS under the No Action levels, or to bring it to a v/c ratio of 1.00 (LOS C/D), whichever is greater. Significant impacts are typically considered to occur once the WITs in **Table 13-14** are reached or exceeded.

Table 13-14
Significant Impact Guidance for Stairs and Passageways

With Action V/C Ratio	WIT for Significant Impact (inches)	
	Stairway	Passageway
1.00 to 1.09	8.0	13.0
1.10 to 1.19	7.0	11.5
1.20 to 1.29	6.0	10.0
1.30 to 1.39	5.0	8.5
1.40 to 1.49	4.0	6.0
1.50 to 1.59	3.0	4.5
1.60 and up	2.0	3.0

Note:
WIT = Width Increment Threshold
Sources:
New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

For escalators and control area elements, impacts are significant if the proposed project causes a v/c ratio to increase from below 1.00 to 1.00 or greater. Where a facility is already at or above its capacity (a v/c of 1.00 or greater) in the No Action condition, a 0.01 increase in v/c ratio is also significant.

SUBWAY LINE-HAUL CAPACITIES

As per the *CEQR Technical Manual*, line-haul capacities are evaluated when a proposed project is anticipated to generate a perceptible number of passengers on particular subway and bus routes. For subways, if a subway line is expected to incur 200 or more passengers in one direction of travel during the commuter peak hours, a detailed review of ridership level at its maximum load point and/or other project-specific load points would be required to determine if the route's guideline (or practical) capacity would be exceeded. NYCT operates six different types of subway cars with different seating and guideline capacities. The peak period guideline capacity of a subway car, which ranges from 110 to 175 passengers, is compared with ridership levels to determine the acceptability of conditions.

Significant Impact Criteria

For subways, projected increases from the No Action condition within guideline capacity to a With Action condition that exceeds guideline capacity may be considered a significant adverse impact, if a subway car for a particular route is expected to incur five or more riders from a proposed project. Since there are constraints on what service improvements are available to NYCT, significant line-haul capacity impacts on subway routes are generally disclosed but would usually remain unmitigated.

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalk, crosswalk, and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *HCM*, pursuant to procedures detailed in the *CEQR Technical Manual*.

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk LOS analysis. The determination of sidewalk LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas, platoon flow occurs when pedestrian volumes vary significantly within the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume.

Street corners and crosswalks are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total "time-space" available for these activities, expressed in square feet-second, is calculated by multiplying the net area of the corner (in square feet) by the signal's cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The ratio of net time-space divided by the total pedestrian circulation volume per signal cycle provides the LOS measurement of available SFP.

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet-second. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the total crosswalk pedestrian occupancy time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized in **Table 13-15**. The *CEQR Technical Manual* specifies acceptable mid-LOS ~~C~~D or better (minimum of 31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks) in Central Business District (CBD) settings, which include the project study area.

Table 13-15
Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks		Corner Reservoirs and Crosswalks
	Non-Platoon Flow	Platoon Flow	
A	> 60 SFP	> 530 SFP	> 60 SFP
B	> 40 and ≤ 60 SFP	> 90 and ≤ 530 SFP	> 40 and ≤ 60 SFP
C	> 24 and ≤ 40 SFP	> 40 and ≤ 90 SFP	> 24 and ≤ 40 SFP
D	> 15 and ≤ 24 SFP	> 23 and ≤ 40 SFP	> 15 and ≤ 24 SFP
E	> 8 and ≤ 15 SFP	> 11 and ≤ 23 SFP	> 8 and ≤ 15 SFP
F	≤ 8 SFP	≤ 11 SFP	≤ 8 SFP

Note:
SFP = square feet per pedestrian.
Sources:
New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

SIGNIFICANT IMPACT CRITERIA

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action conditions. For different pedestrian elements, flow conditions, and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

Sidewalks

There are two sliding-scale formulas for determining significant sidewalk impacts. For non-platoon flow, the determination of significant sidewalk impacts is based on the sliding scale using the following formula: $Y \geq X/9.0–0.31$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. For platoon flow, the sliding-scale formula is $Y \geq X/(9.5–0.321)$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table 13-16** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Corner Reservoirs and Crosswalks

The determination of significant corner and crosswalk impacts is also based on a sliding scale using the following formula: $Y \geq X/9.0–0.31$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the With Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table 13-17** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner reservoir and crosswalk impacts.

Table 13-16
Significant Impact Guidance for Sidewalks

Non-Platoon Flow				Platoon Flow			
Sliding Scale Formula: *Y ≥ X/9.0—0.31*				Sliding Scale Formula: *Y ≥ X/(9.5—0.321)*			
Non-CBD Areas		CBD Areas		Non-CBD Areas		CBD Areas	
No Action Ped. Space (X, SFP)	With Action Ped. Space Reduc. (Y, SFP)	No Action Ped. Space (X, SFP)	With Action Ped. Space Reduc. (Y, SFP)	No Action Ped. Space (X, SFP)	With Action Ped. Space Reduc. (Y, SFP)	No Action Ped. Space (X, SFP)	With Action Ped. Space Reduc. (Y, SFP)
–	–	–	–	43.5 to 44.3	≥ 4.3	–	–
–	–	–	–	42.5 to 43.4	≥ 4.2	–	–
–	–	–	–	41.6 to 42.4	≥ 4.1	–	–
–	–	–	–	40.6 to 41.5	≥ 4.0	–	–
–	–	–	–	39.7 to 40.5	≥ 3.9	–	–
–	–	–	–	38.7 to 39.6	≥ 3.8	38.7 to 39.2	≥ 3.8
–	–	–	–	37.8 to 38.6	≥ 3.7	37.8 to 38.6	≥ 3.7
–	–	–	–	36.8 to 37.7	≥ 3.6	36.8 to 37.7	≥ 3.6
–	–	–	–	35.9 to 36.7	≥ 3.5	35.9 to 36.7	≥ 3.5
–	–	–	–	34.9 to 35.8	≥ 3.4	34.9 to 35.8	≥ 3.4
–	–	–	–	34.0 to 34.8	≥ 3.3	34.0 to 34.8	≥ 3.3
–	–	–	–	33.0 to 33.9	≥ 3.2	33.0 to 33.9	≥ 3.2
–	–	–	–	32.1 to 32.9	≥ 3.1	32.1 to 32.9	≥ 3.1
–	–	–	–	31.1 to 32.0	≥ 3.0	31.1 to 32.0	≥ 3.0
–	–	–	–	30.2 to 31.0	≥ 2.9	30.2 to 31.0	≥ 2.9
–	–	–	–	29.2 to 30.1	≥ 2.8	29.2 to 30.1	≥ 2.8
25.8 to 26.6	≥ 2.6	–	–	28.3 to 29.1	≥ 2.7	28.3 to 29.1	≥ 2.7
24.9 to 25.7	≥ 2.5	–	–	27.3 to 28.2	≥ 2.6	27.3 to 28.2	≥ 2.6
24.0 to 24.8	≥ 2.4	–	–	26.4 to 27.2	≥ 2.5	26.4 to 27.2	≥ 2.5
23.1 to 23.9	≥ 2.3	–	–	25.4 to 26.3	≥ 2.4	25.4 to 26.3	≥ 2.4
22.2 to 23.0	≥ 2.2	–	–	24.5 to 25.3	≥ 2.3	24.5 to 25.3	≥ 2.3
21.3 to 22.1	≥ 2.1	21.3 to 21.5	≥ 2.1	23.5 to 24.4	≥ 2.2	23.5 to 24.4	≥ 2.2
20.4 to 21.2	≥ 2.0	20.4 to 21.2	≥ 2.0	22.6 to 23.4	≥ 2.1	22.6 to 23.4	≥ 2.1
19.5 to 20.3	≥ 1.9	19.5 to 20.3	≥ 1.9	21.6 to 22.5	≥ 2.0	21.6 to 22.5	≥ 2.0
18.6 to 19.4	≥ 1.8	18.6 to 19.4	≥ 1.8	20.7 to 21.5	≥ 1.9	20.7 to 21.5	≥ 1.9
17.7 to 18.5	≥ 1.7	17.7 to 18.5	≥ 1.7	19.7 to 20.6	≥ 1.8	19.7 to 20.6	≥ 1.8
16.8 to 17.6	≥ 1.6	16.8 to 17.6	≥ 1.6	18.8 to 19.6	≥ 1.7	18.8 to 19.6	≥ 1.7
15.9 to 16.7	≥ 1.5	15.9 to 16.7	≥ 1.5	17.8 to 18.7	≥ 1.6	17.8 to 18.7	≥ 1.6
15.0 to 15.8	≥ 1.4	15.0 to 15.8	≥ 1.4	16.9 to 17.7	≥ 1.5	16.9 to 17.7	≥ 1.5
14.1 to 14.9	≥ 1.3	14.1 to 14.9	≥ 1.3	15.9 to 16.8	≥ 1.4	15.9 to 16.8	≥ 1.4
13.2 to 14.0	≥ 1.2	13.2 to 14.0	≥ 1.2	15.0 to 15.8	≥ 1.3	15.0 to 15.8	≥ 1.3
12.3 to 13.1	≥ 1.1	12.3 to 13.1	≥ 1.1	14.0 to 14.9	≥ 1.2	14.0 to 14.9	≥ 1.2
11.4 to 12.2	≥ 1.0	11.4 to 12.2	≥ 1.0	13.1 to 13.9	≥ 1.1	13.1 to 13.9	≥ 1.1
10.5 to 11.3	≥ 0.9	10.5 to 11.3	≥ 0.9	12.1 to 13.0	≥ 1.0	12.1 to 13.0	≥ 1.0
9.6 to 10.4	≥ 0.8	9.6 to 10.4	≥ 0.8	11.2 to 12.0	≥ 0.9	11.2 to 12.0	≥ 0.9
8.7 to 9.5	≥ 0.7	8.7 to 9.5	≥ 0.7	10.2 to 11.1	≥ 0.8	10.2 to 11.1	≥ 0.8
7.8 to 8.6	≥ 0.6	7.8 to 8.6	≥ 0.6	9.3 to 10.1	≥ 0.7	9.3 to 10.1	≥ 0.7
6.9 to 7.7	≥ 0.5	6.9 to 7.7	≥ 0.5	8.3 to 9.2	≥ 0.6	8.3 to 9.2	≥ 0.6
6.0 to 6.8	≥ 0.4	6.0 to 6.8	≥ 0.4	7.4 to 8.2	≥ 0.5	7.4 to 8.2	≥ 0.5
5.1 to 5.9	≥ 0.3	5.1 to 5.9	≥ 0.3	6.4 to 7.3	≥ 0.4	6.4 to 7.3	≥ 0.4
< 5.1	≥ 0.2	< 5.1	≥ 0.2	< 6.4	≥ 0.3	< 6.4	≥ 0.3

Notes:
SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources:
New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

Table 13-17
Significant Impact Guidance for Corners and Crosswalks

Sliding Scale Formula: $Y \geq X/9.0–0.31$			
Non-CBD Areas		CBD Areas	
No Action Pedestrian Space (X, SFP)	With Action Pedestrian Space Reduction (Y, SFP)	No Action Pedestrian Space (X, SFP)	With Action Pedestrian Space Reduction (Y, SFP)
25.8 to 26.6	≥ 2.6	–	–
24.9 to 25.7	≥ 2.5	–	–
24.0 to 24.8	≥ 2.4	–	–
23.1 to 23.9	≥ 2.3	–	–
22.2 to 23.0	≥ 2.2	–	–
21.3 to 22.1	≥ 2.1	21.3 to 21.5	≥ 2.1
20.4 to 21.2	≥ 2.0	20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9	19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8	18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7	17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6	16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5	15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4	15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3	14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2	13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1	12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0	11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9	10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8	9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7	8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6	7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5	6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4	6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3	5.1 to 5.9	≥ 0.3
< 5.1	≥ 0.2	< 5.1	≥ 0.2

Notes:
SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources:
New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

An evaluation of vehicular and pedestrian safety is necessary for locations within the traffic and pedestrian study areas that have been identified as high crash locations, where 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes occurred in any consecutive 12 months of the most recent 3-year period for which data are available. For these locations, crash trends are identified to determine whether projected vehicular and pedestrian traffic would further impact safety at these locations. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety are identified and coordinated with DOT.

PARKING CONDITIONS ASSESSMENT

The parking analysis identifies the extent to which off-street parking is available and utilized under existing and future conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to or additional demand generated by a proposed project. Typically, this analysis encompasses a study area within a ¼-

mile of the project site. If the analysis concludes a shortfall in parking within the ¼-mile study area, the study area could sometimes be extended to a ½-mile to identify additional parking supply.

Under the *CEQR Technical Manual*'s guidance, for proposed projects located in Manhattan or other CBD areas, the inability of a proposed project or the surrounding area to accommodate the projects' estimated parking demand is considered a parking shortfall, but is generally not considered significant due to the magnitude of available alternative modes of transportation.

D. DETAILED TRAFFIC ANALYSIS

As described in Section B, "Preliminary Analysis Methodology and Screening Assessment," 11 signalized intersections were selected for analysis during the weekday AM, midday, PM, and Saturday peak hours.

EXISTING CONDITIONS

ROADWAY NETWORK AND TRAFFIC STUDY AREA

The key roadways in the study area include Adam Clayton Powel Jr. Boulevard, Lenox Avenue, Fifth Avenue, Madison Avenue, and 135th Street. The physical and operational characteristics of the study area roadways are described below.

- Lenox Avenue is a major two-way northbound-southbound roadway with pedestrian refuge islands within the roadway's median to separate the two-directional traffic and provides storage for pedestrians. The roadway generally consists of two moving lanes in each direction with curbside parking available on both sides of the street, and a curb-to-curb width of approximately 80 feet.
- Fifth Avenue, south of 135th Street, is a southbound roadway that generally consists of two moving lanes with curbside parking available on both sides, and a curb-to-curb width ranging from approximately 40 to 60 feet within the study area.
- Adam Clayton Powel Jr. Boulevard is a major two-way northbound-southbound roadway with pedestrian refuge islands within the roadway's median to separate the two-directional traffic and provides storage for pedestrians. The roadway generally consists of two moving lanes in each direction with curbside parking available on both sides of the street, and a curb-to-curb width of approximately 100 feet.
- Madison Avenue is a northbound roadway that generally consists of two to three moving lanes with curbside parking available on both sides, and a curb-to-curb width of approximately 40 feet.
- 135th Street is a two-way eastbound-westbound roadway that generally consists of two moving lanes with curbside parking available on both sides, and a curb-to-curb width of approximately 60 feet within the study area. At its eastern end, it provides connections to the Madison Avenue Bridge and Harlem River Drive. West of Adam Clayton Powell Jr. Boulevard to St. Nicholas Avenue, 135h Street operates with one moving lane in each direction.

TRAFFIC CONDITIONS

Traffic data were collected in June 2017 for the weekday AM, midday, PM, and Saturday peak periods using a combination of intersection turning movement counts and 24-hour Automatic Traffic Recorder (ATR) machine counts. Existing peak hour traffic volumes were developed based on these counts. The standard peak hours in Manhattan generally occur from 8:00 AM to 9:00 AM, 12:00

PM to 1:00 PM, and 5:00 PM to 6:00 PM on weekdays. For analysis, the highest peak hour traffic volumes (from 7:30 AM to 8:30 AM, 11:00 PM to 12:00 PM, and 5:00 PM to 6:00 PM) during the respective peak periods based on the collected data were used. For the Saturday condition, the 3:30 PM to 4:30 PM hour was determined to be the analysis peak hour based on the collected data.

Inventories of roadway geometry, traffic controls, bus stops, and parking regulations/activities were recorded to provide appropriate inputs for the operational analyses. Official signal timings were also obtained from DOT for use in the analysis of the study area signalized intersections. **Figures 13-22 through 13-25** show the existing traffic volumes for the weekday AM, midday, PM peaks hours, and Saturday peak hour, respectively.

LEVEL OF SERVICE

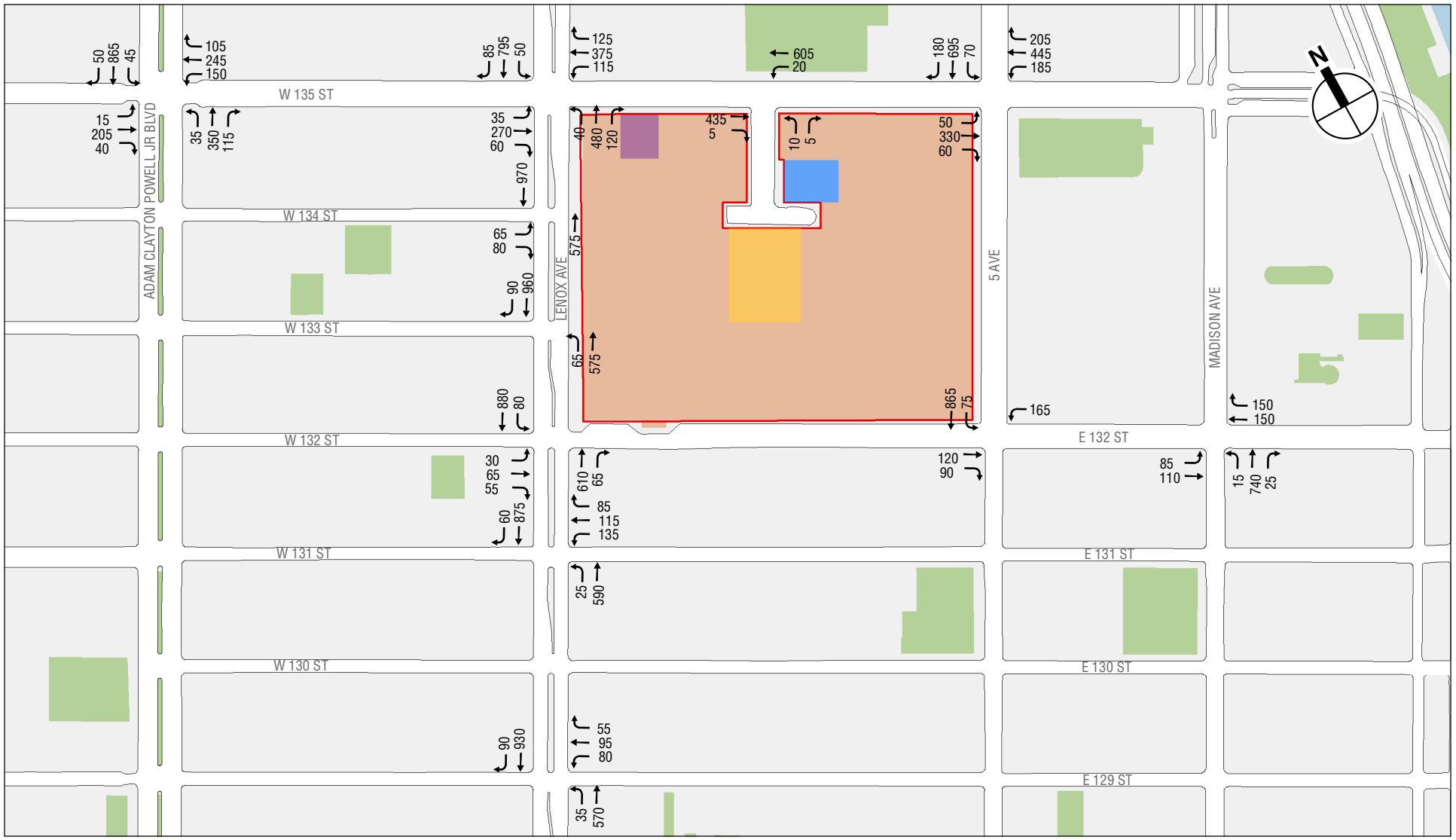
A summary of the existing conditions traffic analysis results is presented in **Table 13-18**. Details on level-of-service, v/c ratios, and average delays are presented in **Table 13-19**. The capacity analysis indicates that most of the study area's intersection approaches/lane groups operate acceptably—at mid-LOS D or better (delays of 45 seconds or less per vehicle for the study area's signalized intersections) during peak hours. Approaches/lane groups operating beyond mid-LOS D and those with v/c ratios of 0.90 or greater are listed below.

Table 13-18
Summary of Existing Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday
Signalized Intersections				
Lane Groups at LOS A/B/C	34	40	38	40
Lane Groups at LOS D	6	3	6	3
Lane Groups at LOS E	3	1	0	1
Lane Groups at LOS F	1	0	0	0
Total	**44**	**44**	**44**	**44**
Lane Groups with v/c ≥ 0.90	5	2	1	1

Notes: LOS = Level-of-Service; v/c = volume-to-capacity ratio.

4.18.19

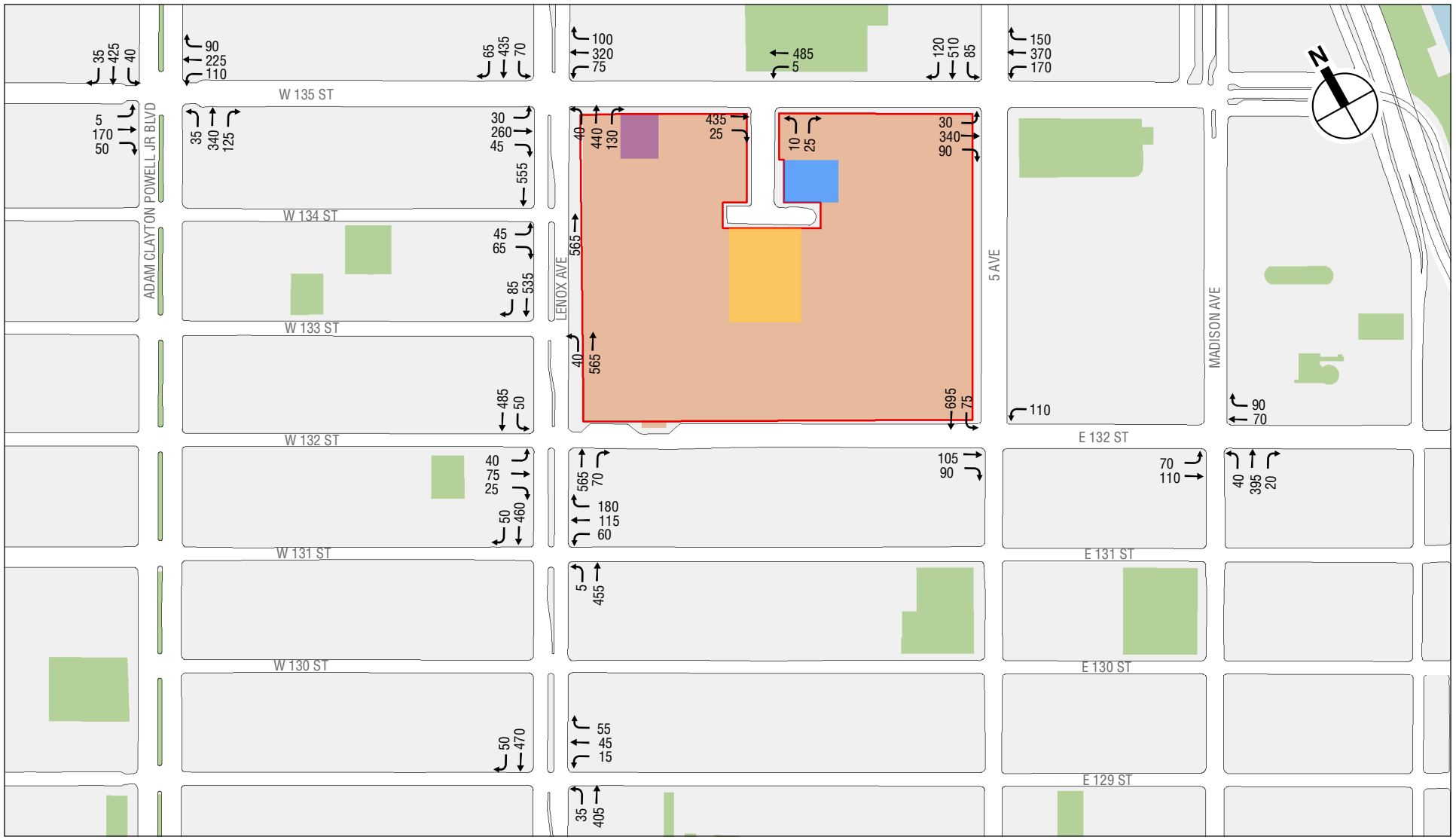


2017 Existing Traffic Volumes
Weekday AM Peak Hour

LENOX TERRACE

Figure 13-22

4.18.19

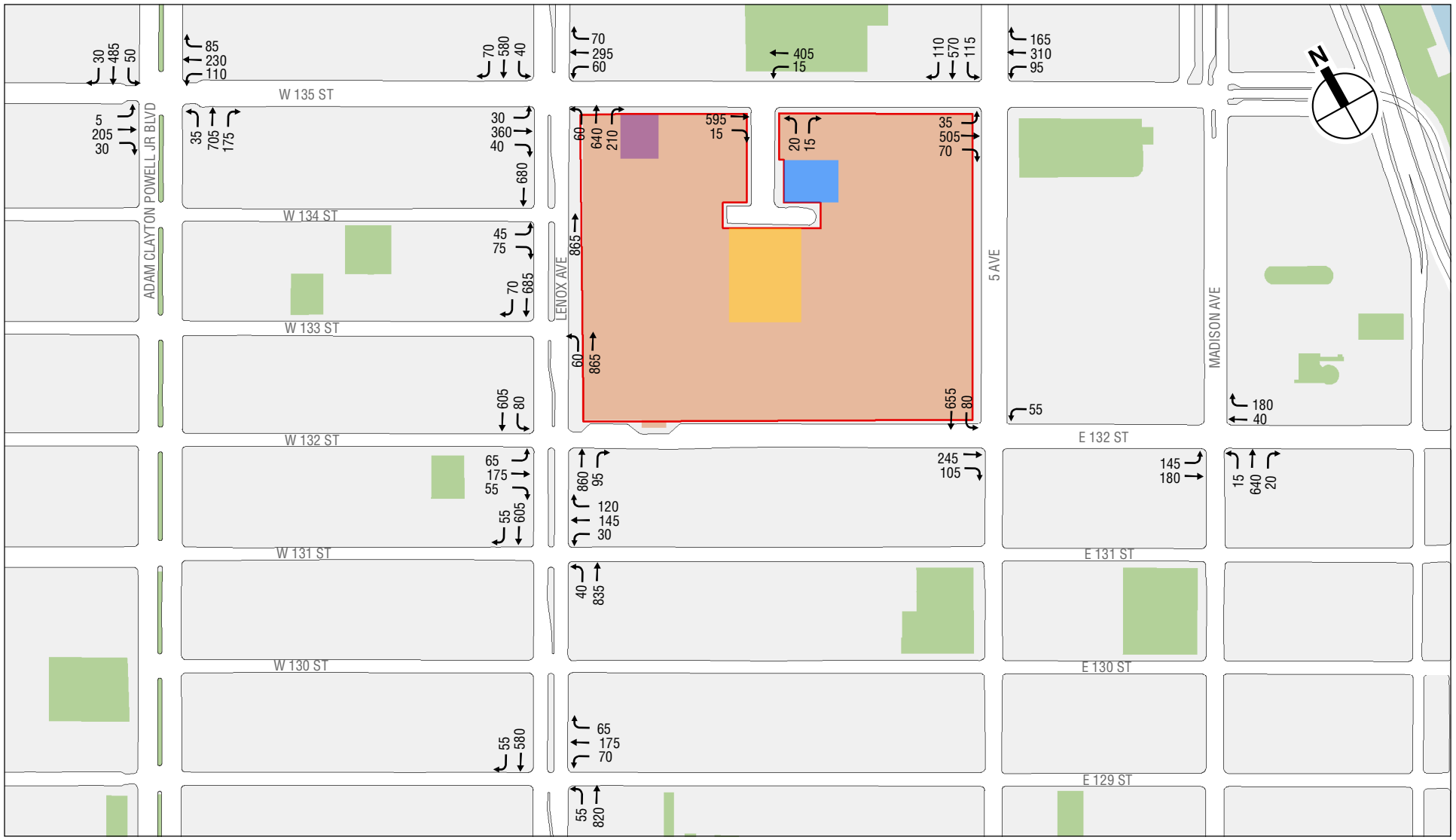


2017 Existing Traffic Volumes
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-23

4.18.19

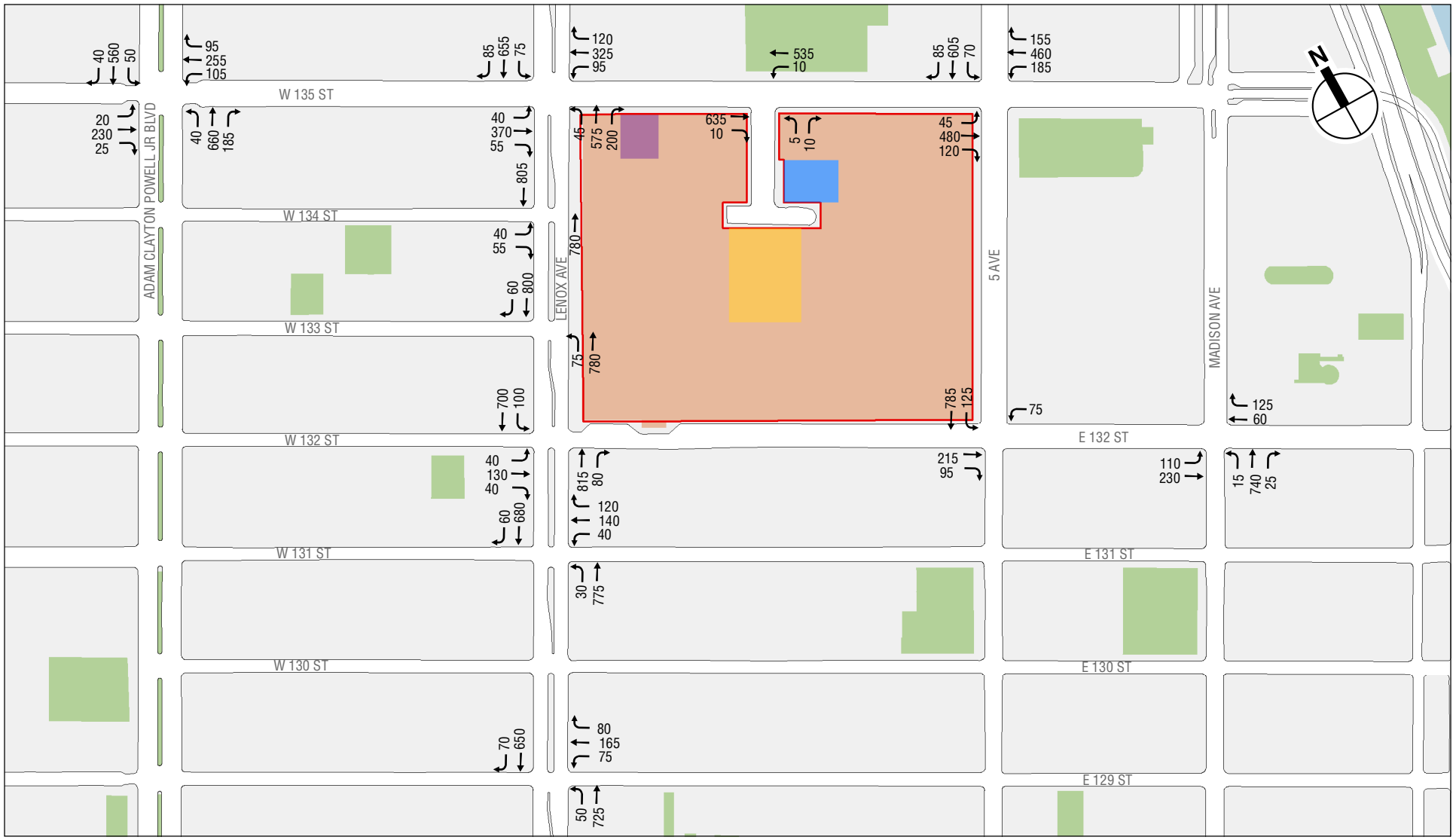


2017 Existing Traffic Volumes
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-24

4.18.19



2017 Existing Traffic Volumes
Saturday Peak Hour

LENOX TERRACE

Figure 13-25

Table 13-19
Existing Conditions Level of Service Analysis
Signalized Intersections

Intersection	Weekday AM Lane Group	v/c Ratio	Delay (sec)	LOS	Weekday Midday Lane Group	v/c Ratio	Delay (sec)	LOS	Weekday PM Lane Group	v/c Ratio	Delay (sec)	LOS	Saturday Lane Group	v/c Ratio	Delay (sec)	LOS
West 135th Street and Adam Clayton Powell Jr. Boulevard																
Eastbound	LTR	0.65	31.0	C	LTR	0.54	27.2	C	LTR	0.50	26.2	C	LTR	0.60	28.9	C
Westbound	L	0.95	81.8	F	L	0.58	33.4	C	L	0.62	36.3	D	L	0.57	33.2	C
	TR	0.89	49.5	D	TR	0.76	36.4	D	TR	0.77	37.1	D	TR	0.81	39.2	D
Northbound	L	0.23	15.9	B	L	0.12	11.4	B	L	0.14	11.8	B	L	0.19	12.9	B
	TR	0.42	13.6	B	TR	0.40	13.4	B	TR	0.72	19.4	B	TR	0.65	17.3	B
Southbound	L	0.26	21.0	C	L	0.20	19.5	B	L	0.39	26.2	C	L	0.35	24.2	C
	TR	0.95	44.8	D	TR	0.48	21.6	C	TR	0.50	21.9	C	TR	0.64	24.7	C
West 135th Street and Lenox Avenue																
Eastbound	LTR	0.71	33.0	C	LTR	0.59	28.6	C	LTR	0.65	29.7	C	LTR	0.73	33.0	C
Westbound	LTR	1.05	78.5	E	LTR	0.80	36.0	D	LTR	0.61	28.5	C	LTR	0.89	44.0	D
Northbound	L	0.30	15.3	B	L	0.16	11.0	B	L	0.28	13.5	B	L	0.24	12.7	B
	TR	0.50	13.5	B	TR	0.48	13.4	B	TR	0.73	18.3	B	TR	0.64	16.0	B
Southbound	L	0.23	12.3	B	L	0.32	13.8	B	L	0.27	14.3	B	L	0.45	18.9	B
	TR	0.70	17.3	B	TR	0.40	12.2	B	TR	0.50	13.5	B	TR	0.53	14.0	B
West 135th Street and Lenox Terrace Place																
Eastbound	TR	0.30	6.7	A	TR	0.32	6.9	A	TR	0.37	7.2	A	TR	0.42	7.6	A
Westbound	LT	0.39	7.5	A	LT	0.34	7.0	A	LT	0.28	6.5	A	LT	0.33	6.9	A
Northbound	LR	0.06	28.0	C	LR	0.15	29.3	C	LR	0.14	29.0	C	LR	0.06	28.0	C
135th Street and Fifth Avenue																
Eastbound	LTR	0.63	22.9	C	LTR	0.56	20.9	C	LTR	0.68	23.8	C	LTR	0.80	28.6	C
Westbound	LTR	1.05	69.7	E	LTR	1.04	70.1	E	LTR	0.92	41.7	D	LTR	1.05	71.8	E
Southbound	LTR	0.94	40.6	D	LTR	0.72	24.3	C	LTR	0.72	24.0	C	LTR	0.70	23.5	C
West 134th Street and Lenox Avenue																
Eastbound	LR	0.52	31.1	C	LR	0.34	26.2	C	LR	0.42	28.3	C	LR	0.31	25.7	C
Northbound	T	0.43	11.6	B	T	0.43	11.5	B	T	0.64	14.8	B	T	0.54	12.9	B
Southbound	T	0.69	16.0	B	T	0.42	11.4	B	T	0.48	12.2	B	T	0.54	13.0	B
West 133rd Street and Lenox Avenue																
Northbound	L	0.53	24.2	C	L	0.17	10.1	B	L	0.33	13.7	B	L	0.45	17.7	B
	T	0.43	11.5	B	T	0.42	11.5	B	T	0.64	14.8	B	T	0.53	12.9	B
Southbound	TR	0.72	16.8	B	TR	0.44	11.7	B	TR	0.55	13.2	B	TR	0.59	13.8	B
West 132nd Street and Lenox Avenue																
Eastbound	LTR	0.46	28.7	C	LTR	0.42	27.7	C	LTR	0.85	47.7	D	LTR	0.57	31.5	C
Northbound	TR	0.52	12.8	B	TR	0.50	12.5	B	TR	0.76	17.9	B	TR	0.65	15.0	B
Southbound	L	0.39	14.6	B	L	0.24	11.4	B	L	0.57	26.3	C	L	0.64	28.0	C
	T	0.61	14.3	B	T	0.33	10.5	B	T	0.43	11.5	B	T	0.49	12.2	B
West 131st Street and Lenox Avenue																
Westbound	LTR	0.88	48.3	D	LTR	0.90	51.4	D	LTR	0.71	35.0	C	LTR	0.72	35.1	D
Northbound	LT	0.56	14.6	B	LT	0.35	11.8	B	LT	0.77	20.0	B	LT	0.63	16.0	B
Southbound	TR	0.69	17.2	B	TR	0.37	11.9	B	TR	0.49	13.4	B	TR	0.58	14.7	B
West 129th Street and Lenox Avenue																
Westbound	LTR	0.58	27.2	C	LTR	0.27	20.7	C	LTR	0.72	32.2	C	LTR	0.69	30.9	C
Northbound	L	0.40	24.4	C	L	0.18	13.5	B	L	0.31	16.5	B	L	0.35	18.6	B
	T	0.49	15.7	B	T	0.36	13.9	B	T	0.68	19.3	B	T	0.54	16.4	B
Southbound	TR	0.87	27.3	C	TR	0.44	15.0	B	TR	0.51	15.9	B	TR	0.63	18.1	B
132nd Street and Fifth Avenue																
Eastbound	TR	0.52	27.4	C	TR	0.47	26.3	C	TR	0.78	37.7	D	TR	0.69	32.6	C
Westbound	L	0.88	63.0	E	L	0.54	32.1	C	L	0.43	31.0	C	L	0.52	33.7	C
Southbound	L	0.15	10.7	B	L	0.15	10.6	B	L	0.15	10.7	B	L	0.23	11.5	B
	T	0.65	16.7	B	T	0.51	14.2	B	T	0.44	13.2	B	T	0.54	14.5	B
East 132nd Street and Madison Avenue																
Eastbound	L	0.62	42.0	D	L	0.33	25.2	C	L	0.81	52.8	D	L	0.58	34.0	C
	T	0.30	23.4	C	T	0.30	23.3	C	T	0.46	26.2	C	T	0.60	30.0	C
Westbound	TR	0.74	35.1	D	TR	0.37	24.3	C	TR	0.52	27.6	C	TR	0.46	26.0	C
Northbound	LTR	0.58	15.4	B	LTR	0.40	12.8	B	LTR	0.51	14.2	B	LTR	0.58	15.4	B

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service

WEST 135TH STREET AND ADAM CLAYTON POWELL JR. BOULEVARD

- Westbound left turn at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection (LOS F with a v/c ratio of 0.95 and a delay of 81.8 seconds per vehicle (spv) during the weekday AM peak hour);
- Westbound through/right at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection (LOS D with a v/c ratio of 0.89 and a delay of 49.5 spv during the weekday AM peak hour); and
- Southbound through/right at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection (LOS F with a v/c ratio of 0.95 and a delay of 44.8 spv during the weekday AM peak hour).

WEST 135TH STREET AND LENOX AVENUE

- Westbound approach at the West 135th Street and Lenox Avenue intersection (LOS E with a v/c ratio of 1.05 and a delay of 78.5 spv during the weekday AM peak hour).

135TH STREET AND FIFTH AVENUE

- Westbound approach at the 135th Street and Fifth Avenue intersection (LOS E with a v/c ratio of 1.05 and a delay of 69.7 spv during the weekday AM peak hour, LOS E with a v/c ratio of 1.04 and a delay of 70.1 spv during the weekday midday peak hour, LOS D with a v/c ratio of 0.92 and a delay of 41.7 spv during the weekday PM peak hour, and LOS E with a v/c ratio of 1.05 spv and a delay of 71.8 spv during the Saturday peak hour); and
- Southbound approach at the 135th Street and Fifth Avenue intersection (LOS D with a v/c ratio of 0.94 and a delay of 40.6 spv during the weekday AM peak hour).

WEST 132ND STREET AND LENOX AVENUE

- Eastbound approach at the West 132nd Street and Lenox Avenue intersection (LOS D with a v/c ratio of 0.85 and a delay of 47.7 spv during the weekday PM peak hour).

WEST 131ST STREET AND LENOX AVENUE

- Westbound approach at the West 131st Street and Lenox Avenue intersection (LOS D with a v/c ratio of 0.88 and a delay of 48.3 spv during the weekday AM peak hour, and LOS D with a v/c ratio of 0.90 and a delay of 51.4 spv during weekday midday peak hour).

132ND STREET AND FIFTH AVENUE

- Westbound approach at the 132nd Street and Fifth Avenue intersection (LOS E with a v/c ratio of 0.88 and a delay of 63.0 spv during the weekday AM peak hour).

EAST 132ND STREET AND MADISON AVENUE

- Eastbound left turn at the East 132nd Street and Madison Avenue intersection (LOS D with a v/c ratio of 0.81 and a delay of 52.8 spv during weekday PM peak hour).

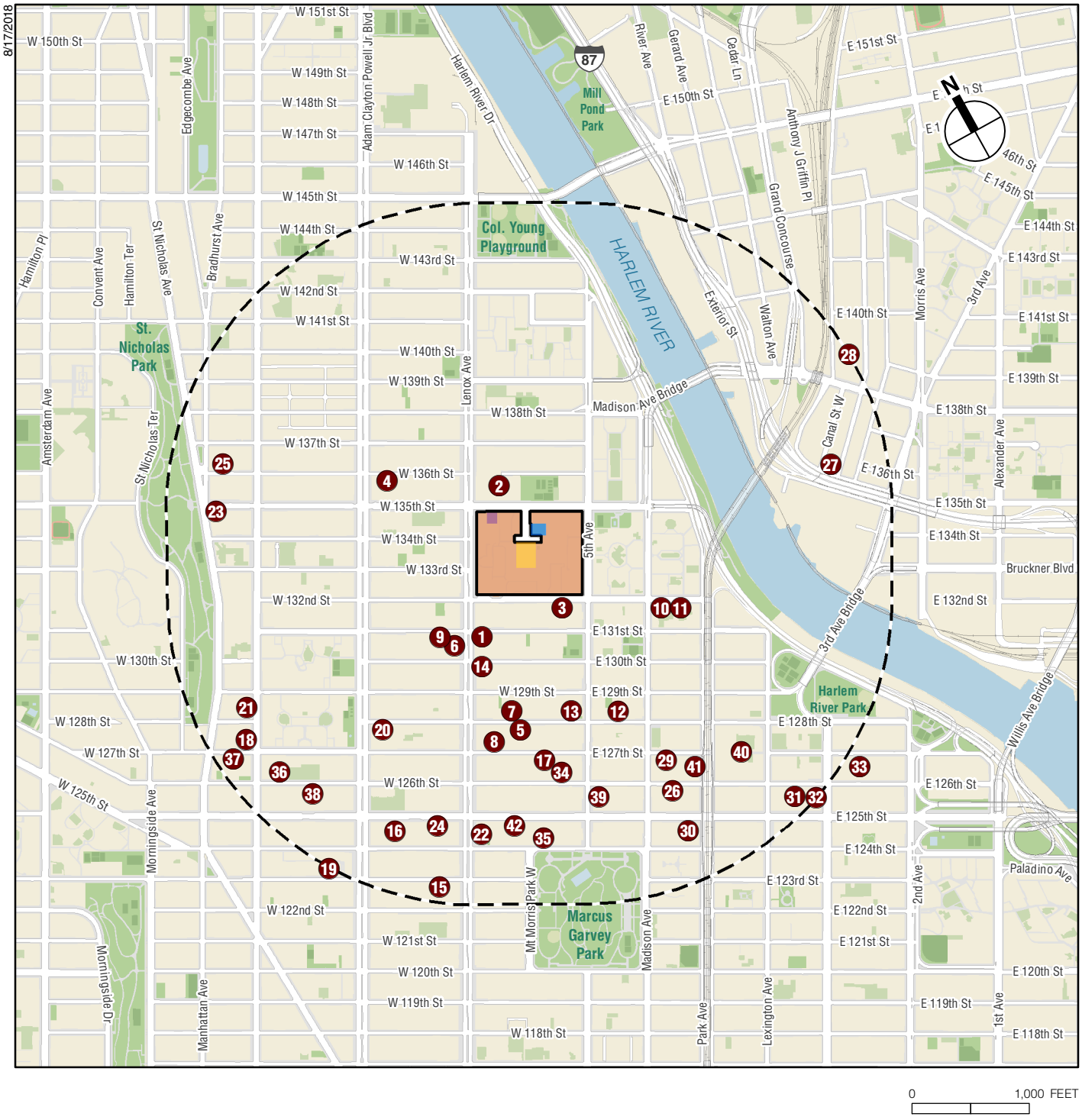
FUTURE WITHOUT THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

2023 NO ACTION CONDITION

The 2023 No Action condition was developed by increasing existing traffic levels by the expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the first five years (year 2017 to year 2022) and then 0.125 percent for the remaining year (year 2022 to year 2023). A total of 42 development projects expected to occur in the No Action condition (No Build projects) were identified for the ½-mile study area (see **Figure 13-26**). Forty out of the 42 No Build projects are anticipated to be completed by the 2023 build year. The remaining two No Build projects (No. 2 and 40) are anticipated to completed by the 2026 build year and are therefore not included in the 2023 No Action condition analysis. Of the 40 No Build projects anticipated to completed by 2023, some would be very modest traffic generators. After reviewing the development programs for each of the planned projects, it was determined that background growth would address the increase in traffic and pedestrian levels for 22 of the small- to moderate-sized projects in the study area. Discrete trips generated by eight No Build projects were incorporated into the No Action analyses. The remaining 10 No Build projects were grouped into three clusters (A, B, C) due to close proximity to one another. Cluster A includes No Build projects 16, 22, 24, and 42. Cluster B includes No Build projects 31, 32, and 33. And Cluster C includes No Build projects 26, 29, and 41. **Table 13-20** and **Figure 13-26** summarize the projects that were accounted for in this future 2023 baseline, and include those that were considered as part of the study area background growth.

Table 13-20
No Build Projects

Map No.	Address/Name (Block/Lot)	Program	Transportation Assumptions	Build Year
1	416 Lenox Avenue (1728/70)	12 DU	Included in background growth	2023
2	506 Lenox Avenue (1733-1734)	230,000 sf community facility	Transportation assumptions from East New York Rezoning Proposal FEIS (2016), DOT's Modal Split Survey for Medical Office in Manhattan (Within Transit Zone)	2025
3	10 West 132nd Street (1729/43)	10 DU	Included in background growth	2019
4	168 West 136th Street (1920/158)	29 DU, 3,010 sf community facility	Included in background growth	2023
5	44 West 128th Street (1725/57)	8 DU	Included in background growth	2023
6	407 Lenox Avenue (1915/32)	79 DU, 7,498 sf local retail, 2,518 sf community facility	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), U.S. Census Bureau ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data, East Harlem Rezoning FEIS (2017), 280 Cadman Plaza West EAS (2015)	2019
7	59 West 128th Street (1726/13)	8 DU	Included in background growth	2019
8	75 West 127th Street (1725/7)	400 sf community facility	Included in background growth	2018
9	102 West 131st Street (1915/37)	2 DU	Included in background growth	2023
10	42 East 132nd Street (1756/48)	12 DU, 1,873 sf community facility	Included in background growth	2019
11	44 East 132nd Street (1756/47)	12 DU, 1,906 sf commercial, 2,280 community facility	Included in background growth	2019
12	13 East 128th Street (1753/108)	6 DU	Included in background growth	2018
13	3 West 128th Street (1726/132)	20 DU	Included in background growth	2019
14	400 Lenox Avenue (1727/69)	26 DU, 1,939 sf commercial, 8,100 sf community facility	Included in background growth	2020
15	110 West 123rd Street (1907/40)	6 DU	Included in background growth	2019
16	144 West 125th Street (1909/9)	67,367 sf community facility	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), U.S. Census Bureau ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data, East Harlem Rezoning FEIS (2017), U.S. Census Bureau ACS 2006-2010 Five-Year Estimates - Reverse Journey-to-Work (RJTW) Data	2021
17	26 West 127th Street (1724/49)	12 DU	Included in background growth	2019
18	2371 8th Avenue (1954/31)	12 DU	Included in background growth	2023
19	217 West 123rd Street (1929/23)	6 DU	Included in background growth	2023
20	166 West 128th Street (1912/60)	38 DU, 6,065 sf commercial, 1,005 sf community facility	Included in background growth	2023
21	2395 8th Avenue (1955/12)	75 DU, 8,293 sf local retail	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), U.S. Census Bureau ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data, East Harlem Rezoning FEIS (2017)	2023
22	286 Lenox Avenue (1722/3)	3,792 sf local retail, 11,220 sf office	See Project 16 above	2023



Rezoning Area

Proposed Development Site

Projected Future Development Site

Potential Development Site

City-Owned Site

No Build Project

Study Area (1/2-mile perimeter)

Lenox Terrace

No Build Projects

Figure 13-26

Table 13-20 (cont'd)
No Build Projects

Map No.	Address/Name (Block/Lot)	Program	Transportation Assumptions	Build Year
23	320 West 135th Street (1959/54)	17 DU, 2,301 sf industrial	Included in background growth	2023
24	114 West 125th Street (1909/41)	23,018 sf local retail	See Project 16 above	2018
25	321 West 136th Street (1960/34)	5 DU	Included in background growth	2023
26	52 East 126th Street (1750/46)	21 DU	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), U.S. Census Bureau ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data	2019
27	164 Canal Street West (2322/67)	18,136 sf commercial, 7,493 sf community facility, 73 hotel rooms	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), East Harlem Rezoning FEIS (2017), East New York Rezoning Proposal FEIS (2016), DOT's Modal Split Survey for Medical Office in Manhattan (Within Transit Zone)	2023
28	2568 Park Avenue (2340/14)	22,213 sf commercial, 72 hotel rooms	Transportation assumptions from CEQR Technical Manual (2014), East Harlem Rezoning (2017)	2023
29	60 East 127th Street (1751/48)	8 DU, 1 parking space	See Project 26 above	2018
30	1800 Park Avenue (1749/33)	670 DU, 73,460 sf local retail, 46,250 community facility, 123 parking spaces	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), U.S. Census Bureau ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data, East Harlem Rezoning FEIS (2017), East New York Rezoning Proposal FEIS (2016), DOT's Modal Split Survey for Medical Office in Manhattan (Within Transit Zone), U.S. Census Bureau, ACS 2006-2010 Five-Year Estimates - Reverse Journey-to-Work (RJTW) Data	2023
31	149 East 125th Street (1774/7501)	233 DU, 38,868 sf local retail, 94 parking spaces	See Project 30 above	2020
32	2306 3rd Avenue (1774/33)	233 DU, 154,312 sf community facility	See Project 30 above	2020
33	MEC Site - 125th Street Development (1791/1)	1000 DU, 235,000 sf local retail, 235,000 sf destination retail, 300,000 sf office, 30,000 sf community facility-medical office, 130 hotel rooms, 12,197 sf open space, 600 parking spaces	See Project 30 above	2020
34	11 West 126th Street (1724/30)	6 DU	Included in background growth	2018
35	27 West 124th Street (1722/24)	1,620 sf community facility	Included in background growth	2018
36	263-267 West 126th Street (1932/5,7,107)	37 DU	Included in background growth	2020
37	302-314 West 127th Street (1953/36-41)	117 DU	See Project 26 above	2020
38	233 West 125th Street (1931/17)	192 DU, 210 hotel rooms	Transportation assumptions from CEQR Technical Manual (2014), West Harlem Rezoning FEIS (2012), U.S. Census Bureau ACS 2012-2016 Five-Year Estimates - Journey-to-Work (JTW) Data, East Harlem Rezoning FEIS (2017)	2019
39	2031 Fifth Avenue (1750/1)	240 DU, 24,951 sf local retail, 26,900 sf community facility, 68 parking spaces	Transportation assumptions from 2031-2033 Fifth Avenue Rezoning EAS (2016)	2020
40	East Harlem Rezoning Projected Site 4 (1751/3,6,165,168,71)	802 DU, 32 parking spaces	See Project 26 above	2026
41	East Harlem Rezoning Projected Site 5 (1751/33,34,35,36,37,38,40,132,137)	119 DU	See Project 26 above	2023
42	56 West 125th Street (1722/59)	141 DU, 12,409 sf local retail	See Project 16 above	2023

Notes:
DU = Dwelling Units; See **Figure 13-26** for a map of the No Build projects.
Sources:
DOB; DCP; AKRF, Inc. field survey, February 2018; New York YIMBY (http://newyorktimby.com); East Harlem Rezoning FEIS (2017)

As described above, it is assumed that the approximately 18,000 gsf of existing vacant local retail space on the proposed development site would likely be retenanted in the No Action condition. Therefore, the person and vehicle trips from this retenanting have been incorporated into the 2023 No Action condition.

CHANGES TO THE STUDY AREA STREET NETWORK

In addition to the development projects noted above, and subsequent to the collection of existing traffic data, DOT implemented signal timing changes at five study area intersections. At Fifth Avenue and 132nd Street, and Lenox Avenue at West 135th Street, West 132nd Street, and West 131st Street, an all pedestrian walk phase was added. At Fifth Avenue and 135th Street, a westbound lead phase was added. These changes have been accounted for in the analysis of the No Action condition.

TRAFFIC OPERATIONS

The 2023 No Action condition traffic volumes are shown in **Figures 13-27 through 13-30** for the weekday AM, midday, PM, and Saturday peak hours. The No Action condition traffic volumes were projected by layering on top of the existing traffic volumes the following: background growth and trips generated by discrete No Build projects. A summary of the 2023 No Action conditions traffic analysis results is presented in **Table 13-21**. Details on the level-of-service, v/c ratios, and average delays are presented in **Table 13-22**.

Based on the analysis results presented in Table 13-22, the majority of the approaches/lane-groups in the 2023 No Action condition will operate at the same LOS as in existing conditions or within acceptable mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections) for all peak hours. The following approach/lane-group in the No Action condition is expected to operate at deteriorated LOS when compared to existing conditions:

Table 13-21
Summary of 2023 No Action Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday
Signalized Intersections				
Lane Groups at LOS A/B/C	31	38	32	33
Lane Groups at LOS D	7	4	9	8
Lane Groups at LOS E	2	2	3	2
Lane Groups at LOS F	4	1	0	2
Total	**44**	**45**	**44**	**45**
Lane Groups with v/c ≥ 0.90	10	3	3	5

Notes: LOS = Level-of-Service; v/c = volume-to-capacity ratio.

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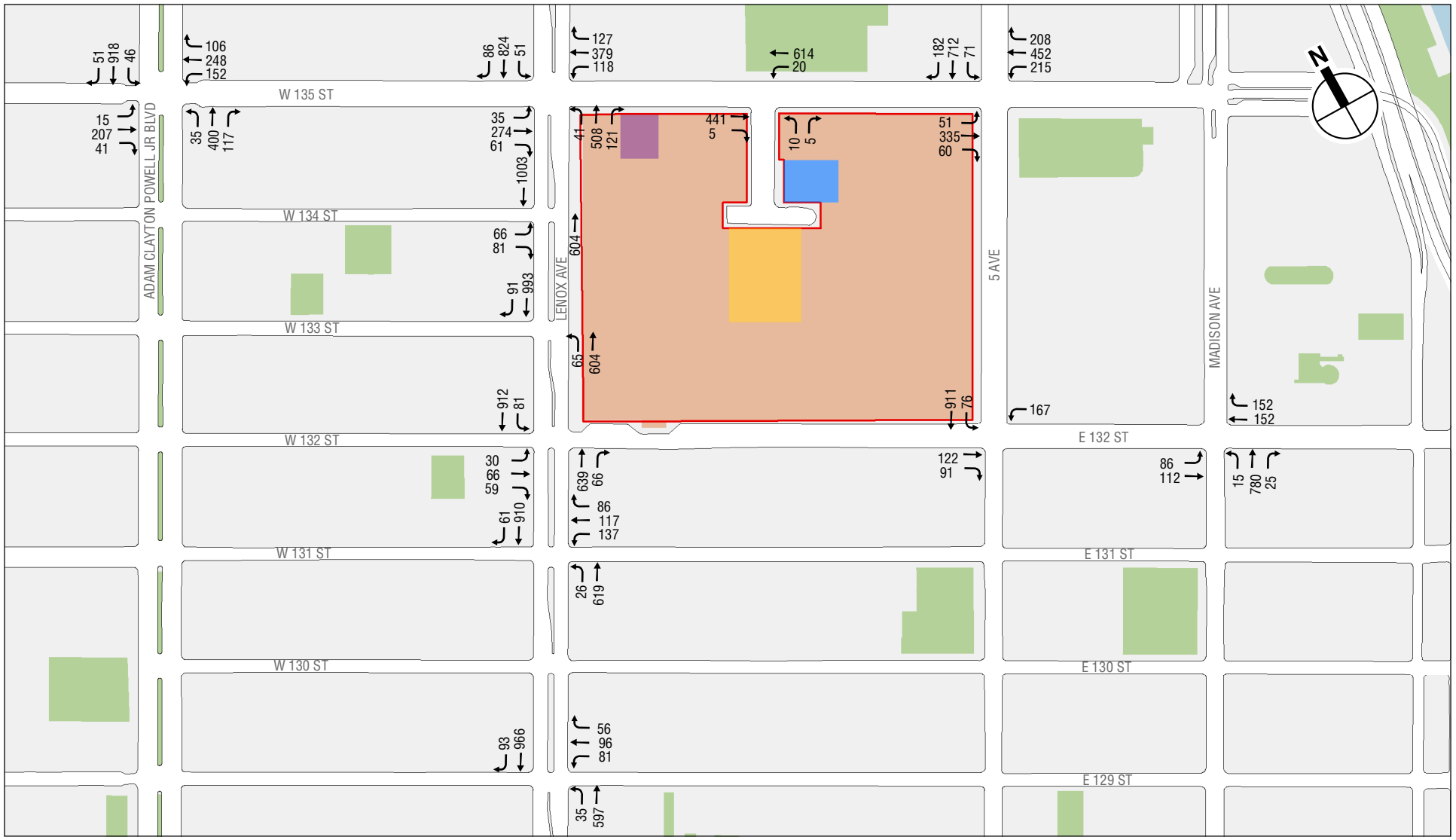

2023 No Action Traffic Volumes
Weekday AM Peak Hour

LENOX TERRACE

Figure 13-27

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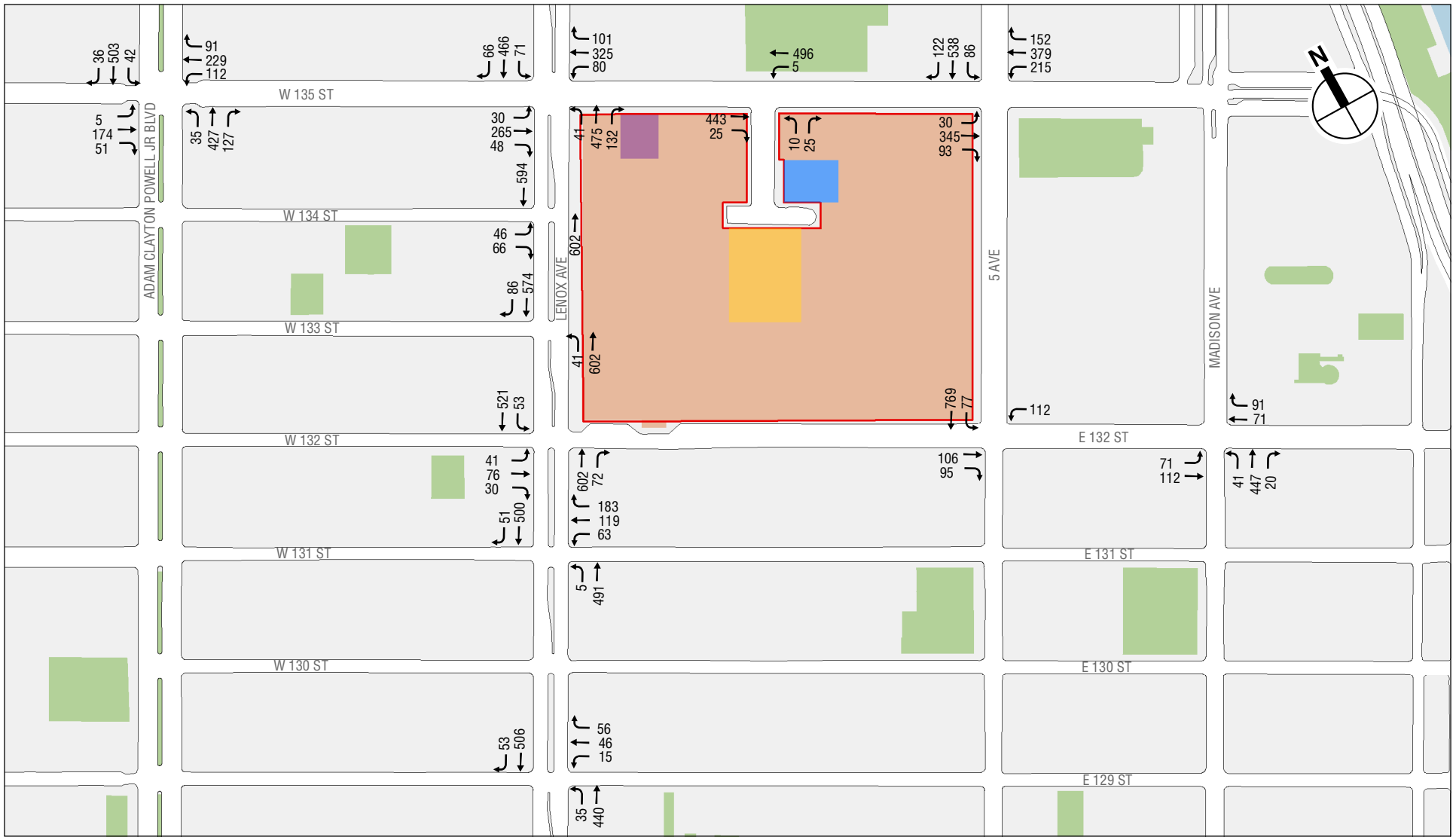

2023 No Action Traffic Volumes
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-28

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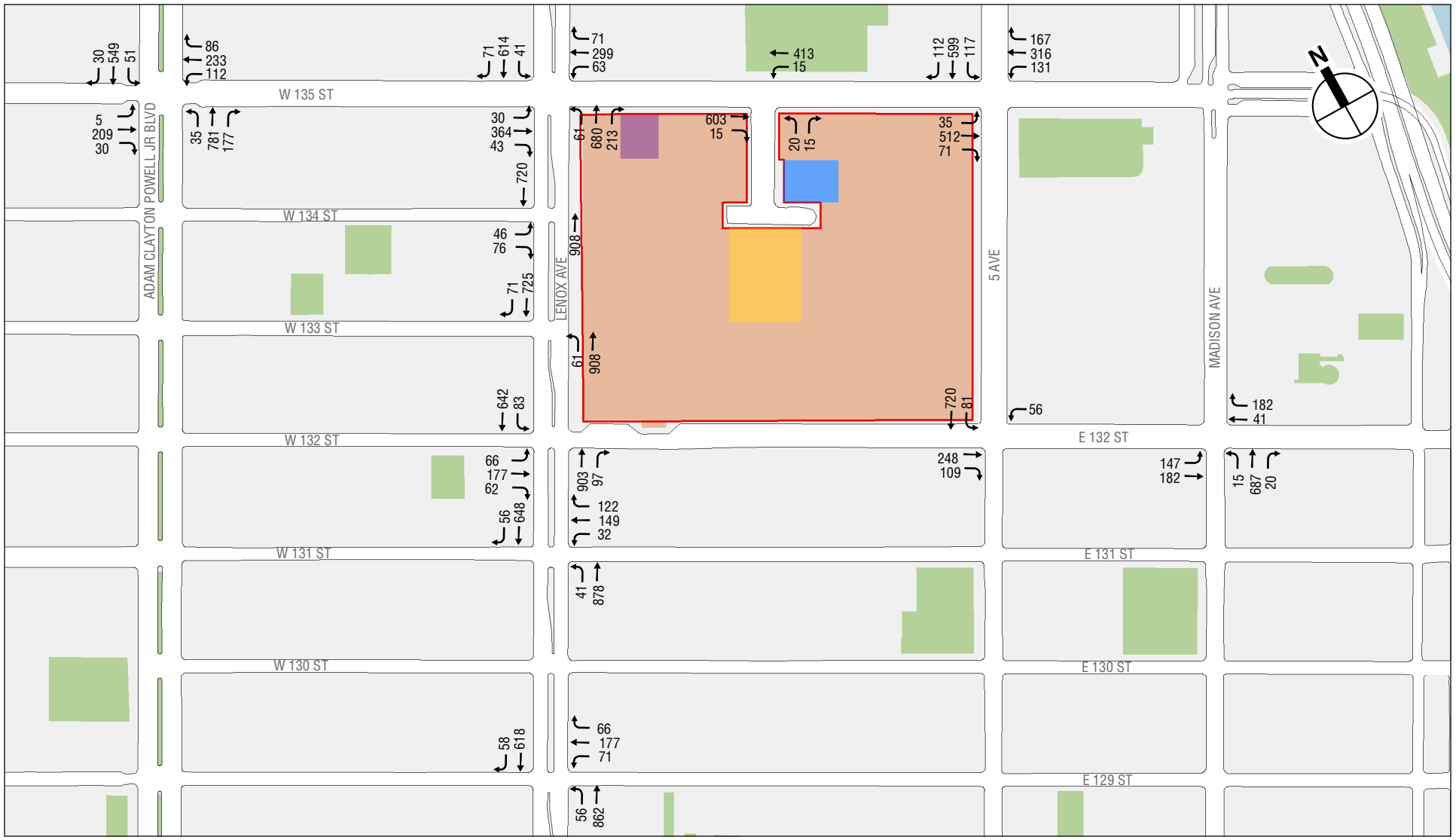

2023 No Action Traffic Volumes
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-29

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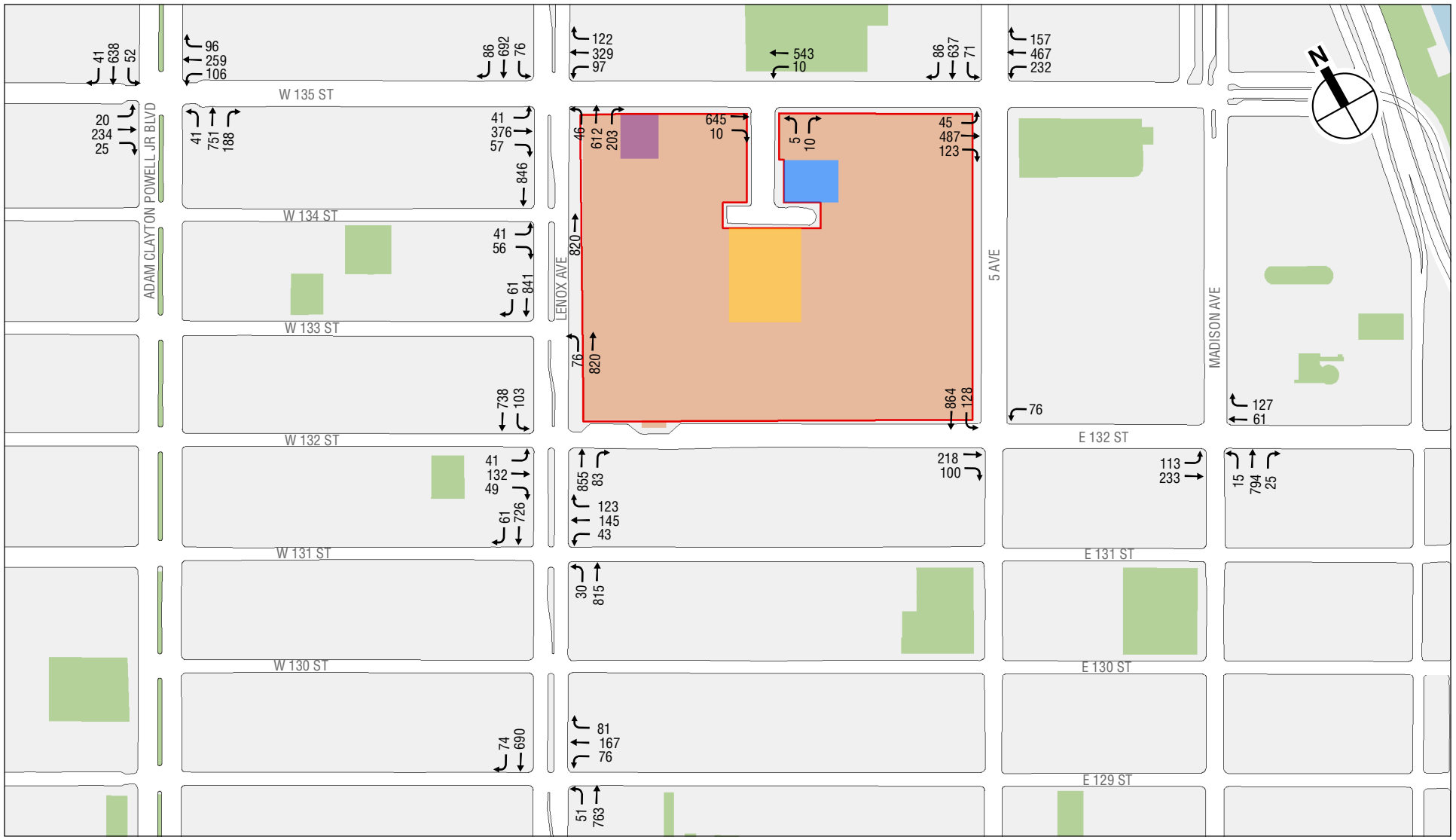


2023 No Action Traffic Volumes
Saturday Peak Hour

LENOX TERRACE

Figure 13-30

Table 13-22
Existing and 2023 No Action Conditions Level of Service Analysis
Signalized Intersections

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	Existing				2023 No Action				Existing				2023 No Action				Existing				2023 No Action				Existing				2023 No Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
West 135th Street and Adam Clayton Powell Jr. Boulevard																																
EB	LTR	0.65	31.0	C	LTR	0.66	31.3	C	LTR	0.54	27.2	C	LTR	0.55	27.5	C	LTR	0.50	26.2	C	LTR	0.51	26.4	C	LTR	0.60	28.9	C	LTR	0.61	29.2	C
WB	L	0.95	81.8	F	L	0.97	87.0	F	L	0.58	33.4	C	L	0.59	34.3	C	L	0.62	36.3	D	L	0.63	37.1	D	L	0.57	33.2	C	L	0.58	34.0	C
	TR	0.89	49.5	D	TR	0.90	51.1	D	TR	0.76	36.4	D	TR	0.77	37.4	D	TR	0.77	37.1	D	TR	0.78	37.7	D	TR	0.81	39.2	D	TR	0.82	40.0	D
NB	L	0.23	15.9	B	L	0.24	16.6	B	L	0.12	11.4	B	L	0.13	11.8	B	L	0.14	11.8	B	L	0.15	12.1	B	L	0.19	12.9	B	L	0.21	13.8	B
	TR	0.42	13.6	B	TR	0.46	14.2	B	TR	0.40	13.4	B	TR	0.47	14.3	B	TR	0.72	19.4	B	TR	0.78	21.5	C	TR	0.65	17.3	B	TR	0.71	19.0	B
SB	L	0.26	21.0	C	L	0.28	21.6	C	L	0.20	19.5	B	L	0.23	20.3	C	L	0.39	26.2	C	L	0.45	29.6	C	L	0.35	24.2	C	L	0.40	26.3	C
	TR	0.95	44.8	D	TR	1.01	56.9	E	TR	0.48	21.6	C	TR	0.56	22.9	C	TR	0.50	21.9	C	TR	0.56	22.9	C	TR	0.64	24.7	C	TR	0.73	27.1	C
West 135th Street and Lenox Avenue																																
EB	LTR	0.71	33.0	C	LTR	0.90	52.0	D	LTR	0.59	28.6	C	LTR	0.74	37.4	D	LTR	0.65	29.7	C	LTR	0.76	37.6	D	LTR	0.73	33.0	C	LTR	0.93	54.4	D
WB	LTR	1.05	78.5	E	LTR	1.27	166.7	F	LTR	0.80	36.0	D	LTR	1.00	68.8	E	LTR	0.61	28.5	C	LTR	0.76	37.3	D	LTR	0.89	44.0	D	LTR	1.08	92.3	F
NB	L	0.30	15.3	B	L	0.37	20.3	C	L	0.16	11.0	B	L	0.19	13.0	B	L	0.28	13.5	B	L	0.33	16.7	B	L	0.24	12.7	B	L	0.29	15.8	B
	TR	0.50	13.5	B	TR	0.56	16.2	B	TR	0.48	13.4	B	TR	0.55	16.1	B	TR	0.73	18.3	B	TR	0.81	23.3	C	TR	0.64	16.0	B	TR	0.71	19.7	B
SB	L	0.23	12.3	B	L	0.28	15.0	B	L	0.32	13.8	B	L	0.38	17.4	B	L	0.27	14.3	B	L	0.34	18.8	B	L	0.45	18.9	B	L	0.55	26.3	C
	TR	0.70	17.3	B	TR	0.77	21.3	C	TR	0.40	12.2	B	TR	0.45	14.5	B	TR	0.50	13.5	B	TR	0.56	16.1	B	TR	0.53	14.0	B	TR	0.60	16.8	B
West 135th Street and Lenox Terrace Place																																
EB	TR	0.30	6.7	A	TR	0.30	6.7	A	TR	0.32	6.9	A	TR	0.33	6.9	A	TR	0.37	7.2	A	TR	0.37	7.3	A	TR	0.42	7.6	A	TR	0.42	7.7	A
WB	LT	0.39	7.5	A	LT	0.40	7.6	A	LT	0.34	7.0	A	LT	0.34	7.0	A	LT	0.28	6.5	A	LT	0.28	6.6	A	LT	0.33	6.9	A	LT	0.34	7.0	A
NB	LR	0.06	28.0	C	LR	0.06	28.0	C	LR	0.15	29.3	C	LR	0.15	29.3	C	LR	0.14	29.0	C	LR	0.14	29.0	C	LR	0.06	28.0	C	LR	0.06	28.0	C
135th Street and Fifth Avenue																																
EB	LTR	0.63	22.9	C	LTR	0.84	41.3	D	LTR	0.56	20.9	C	LTR	0.75	33.9	C	LTR	0.68	23.8	C	LTR	0.95	51.8	D	LTR	0.80	28.6	C	LTR	1.06	79.7	E
WB	-	-	-	-	-	-	-	-	-	-	-	-	DefL	0.85	50.2	D	-	-	-	-	-	-	-	-	-	-	-	-	DefL	1.00	90.9	F
	LTR	1.05	69.7	E	LTR	0.99	50.2	D	LTR	1.04	70.1	E	-	-	-	-	LTR	0.92	41.7	D	LTR	0.97	48.8	D	LTR	1.05	71.8	E	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	TR	1.01	62.5	E	-	-	-	-	-	-	-	-	-	-	-	-	TR	0.93	43.0	D
SB	LTR	0.94	40.6	D	LTR	1.05	67.6	E	LTR	0.72	24.3	C	LTR	0.81	30.2	C	LTR	0.72	24.0	C	LTR	0.81	29.7	C	LTR	0.70	23.5	C	LTR	0.79	28.7	C
West 134th Street and Lenox Avenue																																
EB	LR	0.52	31.1	C	LR	0.61	37.8	D	LR	0.34	26.2	C	LR	0.40	30.6	C	LR	0.42	28.3	C	LR	0.49	33.5	C	LR	0.31	25.7	C	LR	0.36	29.9	C
NB	T	0.43	11.6	B	T	0.48	13.9	B	T	0.43	11.5	B	T	0.48	13.8	B	T	0.64	14.8	B	T	0.72	18.3	B	T	0.54	12.9	B	T	0.60	15.6	B
SB	T	0.69	16.0	B	T	0.76	19.8	B	T	0.42	11.4	B	T	0.48	13.7	B	T	0.48	12.2	B	T	0.54	14.7	B	T	0.54	13.0	B	T	0.61	15.8	B
West 133rd Street and Lenox Avenue																																
NB	L	0.53	24.2	C	L	0.56	27.1	C	L	0.17	10.1	B	L	0.18	10.4	B	L	0.33	13.7	B	L	0.36	14.7	B	L	0.45	17.7	B	L	0.48	19.6	B
	T	0.43	11.5	B	T	0.45	11.8	B	T	0.42	11.5	B	T	0.45	11.8	B	T	0.64	14.8	B	T	0.68	15.5	B	T	0.53	12.9	B	T	0.56	13.3	B
SB	TR	0.72	16.8	B	TR	0.75	17.4	B	TR	0.44	11.7	B	TR	0.47	12.1	B	TR	0.55	13.2	B	TR	0.58	13.7	B	TR	0.59	13.8	B	TR	0.62	14.3	B
West 132nd Street and Lenox Avenue																																
EB	LTR	0.46	28.7	C	LTR	0.52	31.8	C	LTR	0.42	27.7	C	LTR	0.49	30.9	C	LTR	0.85	47.7	D	LTR	0.96	67.7	E	LTR	0.57	31.5	C	LTR	0.67	36.9	D
NB	TR	0.52	12.8	B	TR	0.60	17.1	B	TR	0.50	12.5	B	TR	0.59	16.8	B	TR	0.76	17.9	B	TR	0.88	27.3	C	TR	0.65	15.0	B	TR	0.75	20.8	C
SB	L	0.39	14.6	B	L	0.48	21.3	C	L	0.24	11.4	B	L	0.31	16.2	B	L	0.57	26.3	C	L	0.80	60.2	E	L	0.64	28.0	C	L	0.86	63.6	E
	T	0.61	14.3	B	T	0.70	19.2	B	T	0.33	10.5	B	T	0.39	13.8	B	T	0.43	11.5	B	T	0.50	15.2	B	T	0.49	12.2	B	T	0.57	16.2	B
West 131st Street and Lenox Avenue																																
WB	LTR	0.88	48.3	D	LTR	1.03	84.4	F	LTR	0.90	51.4	D	LTR	1.07	97.0	F	LTR	0.71	35.0	C	LTR	0.85	49.6	D	LTR	0.72	35.1	D	LTR	0.86	50.8	D
NB	LT	0.56	14.6	B	LT	0.62	17.7	B	LT	0.35	11.8	B	LT	0.41	14.0	B	LT	0.77	20.0	B	LT	0.87	27.3	C	LT	0.63	16.0	B	LT	0.71	19.7	B
SB	TR	0.69	17.2	B	TR	0.77	21.2	C	TR	0.37	11.9	B	TR	0.42	14.2	B	TR	0.49	13.4	B	TR	0.56	16.1	B	TR	0.58	14.7	B	TR	0.65	17.9	B
West 129th Street and Lenox Avenue																																
WB	LTR	0.58	27.2	C	LTR	0.59	27.4	C	LTR	0.27	20.7	C	LTR	0.27	20.7	C	LTR	0.72	32.2	C	LTR	0.73	32.8	C	LTR	0.69	30.9	C	LTR	0.70	31.3	C
NB	L	0.40	24.4	C	L	0.43	27.1	C	L	0.18	13.5	B	L	0.19	13.8	B	L	0.31	16.5	B	L	0.33	17.3	B	L	0.35	18.6	B	L	0.38	20.1	C
	T	0.49	15.7	B	T	0.52	16.0	B	T	0.36	13.9	B	T	0.39	14.3	B	T	0.68	19.3	B	T	0.72	20.2	C	T	0.54	16.4	B	T	0.57	16.9	B
SB	TR	0.87	27.3	C	TR	0.90	30.2	C	TR	0.44	15.0	B	TR	0.47	15.5	B	TR	0.51	15.9	B	TR	0.54	16.4	B	TR	0.63	18.1	B	TR	0.67	19.0	B
132nd Street and Fifth Avenue																																
EB	TR	0.52	27.4	C	TR	0.58	31.6	C	TR	0.47	26.3	C	TR	0.54	30.3	C	TR	0.78	37.7	D	TR	0.89	51.0	D	TR	0.69	32.6	C	TR	0.79	40.8	D
WB	L	0.88	63.0	E	L	1.08	118.6	F	L	0.54	32.1	C	L	0.67	42.7	D	L	0.43	31.0	C	L	0.58	45.6	D	L	0.52	33.7	C	L	0.69	51.6	D
SB	L	0.15	10.7	B	L	0.17	13.0	B	L	0.15	10.6	B	L	0.16	12.9	B	L	0.15	10.7	B	L	0.17	12.9	B	L	0.23	11.5	B	L	0.26	14.0	B
	T	0.65	16.7	B	T	0.75	21.8	C	T	0.51	14.2	B	T	0.62	18.4	B	T	0.44	13.2	B	T	0.53	16.7	B	T	0.54	14.5	B	T	0.64	18.8	B
East 132nd Street and Madison Avenue																																
EB	L	0.62	42.0	D	L	0.64	44.4	D	L	0.33	25.2	C	L	0.34	25.5	C	L	0.81	52.8	D	L	0.82	55.1	E	L	0.58	34.0	C	L	0.60	35.2	D
	T	0.30	23.4	C	T	0.31	23.5	C	T	0.30	23.3	C	T	0.31	23.4	C	T	0.46	26.2	C	T	0.46	26.3	C	T	0.60	30.0	C	T	0.61	30.3	C
WB	TR	0.74	35.1	D	TR	0.75	35.8	D	TR	0.37	24.3	C	TR	0.38	24.4	C	TR	0.52	27.6	C	TR	0.53	27.8	C	TR	0.46	26.0	C	TR	0.47	26.2	C
NB	LTR	0.58	15.4	B	LTR	0.61	16.0	B	LTR	0.40	12.8	B	LTR	0.45	13.4	B	LTR	0.51	14.2	B	LTR	0.55	14.8	B	LTR	0.58	15.4	B	LTR	0.62	16.1	B

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int. = Intersection

WEST 135TH STREET AND ADAM CLAYTON POWELL JR. BOULEVARD

- Southbound through/right at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection will deteriorate to LOS E with a v/c ratio of 1.01 and a delay of 56.9 spv during the weekday AM peak hour.

WEST 135TH STREET AND LENOX AVENUE

- Eastbound approach at the West 135th Street and Lenox Avenue intersection will deteriorate to LOS D with a v/c ratio of 0.90 and a delay of 52.0 spv during the weekday AM peak hour, and to LOS D with a v/c ratio of 0.93 and a delay of 54.4 spv during the Saturday peak hour; and
- Westbound approach at the West 135th Street and Lenox Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.27 and a delay of 166.7 spv during the weekday AM peak hour, to LOS E with a v/c ratio of 1.00 and a delay of 68.8 spv during the weekday midday peak hour, and to LOS F with a v/c ratio of 1.08 and a delay of 92.3 spv during the Saturday peak hour.

WEST 135TH STREET AND FIFTH AVENUE

- Eastbound approach at the at the West 135th Street and Fifth Avenue intersection will deteriorate to LOS D with a v/c ratio of 0.95 and a delay of 51.8 spv during the weekday AM peak hour, and to LOS E with a v/c ratio of 1.06 and a delay of 79.7 spv during the Saturday peak hour;
- Westbound approach at the West 135th Street and Fifth Avenue intersection will deteriorate within LOS D to a v/c ratio of 0.97 and a delay of 48.8 spv during the weekday PM peak hour;
- Westbound defacto left-turn at the West 135th Street and Fifth Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.00 and a delay of 90.9 spv during the Saturday peak hour; and
- Southbound approach at the West 135th Street and Fifth Avenue intersection will deteriorate to LOS E with a v/c ratio of 1.05 and a delay of 67.6 spv during the weekday AM peak hour.

WEST 132ND STREET AND LENOX AVENUE

- Eastbound approach at the West 132nd Street and Lenox Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.96 and a delay of 67.7 spv during the weekday PM peak hour; and
- Southbound left-turn at the West 132nd Street and Lenox Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.80 and a delay of 60.2 spv during the weekday PM peak hour, and to LOS E with a v/c ratio of 0.86 and a delay of 63.6 spv during the Saturday peak hour.

WEST 131ST STREET AND LENOX AVENUE

- Westbound approach at the West 131st Street and Lenox Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.03 and a delay of 84.4 spv during the weekday AM peak hour, to LOS F with a v/c ratio of 1.07 and a delay of 97.0 spv during the weekday midday peak hour, to LOS D with a v/c ratio of 0.85 and a delay of 49.6 spv during the weekday PM peak hour, and within LOS D to a v/c ratio of 0.86 and a delay of 50.8 spv during the Saturday peak hour.

132ND STREET AND FIFTH AVENUE

- Eastbound approach at the 132nd Street and Fifth Avenue intersection will deteriorate within LOS D to a v/c ratio of 0.89 and a delay of 51.0 spv during the weekday PM peak hour; and

- Westbound approach at the 132nd Street and Fifth Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.08 and a delay of 118.6 spv during the weekday AM peak hour, to LOS D with a v/c ratio of 0.58 and a delay of 45.6 spv during the weekday PM peak hour, and to LOS D with a v/c ratio of 0.69 and a delay of 51.6 spv during the Saturday peak hour.

EAST 132ND STREET AND MADISON AVENUE

- Eastbound left-turn at the East 132nd Street and Madison Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.82 and a delay of 55.1 spv during the weekday PM peak hour.

FUTURE WITH THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

2023 WITH ACTION CONDITION

In the With Action condition upon completion of Phase 1, the proposed development site would include three of the five new buildings comprising an estimated 1,094 new residential units, 95,000 gsf of new retail (assumed to be half local and half destination retail uses), and 5,000 gsf of community facility space (assumed to be half medical office and half community center). Approximately 33,700 gsf of the existing local retail uses would also remain in the 2023 With Action condition. In addition, there would be a total of approximately 792 to 817 accessory parking spaces provided on the proposed development site. The 2023 With Action condition would result in approximately 150, 116, 182, and 163 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. For the residential use, motorists are assumed to park at the on-site garages and parking lots. For all other uses, auto trips are assumed to terminate at the rezoning area block faces, with motorists walking to their destination. Taxi trips were assigned to the various proposed and projected site entrances. All delivery trips were assigned to the rezoning area via the DOT-designated truck routes.

The proposed garages would have access/egress points to the buildings completed under Phase 1 of the proposed project, on West 132nd and West 135th Streets, and would require a new curb cut on West 135th Street. The project also would require two other new curb cuts on West 135th Street, ~~two new curb cuts on Lenox Avenue,~~ two new curb cuts on the west side of Lenox Terrace Place, one new curb cut on the east side of Lenox Terrace Place, and one new curb cut on West 132nd Street to a service loading docks and surface parking areas. One~~Two~~ existing curb cut~~s~~ on ~~Lenox Avenue and~~ West 135th Street would be removed. No changes to the curb cuts on Fifth Avenue, or to the street geometry, are proposed.

During DOT's ~~its~~ review of the proposed interior driveway along the west side of the proposed development site (accessed from the Lenox Avenue intersections with West 134th and West 133rd Streets) in the Draft EIS, DOT recommended that the interior driveway's traffic flow direction be changed from northbound to southbound to better align with the existing traffic flows on West 134th and West 133rd Streets. As described in the Foreword to the FEIS and the introduction of this chapter, in response to comments received during the public review of the project's DEIS, the project's proposed rezoning has been amended from C6-2 to R8 and R8 with a C1-5 commercial overlay. This change does not alter the development program considered in the EIS. The applicant has also modified the proposed site plan to eliminate the previously proposed six-story base connecting the two new residential buildings along Lenox Avenue. In conjunction with this change, the existing single driveway between 133rd and 134th Street would be retained, rather than replaced with the two new driveways shown in the DEIS. With this site plan change, taxi pick-ups/drop-offs and delivery trips are assumed to terminate along the Lenox Avenue frontages

between 133rd and 134th Street. This is consistent with the trip assignment assumptions analyzed in the DEIS. Therefore, no revisions are needed to the With Action traffic analysis presented below. ~~The proposed change in traffic flow direction is expected to result in small changes to the incremental trip assignments, as this interior driveway is intended to serve low volume traffic such as taxi pick-ups/drop-offs and deliveries only. This small reassignment would not be expected to alter the overall analysis conclusions. Therefore, the analysis revisions related to the proposed change in traffic flow direction of the interior driveway will be undertaken between the Draft and Final EIS.~~

In addition, based on DOT's ~~during its~~ review, of the westernmost proposed curb cut on West 135th Street (just west of the AME Church), s~~does not recommend the proposed location of the curb cut next to the existing Bx33 bus stop.~~ ubsequent to the publication of the ~~Between the~~ Draft ~~and Final~~ EIS, further coordination ~~have been~~were undertaken ~~the applicant will coordinate~~ with NYCT to ~~on the~~ relocate~~ion of~~ the bus stop further west (closer to Lenox Avenue) in order to avoid potential conflicts with the proposed curb cut. NYCT has determined the proposed bus stop relocation to be preliminarily feasible.

Lastly, as recommended by DOT, the proposed project would also restripe the south leg of the West 135th Street and Lenox Terrace Place intersection to better delineate the northbound approach and southbound receiving lanes. Specifically, the Lenox Terrace Place northbound approach would be restriped from its current shared left-turn/right-turn lane to provide separate left-turn and right-turn lanes; and a double yellow centerline will be added to better delineate the southbound receiving lane. This geometric change has been incorporated into the With Action condition traffic analysis presented below.

TRAFFIC OPERATIONS

The 2023 With Action condition traffic volumes are shown in **Figures 13-31 through 13-34** for the weekday AM, midday, PM, and Saturday peak hours. The 2023 With Action traffic volumes were developed by layering on top of the No Action condition traffic volumes the incremental vehicle trips shown in **Figures 13-4 through 13-7**. In addition to the study area intersections, new driveways on West 135th Street were added to analysis, at the request of DOT. A summary of the 2023 With Action condition traffic analysis results is presented in **Table 13-23**.

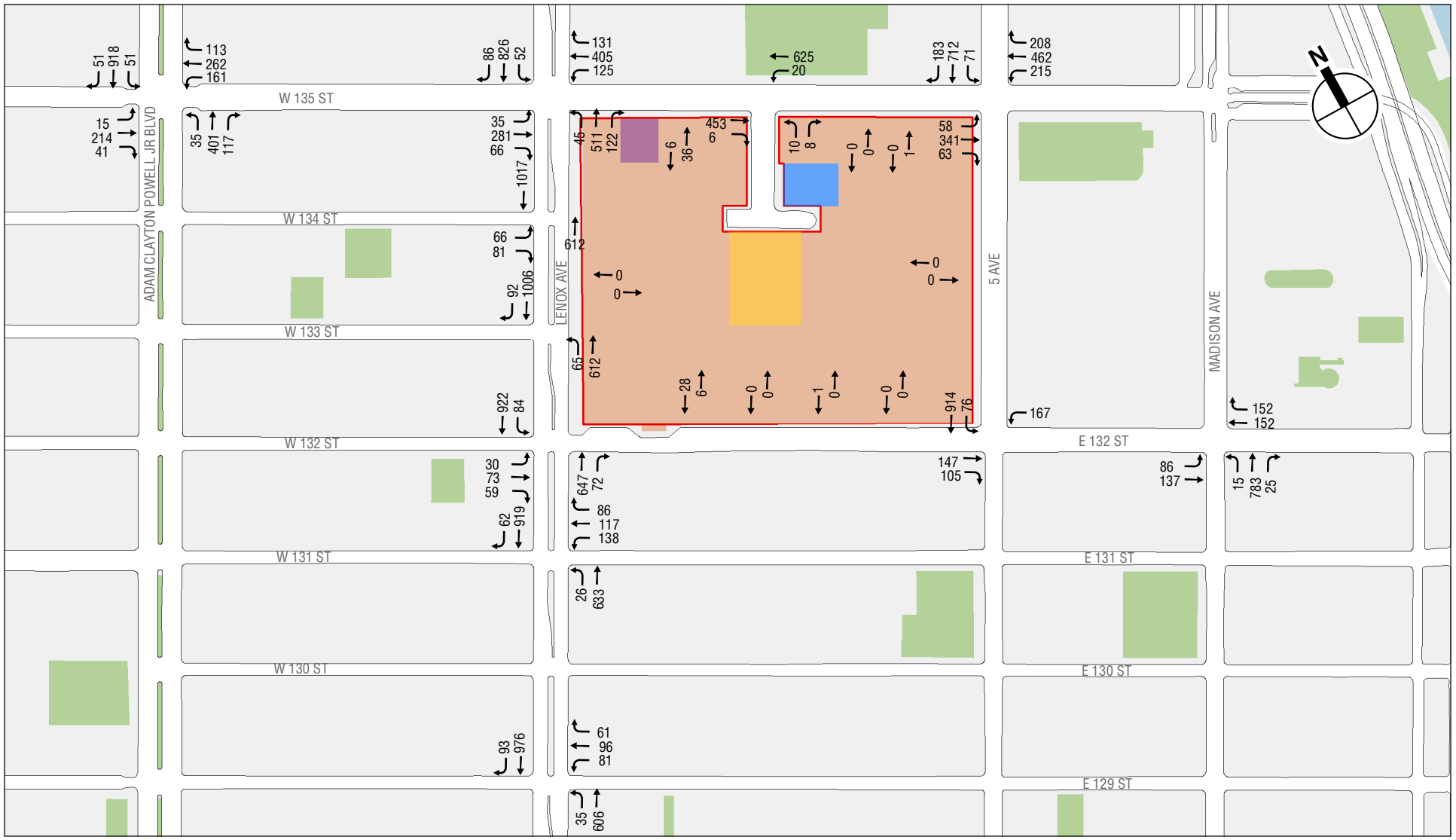
Table 13-23
Summary of 2023 With Action Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday
Signalized Intersections				
Lane Groups at LOS A/B/C	35	41	36	37
Lane Groups at LOS D	6	6	7	7
Lane Groups at LOS E	4	1	5	2
Lane Groups at LOS F	4	2	1	4
Total	**49**	**50**	**49**	**50**
Lane Groups with v/c ≥ 0.90	11	3	7	6
Notes: LOS = Level-of-Service; v/c = volume-to-capacity ratio.				

Significant Adverse Impacts

Details on level-of-service, volume-to-capacity (v/c) ratios, and average delays are presented in **Table 13-24**.

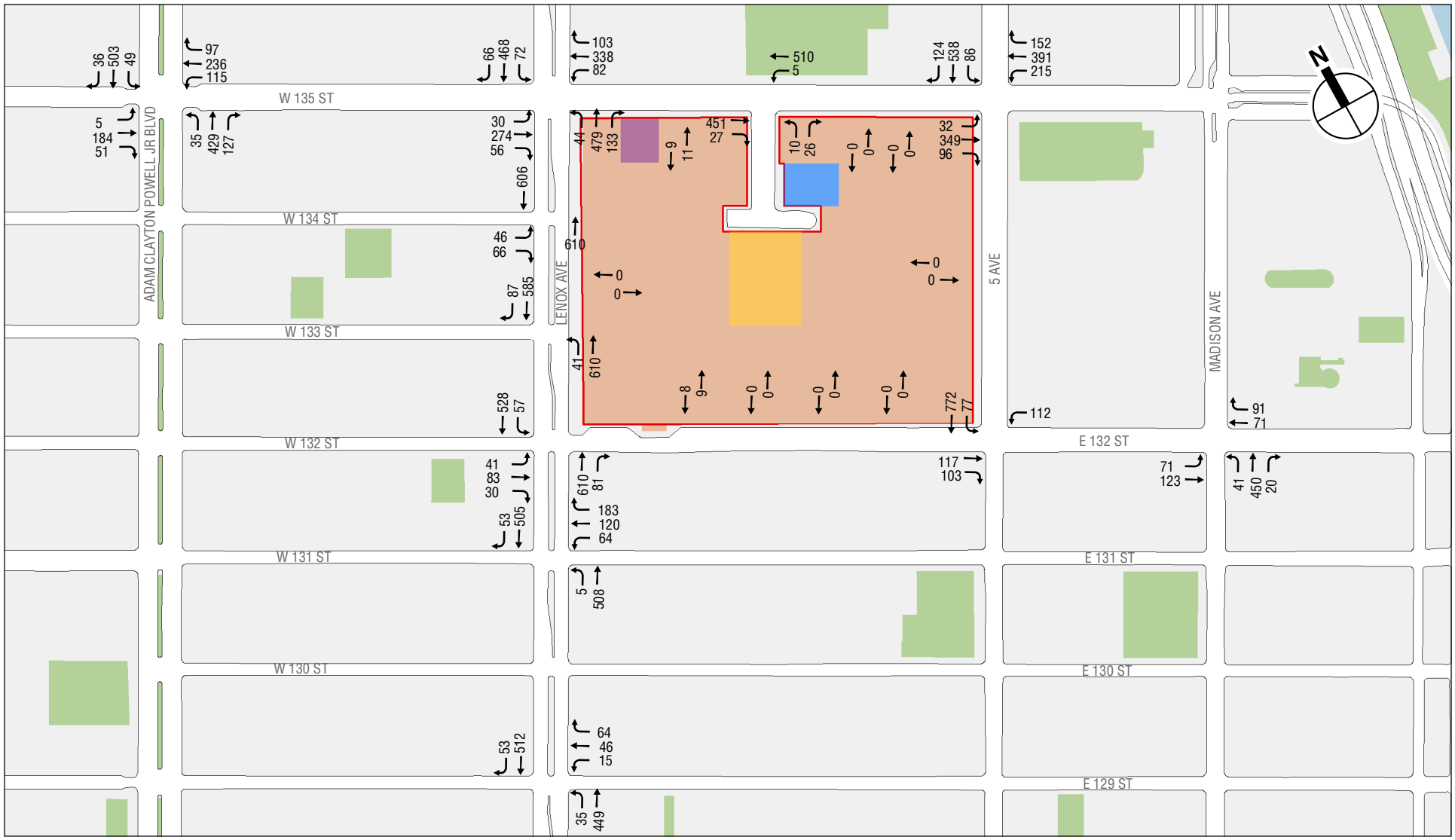
4.18.19



2023 With Action Traffic Volumes
Weekday AM Peak Hour

LENOX TERRACE

Figure 13-31

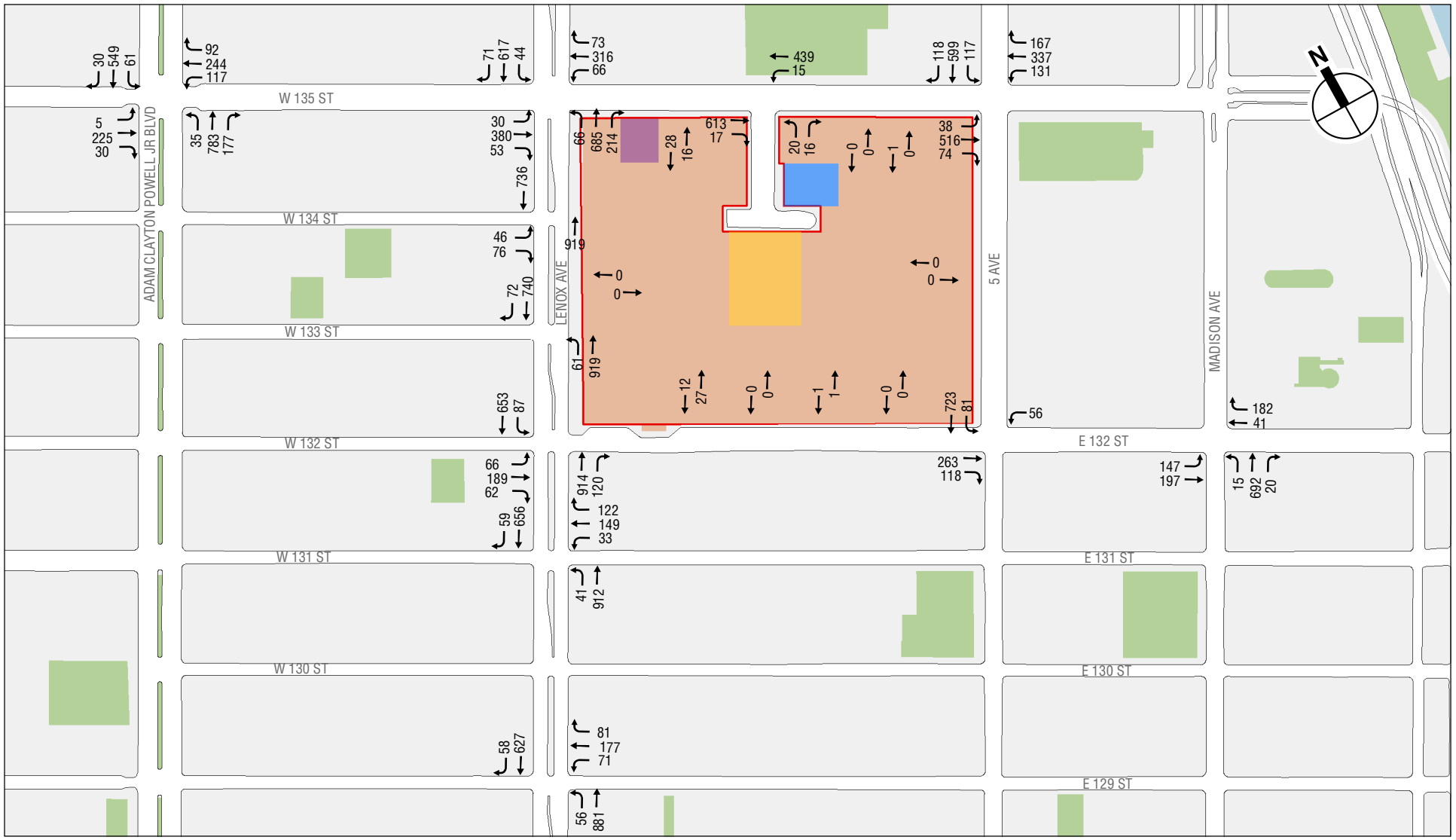


2023 With Action Traffic Volumes
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-32

4.18.19

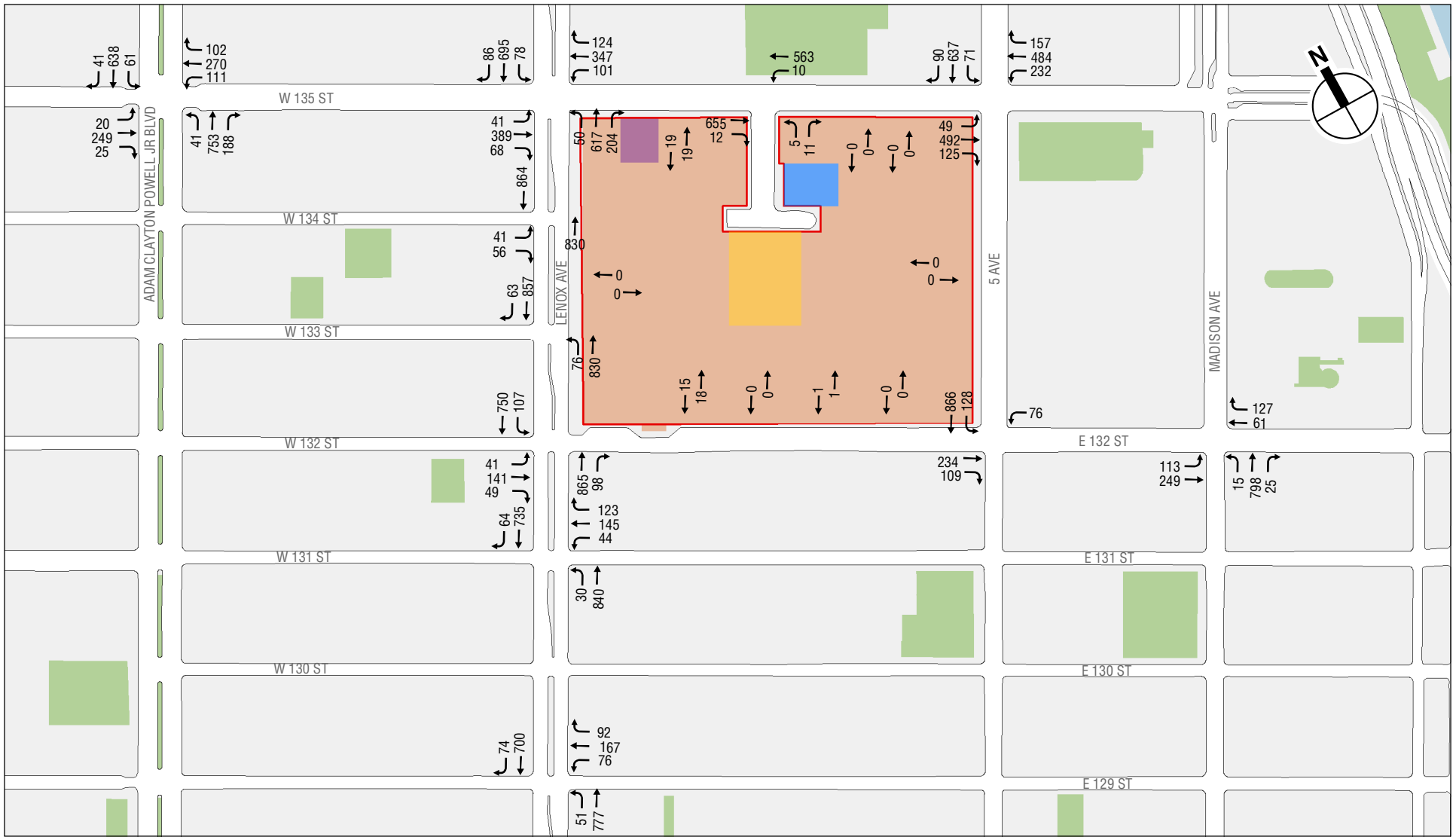


2023 With Action Traffic Volumes
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-33

4.18.19



2023 With Action Traffic Volumes
Saturday Peak Hour

LENOX TERRACE

Figure 13-34

Table 13-24
2023 No Action and With Action Conditions Level of Service Analysis
Signalized Intersections and Driveways

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action				2023 No Action				2023 With Action				2023 No Action				2023 With Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																																
West 135th Street and Adam Clayton Powell Jr. Boulevard																																
EB	LTR	0.66	31.3	C	LTR	0.68	32.0	C	LTR	0.55	27.5	C	LTR	0.57	28.1	C	LTR	0.51	26.4	C	LTR	0.54	27.1	C	LTR	0.61	29.2	C	LTR	0.65	30.9	C
WB	L	0.97	87.0	F	L	1.05	107.3	F+	L	0.59	34.3	C	L	0.63	36.4	D	L	0.63	37.1	D	L	0.68	40.8	D	L	0.58	34.0	C	L	0.63	36.8	D
	TR	0.90	51.1	D	TR	0.95	60.3	E+	TR	0.77	37.4	D	TR	0.80	39.8	D	TR	0.78	37.7	D	TR	0.82	41.2	D	TR	0.82	40.0	D	TR	0.86	44.0	D
NB	L	0.24	16.6	B	L	0.24	16.6	B	L	0.13	11.8	B	L	0.13	11.8	B	L	0.15	12.1	B	L	0.15	12.1	B	L	0.21	13.8	B	L	0.21	13.8	B
	TR	0.46	14.2	B	TR	0.46	14.2	B	TR	0.47	14.3	B	TR	0.47	14.4	B	TR	0.78	21.5	C	TR	0.79	21.5	C	TR	0.71	19.0	B	TR	0.71	19.0	B
SB	L	0.28	21.6	C	L	0.31	22.3	C	L	0.23	20.3	C	L	0.27	21.1	C	L	0.45	29.6	C	L	0.53	34.2	C	L	0.40	26.3	C	L	0.46	29.1	C
	TR	1.01	56.9	E	TR	1.01	56.9	E	TR	0.56	22.9	C	TR	0.56	22.9	C	TR	0.56	22.9	C	TR	0.56	22.9	C	TR	0.73	27.1	C	TR	0.73	27.1	C
West 135th Street and Lenox Avenue																																
EB	LTR	0.90	52.0	D	LTR	0.97	66.5	E+	LTR	0.74	37.4	D	LTR	0.80	41.0	D	LTR	0.76	37.6	D	LTR	0.83	41.8	D	LTR	0.93	54.4	D	LTR	1.01	71.8	E+
WB	LTR	1.27	166.7	F	LTR	1.37	208.9	F+	LTR	1.00	68.8	E	LTR	1.05	83.1	F+	LTR	0.76	37.3	D	LTR	0.83	42.2	D	LTR	1.08	92.3	F	LTR	1.16	121.7	F+
NB	L	0.37	20.3	C	L	0.41	22.0	C	L	0.19	13.0	B	L	0.21	13.3	B	L	0.33	16.7	B	L	0.36	17.5	B	L	0.29	15.8	B	L	0.32	16.5	B
	TR	0.56	16.2	B	TR	0.56	16.3	B	TR	0.55	16.1	B	TR	0.55	16.2	B	TR	0.81	23.3	C	TR	0.82	23.6	C	TR	0.71	19.7	B	TR	0.73	20.1	C
SB	L	0.28	15.0	B	L	0.28	15.2	B	L	0.38	17.4	B	L	0.38	17.7	B	L	0.34	18.8	B	L	0.37	20.1	C	L	0.55	26.3	C	L	0.57	27.7	C
	TR	0.77	21.3	C	TR	0.77	21.4	C	TR	0.45	14.5	B	TR	0.45	14.5	B	TR	0.56	16.1	B	TR	0.56	16.2	B	TR	0.60	16.8	B	TR	0.60	16.9	B
West 135th Street and Lenox Terrace Place																																
EB	TR	0.30	6.7	A	TR	0.31	6.8	A	TR	0.33	6.9	A	TR	0.34	7.0	A	TR	0.37	7.3	A	TR	0.38	7.3	A	TR	0.42	7.7	A	TR	0.43	7.8	A
WB	LT	0.40	7.6	A	LT	0.41	7.6	A	LT	0.34	7.0	A	LT	0.35	7.1	A	LT	0.28	6.6	A	LT	0.30	6.7	A	LT	0.34	7.0	A	LT	0.35	7.1	A
NB	LR	0.06	28.0	C	L	0.04	27.7	C	LR	0.15	29.3	C	L	0.04	27.7	C	LR	0.14	29.0	C	L	0.07	28.1	C	LR	0.06	28.0	C	L	0.02	27.4	C
					R	0.04	27.9	C					R	0.13	29.3	C					R	0.08	28.4	C					R	0.06	28.0	C
135th Street and Fifth Avenue																																
EB	LTR	0.84	41.3	D	LTR	0.91	49.2	D+	LTR	0.75	33.9	C	LTR	0.77	35.0	D	LTR	0.95	51.8	D	LTR	0.98	58.3	E+	LTR	1.06	79.7	E	LTR	1.09	91.0	F+
WB	-	-	-	-	-	-	-	-	DefL	0.85	50.2	D	DefL	0.86	51.3	D	-	-	-	-	-	-	-	-	DefL	1.00	90.9	F	DefL	1.01	94.8	F+
	LTR	0.99	50.2	D	LTR	1.01	54.2	D	-	-	-	-	-	-	-	-	LTR	0.97	48.8	D	LTR	1.00	55.7	E+	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	TR	1.01	62.5	E	TR	1.03	67.8	E+	-	-	-	-	-	-	-	-	TR	0.93	43.0	D	TR	0.96	47.3	D
SB	LTR	1.05	67.6	E	LTR	1.05	68.2	E	LTR	0.81	30.2	C	LTR	0.81	30.2	C	LTR	0.81	29.7	C	LTR	0.82	30.2	C	LTR	0.79	28.7	C	LTR	0.80	29.0	C
West 134th Street and Lenox Avenue																																
EB	LR	0.61	37.8	D	LR	0.61	37.8	D	LR	0.40	30.6	C	LR	0.40	30.6	C	LR	0.49	33.5	C	LR	0.49	33.5	C	LR	0.36	29.9	C	LR	0.36	29.9	C
NB	T	0.48	13.9	B	T	0.49	13.9	B	T	0.48	13.8	B	T	0.49	13.9	B	T	0.72	18.3	B	T	0.73	18.6	B	T	0.60	15.6	B	T	0.61	15.8	B
SB	T	0.76	19.8	B	T	0.77	20.2	B	T	0.48	13.7	B	T	0.49	13.9	B	T	0.54	14.7	B	T	0.56	14.9	B	T	0.61	15.8	B	T	0.62	16.0	B
West 133rd Street and Lenox Avenue																																
NB	L	0.56	27.1	C	L	0.58	28.2	C	L	0.18	10.4	B	L	0.19	10.5	B	L	0.36	14.7	B	L	0.36	15.1	B	L	0.48	19.6	B	L	0.50	20.5	C
	T	0.45	11.8	B	T	0.45	11.8	B	T	0.45	11.8	B	T	0.45	11.9	B	T	0.68	15.5	B	T	0.68	15.7	B	T	0.56	13.3	B	T	0.57	13.4	B
SB	TR	0.75	17.4	B	TR	0.76	17.8	B	TR	0.47	12.1	B	TR	0.48	12.2	B	TR	0.58	13.7	B	TR	0.59	13.8	B	TR	0.62	14.3	B	TR	0.63	14.5	B
West 132nd Street and Lenox Avenue																																
EB	LTR	0.52	31.8	C	LTR	0.54	32.7	C	LTR	0.49	30.9	C	LTR	0.51	31.4	C	LTR	0.96	67.7	E	LTR	1.00	77.7	E+	LTR	0.67	36.9	D	LTR	0.70	38.6	D
NB	TR	0.60	17.1	B	TR	0.62	17.4	B	TR	0.59	16.8	B	TR	0.61	17.1	B	TR	0.88	27.3	C	TR	0.92	31.5	C	TR	0.75	20.8	C	TR	0.78	22.0	C
SB	L	0.48	21.3	C	L	0.51	23.0	C	L	0.31	16.2	B	L	0.34	17.1	B	L	0.80	60.2	E	L	0.91	83.8	F+	L	0.86	63.6	E	L	0.94	82.3	F+
	T	0.70	19.2	B	T	0.71	19.4	B	T	0.39	13.8	B	T	0.40	13.8	B	T	0.50	15.2	B	T	0.51	15.3	B	T	0.57	16.2	B	T	0.58	16.4	B
West 131st Street and Lenox Avenue																																
WB	LTR	1.03	84.4	F	LTR	1.03	85.1	F	LTR	1.07	97.0	F	LTR	1.07	97.7	F	LTR	0.85	49.6	D	LTR	0.86	49.9	D	LTR	0.86	50.8	D	LTR	0.87	51.1	D
NB	LT	0.62	17.7	B	LT	0.64	18.0	B	LT	0.41	14.0	B	LT	0.42	14.2	B	LT	0.87	27.3	C	LT	0.90	30.0	C	LT	0.71	19.7	B	LT	0.73	20.4	C
SB	TR	0.77	21.2	C	TR	0.78	21.5	C	TR	0.42	14.2	B	TR	0.43	14.2	B	TR	0.56	16.1	B	TR	0.57	16.3	B	TR	0.65	17.9	B	TR	0.66	18.1	B

Table 13-24 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis
Signalized Intersections and Driveways

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action				2023 No Action				2023 With Action				2023 No Action				2023 With Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																																
West 129th Street and Lenox Avenue																																
WB	LTR	0.59	27.4	C	LTR	0.60	27.9	C	LTR	0.27	20.7	C	LTR	0.29	21.1	C	LTR	0.73	32.8	C	LTR	0.77	35.4	D	LTR	0.70	31.3	C	LTR	0.73	32.7	C
NB	L	0.43	27.1	C	L	0.45	28.3	C	L	0.19	13.8	B	L	0.19	13.8	B	L	0.33	17.3	B	L	0.34	17.4	B	L	0.38	20.1	C	L	0.39	20.3	C
	T	0.52	16.0	B	T	0.52	16.2	B	T	0.39	14.3	B	T	0.40	14.4	B	T	0.72	20.2	C	T	0.74	20.7	C	T	0.57	16.9	B	T	0.58	17.1	B
SB	TR	0.90	30.2	C	TR	0.91	31.1	C	TR	0.47	15.5	B	TR	0.48	15.5	B	TR	0.54	16.4	B	TR	0.55	16.5	B	TR	0.67	19.0	B	TR	0.68	19.2	B
132nd Street and Fifth Avenue																																
EB	TR	0.58	31.6	C	TR	0.69	35.6	D	TR	0.54	30.3	C	TR	0.59	31.7	C	TR	0.89	51.0	D	TR	0.95	61.3	E+	TR	0.79	40.8	D	TR	0.85	46.2	D+
WB	L	1.08	118.6	F	L	1.24	180.1	F+	L	0.67	42.7	D	L	0.71	47.3	D	L	0.58	45.6	D	L	0.65	53.8	D+	L	0.69	51.6	D	L	0.76	62.5	E+
SB	L	0.17	13.0	B	L	0.17	13.0	B	L	0.16	12.9	B	L	0.16	12.9	B	L	0.17	12.9	B	L	0.17	12.9	B	L	0.26	14.0	B	L	0.26	14.0	B
	T	0.75	21.8	C	T	0.75	21.8	C	T	0.62	18.4	B	T	0.62	18.4	B	T	0.53	16.7	B	T	0.53	16.7	B	T	0.64	18.8	B	T	0.64	18.8	B
East 132nd Street and Madison Avenue																																
EB	L	0.64	44.4	D	L	0.64	44.4	D	L	0.34	25.5	C	L	0.34	25.5	C	L	0.82	55.1	E	L	0.82	55.1	E	L	0.60	35.2	D	L	0.60	35.2	D
	T	0.31	23.5	C	T	0.38	24.7	C	T	0.31	23.4	C	T	0.34	23.9	C	T	0.46	26.3	C	T	0.50	27.2	C	T	0.61	30.3	C	T	0.65	31.8	C
WB	TR	0.75	35.8	D	TR	0.75	35.8	D	TR	0.38	24.4	C	TR	0.38	24.4	C	TR	0.53	27.8	C	TR	0.53	27.8	C	TR	0.47	26.2	C	TR	0.47	26.2	C
NB	LTR	0.61	16.0	B	LTR	0.61	16.0	B	LTR	0.45	13.4	B	LTR	0.45	13.5	B	LTR	0.55	14.8	B	LTR	0.55	14.8	B	LTR	0.62	16.1	B	LTR	0.63	16.2	B
Driveways																																
East Driveway on West 135th Street between Lenox Terrace Place and Fifth Avenue																																
WB	-	-	-	-	LT	0.00	8.4	A	-	-	-	-	LT	0.00	8.5	A	-	-	-	-	LT	0.00	8.7	A	-	-	-	-	LT	0.00	9.1	A
NB	-	-	-	-	LR	0.00	9.4	A	-	-	-	-	LR	0.00	9.4	A	-	-	-	-	LR	0.00	9.4	A	-	-	-	-	LR	0.00	9.7	A
West Driveway on West 135th Street between Lenox Avenue and Lenox Terrace Place																																
WB	-	-	-	-	LT	0.00	8.3	A	-	-	-	-	LT	0.01	8.4	A	-	-	-	-	LT	0.02	8.7	A	-	-	-	-	LT	0.02	9.1	A
NB	-	-	-	-	LR	0.11	14.9	B	-	-	-	-	LR	0.03	14.9	B	-	-	-	-	LR	0.05	15.9	C	-	-	-	-	LR	0.08	19.1	C

Notes:
L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int. = Intersection
+ Denotes a significant adverse traffic impact

As discussed below, significant adverse traffic impacts were identified at four intersections during the weekday AM peak hour, one intersection during the weekday midday peak hour, two intersections during the weekday PM peak hour, and two intersections during the Saturday peak hour. Potential measures that can be implemented to mitigate these significant adverse traffic impacts are discussed in Chapter 21, "Mitigation."

WEST 135TH STREET AND ADAM CLAYTON POWELL JR. BOULEVARD

- Westbound left-turn at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection would deteriorate within LOS F (from a v/c ratio of 0.97 and 87.0 spv of delay to a v/c ratio of 1.05 and 107.3 spv of delay) during the weekday AM peak hour, an increase in delay of more than 3 seconds. This projected increase in delay constitutes a significant adverse impact; and
- Westbound through/right at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection would deteriorate from LOS D (from a v/c ratio of 0.90 and 51.1 spv of delay) to LOS E (to a v/c ratio of 0.95 and 60.3 spv of delay) during the weekday AM peak hour, an increase in delay of more than 5 seconds. This projected increase in delay constitutes a significant adverse impact.

WEST 135TH STREET AND LENOX AVENUE

- Eastbound approach at the West 135th Street and Lenox Avenue intersection would deteriorate from LOS D (from a v/c ratio of 0.90 and 52.0 spv of delay) to LOS E (to a v/c ratio of 0.97 and 66.5 spv of delay) during the weekday AM peak hour, and from LOS D (from a v/c ratio of 0.93 and 54.4 spv of delay) to LOS E (to a v/c ratio of 1.01 and 71.8 spv of delay) during the Saturday peak hour, increases in delay of more than 5 seconds. These projected increases in delay constitute significant adverse impacts; and
- Westbound approach at the West 135th Street and Lenox Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.27 and 166.7 spv of delay to a v/c ratio of 1.37 and 208.9 spv of delay) during the weekday AM peak hour, from LOS E (from a v/c ratio of 1.00 and 68.8 spv of delay) to LOS F (to a v/c ratio of 1.05 and 83.1 spv of delay) during the weekday midday peak hour, and within LOS F (from a v/c ratio of 1.08 and 92.3 spv of delay to a v/c ratio of 1.16 and 121.7 spv of delay) during the Saturday peak hour, increases in delay of more than 3 seconds, 4 seconds, and 3 seconds, respectively. These projected increases in delay constitute significant adverse impacts.

135TH STREET AND FIFTH AVENUE

- Eastbound approach at the 135th Street and Fifth Avenue intersection would deteriorate within LOS D (from a v/c ratio of 0.84 and 41.3 spv of delay to a v/c ratio of 0.91 and 49.2 spv of delay) during the weekday AM peak hour, from LOS D (from a v/c ratio of 0.95 and 51.8 spv of delay) to LOS E (to a v/c ratio of 0.98 and 58.3 spv of delay) during the weekday PM peak hour, and from LOS E (from a v/c ratio of 1.06 and 79.7 spv of delay) to LOS F (to a v/c ratio of 1.09 and 91.0 spv of delay) during the Saturday peak hour, increases in delay of more than 5 seconds, 5 seconds, and 4 seconds, respectively. These project increases in delay constitute significant adverse impacts;
- Westbound approach at the 135th Street and Fifth Avenue intersection would deteriorate from LOS D (from a v/c ratio of 0.97 and 48.8 spv of delay) to LOS E (to a v/c ratio of 1.00 and 55.7 spv of delay) during the weekday PM peak hour, an increase in delay of more than 5 seconds. This projected increase in delay constitutes a significant adverse impact;

- Westbound defacto left-turn at the 135th Street and Fifth Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.00 and 90.9 spv of delay to a v/c ratio of 1.01 and 94.8 spv of delay) during the Saturday peak hour, an increase in delay of more than 3 seconds. This projected increase in delay constitutes a significant adverse impact; and
- Westbound through/right at the 135th Street and Fifth Avenue intersection would deteriorate within LOS E (from a v/c ratio of 1.01 and 62.5 spv of delay to a v/c ratio of 1.03 and 67.8 spv of delay) during the weekday midday peak hour, an increase in delay of more than 4 seconds. This projected increase in delay constitutes a significant adverse impact.

WEST 132ND STREET AND LENOX AVENUE

- Eastbound approach at the West 132nd Street and Lenox Avenue intersection would deteriorate within LOS E (from a v/c ratio of 0.96 and 67.7 spv of delay to a v/c ratio of 1.00 and 77.7 spv of delay) during the weekday PM peak hour, an increase in delay of more than 4 seconds. This projected increase in delay constitutes a significant adverse impact; and
- Southbound left-turn at the West 132nd Street and Lenox Avenue intersection would deteriorate from LOS E (from a v/c ratio of 0.80 and 60.2 spv of delay) to LOS F (to a v/c ratio of 0.91 and 83.8 spv of delay) during the weekday PM peak hour, and from LOS E (from a v/c ratio of 0.86 and 63.6 spv of delay) to LOS F (to a v/c ratio of 0.94 and 82.3 spv of delay) during the Saturday peak hour, increases in delay of more than 4 seconds. These project increases in delay constitute significant adverse impacts.

132ND STREET AND FIFTH AVENUE

- Eastbound approach at the 132nd Street and Fifth Avenue intersection would deteriorate from LOS D (from a v/c ratio of 0.89 and 51.0 spv of delay) to LOS E (to a v/c ratio of 0.95 and 61.3 spv of delay) during the weekday PM peak hour, and within LOS D (from a v/c ratio of 0.79 and 40.8 spv of delay to a v/c ratio of 0.85 and 46.2 spv of delay) during the Saturday peak hour, increases in delay of more than 5 seconds. These projected increases in delay constitute significant adverse impacts; and
- Westbound approach at the 132nd Street and Fifth Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.08 and 118.6 spv of delay to a v/c ratio of 1.24 and 180.1 spv of delay) during the weekday AM peak hour, within LOS D (from a v/c ratio of 0.58 and 45.6 spv of delay to a v/c ratio of 0.65 and 53.8 spv of delay) during the weekday PM peak hour, and from LOS D (from a v/c ratio of 0.69 and 51.6 spv of delay) to LOS E (to a v/c ratio of 0.76 and 62.5 spv of delay) during the Saturday peak hour, increases in delay of more than 3 seconds, 5 seconds, and 5 seconds, respectively. These projected increases in delay constitute significant adverse impacts.

FUTURE WITHOUT THE PROPOSED PROJECT (2026/FULL BUILD)

2026 NO ACTION CONDITION

For the 2026 No Action condition, as per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.125 percent was assumed for the remaining years (year 2023 through 2026) to address the general growth in traffic in the study area. As described above under the 2023 No Action condition, the remaining two (No. 2 and 40) No Build projects would be completed by the 2026 build year and have also been incorporated into the No Action condition. The 2026 No Action condition also assumes the retenanting of the approximately 18,000 gsf of existing vacant

local retail space on the proposed development site. It should be noted that the 2026 No Action condition does not include Phase 1 of the proposed project. Furthermore, the DOT implemented signal timing changes at the five study area intersections described above for the 2023 No Action condition have also been accounted for in the analysis of the 2026 No Action condition.

TRAFFIC OPERATIONS

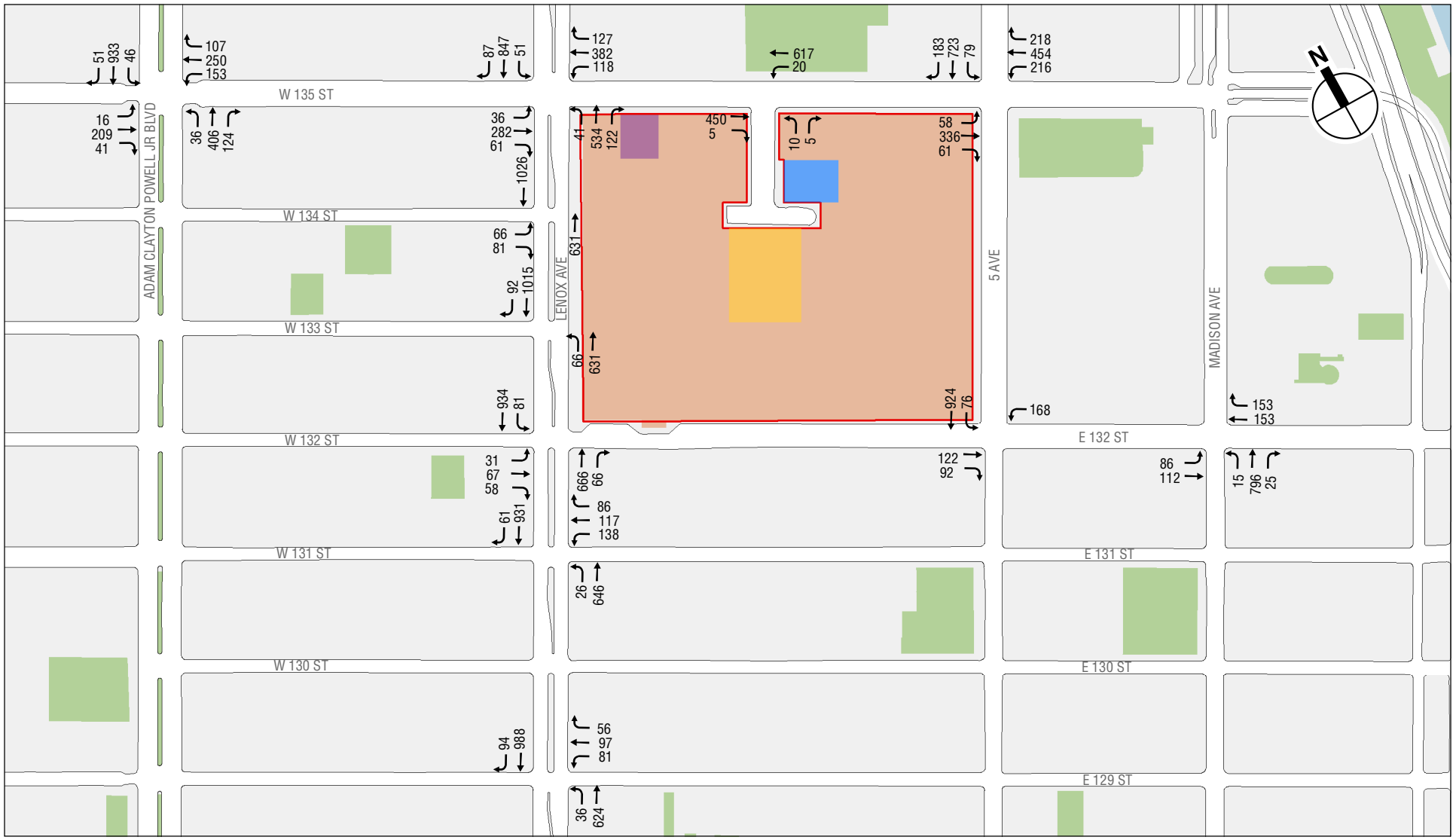
The 2026 No Action condition traffic volumes are shown in **Figures 13-35 through 13-38** for the weekday AM, midday, PM, and Saturday peak hours. A summary of the 2026 No Action conditions traffic analysis results is presented in **Table 13-25**. Details on the level-of-service, v/c ratios, and average delays are presented in **Table 13-26**.

Table 13-25
Summary of 2026 No Action Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday
Signalized Intersections				
Lane Groups at LOS A/B/C	31	37	32	33
Lane Groups at LOS D	5	4	7	7
Lane Groups at LOS E	4	2	5	2
Lane Groups at LOS F	4	2	0	3
Total	**44**	**45**	**44**	**45**
Lane Groups with v/c ≥ 0.90	11	3	4	6

Notes: LOS = Level-of-Service; v/c = volume-to-capacity ratio.

4.18.19



Rezoning Area

Proposed Development Site

Projected Future Development Site

Potential Development Site

City-Owned Site

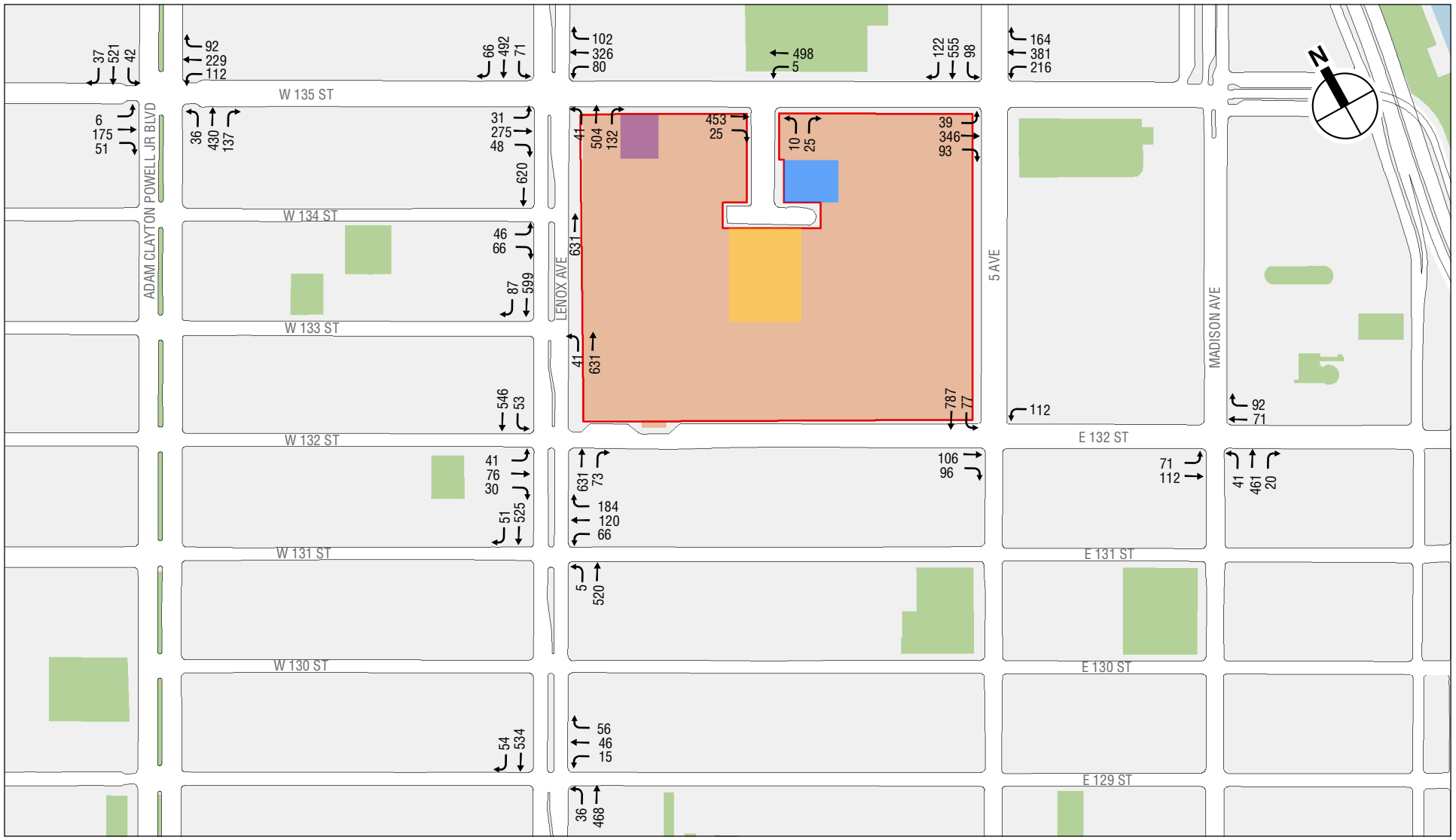
0 400 FEET

2026 No Action Traffic Volumes
Weekday AM Peak Hour

LENOX TERRACE

Figure 13-35

4.18.19

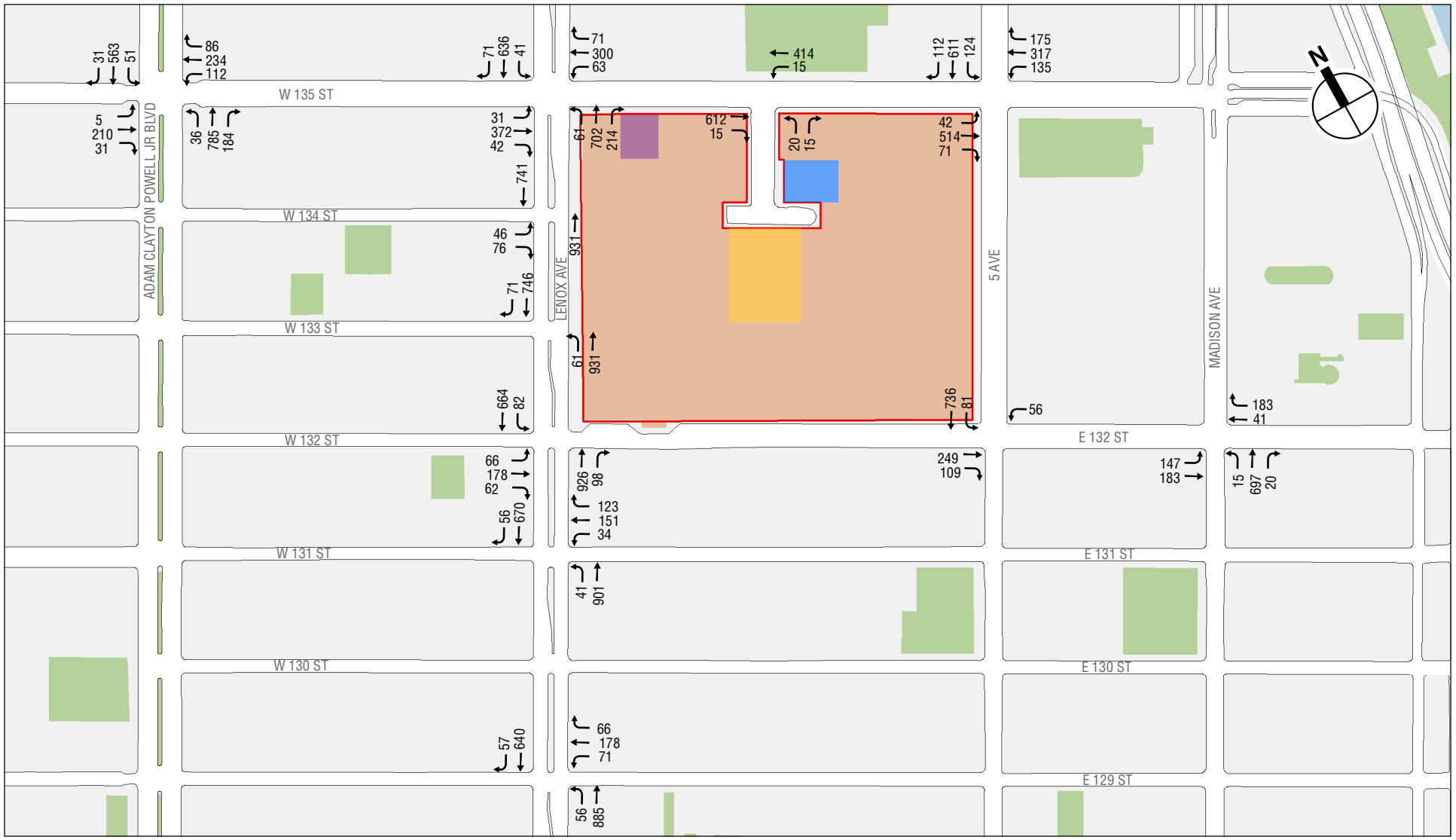


2026 No Action Traffic Volumes
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-36

4.18.19

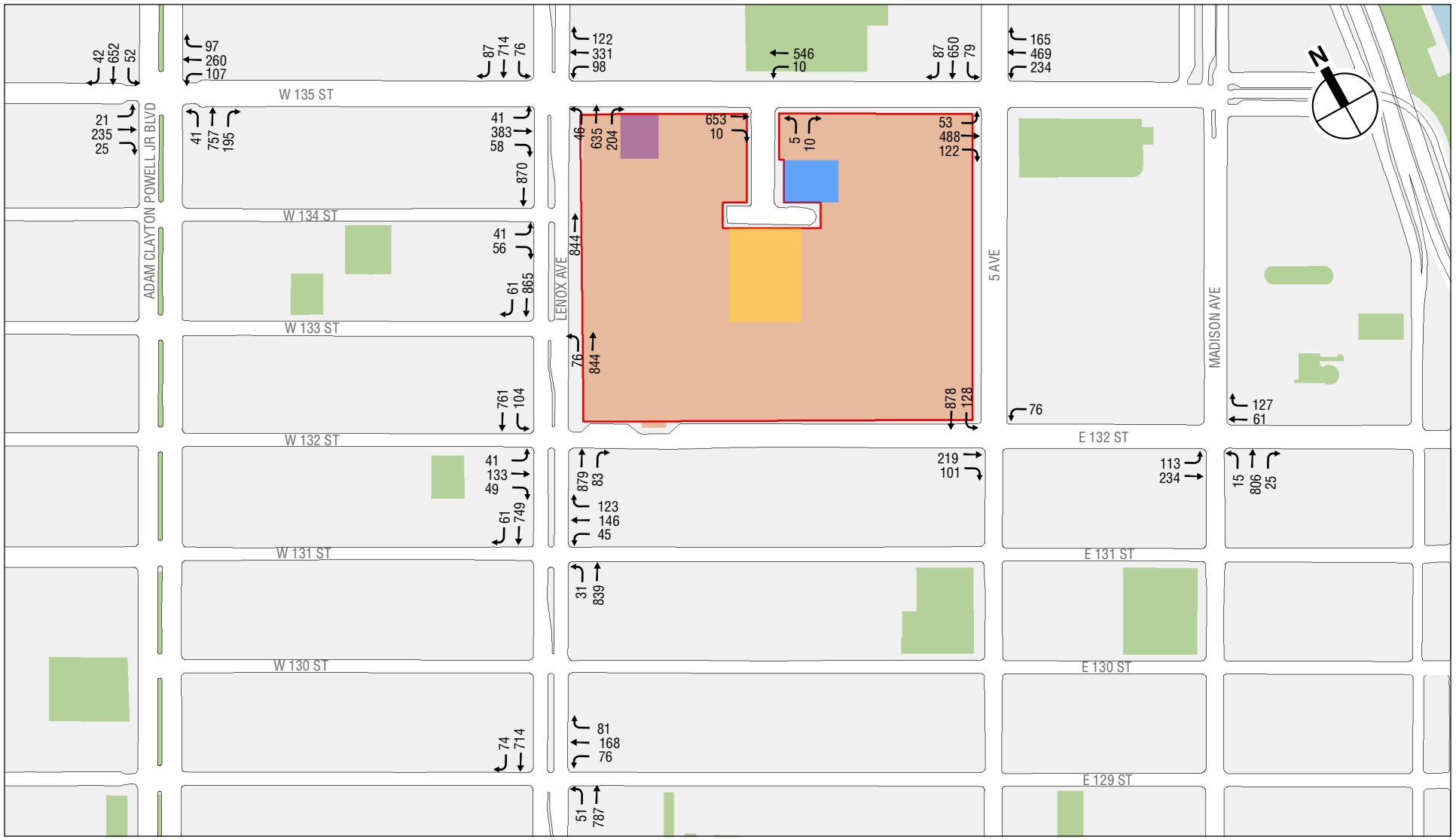


2026 No Action Traffic Volumes
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-37

4.18.19



2026 No Action Traffic Volumes
Saturday Peak Hour

LENOX TERRACE

Figure 13-38

Table 13-26
Existing and 2026 No Action Conditions Level of Service Analysis
Signalized Intersections

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	Existing				2026 No Action				Existing				2026 No Action				Existing				2026 No Action				Existing				2026 No Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
West 135th Street and Adam Clayton Powell Jr. Boulevard																																
EB	LTR	0.65	31.0	C	LTR	0.67	31.7	C	LTR	0.54	27.2	C	LTR	0.56	27.6	C	LTR	0.50	26.2	C	LTR	0.52	26.4	C	LTR	0.60	28.9	C	LTR	0.62	29.7	C
WB	L	0.95	81.8	F	L	0.98	89.8	F	L	0.58	33.4	C	L	0.59	34.5	C	L	0.62	36.3	D	L	0.63	37.3	D	L	0.57	33.2	C	L	0.58	34.2	C
	TR	0.89	49.5	D	TR	0.91	52.5	D	TR	0.76	36.4	D	TR	0.77	37.6	D	TR	0.77	37.1	D	TR	0.78	37.9	D	TR	0.81	39.2	D	TR	0.82	40.4	D
NB	L	0.23	15.9	B	L	0.24	16.9	B	L	0.12	11.4	B	L	0.14	11.9	B	L	0.14	11.8	B	L	0.16	12.2	B	L	0.19	12.9	B	L	0.22	14.0	B
	TR	0.42	13.6	B	TR	0.47	14.4	B	TR	0.40	13.4	B	TR	0.49	14.6	B	TR	0.72	19.4	B	TR	0.80	22.0	C	TR	0.65	17.3	B	TR	0.72	19.3	B
SB	L	0.26	21.0	C	L	0.28	21.7	C	L	0.20	19.5	B	L	0.24	20.4	C	L	0.39	26.2	C	L	0.46	30.3	C	L	0.35	24.2	C	L	0.40	26.6	C
	TR	0.95	44.8	D	TR	1.02	60.7	E	TR	0.48	21.6	C	TR	0.58	23.3	C	TR	0.50	21.9	C	TR	0.58	23.2	C	TR	0.64	24.7	C	TR	0.74	27.6	C
West 135th Street and Lenox Avenue																																
EB	LTR	0.71	33.0	C	LTR	0.93	56.9	E	LTR	0.59	28.6	C	LTR	0.77	39.3	D	LTR	0.65	29.7	C	LTR	0.78	38.6	D	LTR	0.73	33.0	C	LTR	0.95	58.1	E
WB	LTR	1.05	78.5	E	LTR	1.32	188.6	F	LTR	0.80	36.0	D	LTR	1.05	84.1	F	LTR	0.61	28.5	C	LTR	0.78	38.7	D	LTR	0.89	44.0	D	LTR	1.12	107.6	F
NB	L	0.30	15.3	B	L	0.40	22.2	C	L	0.16	11.0	B	L	0.20	13.4	B	L	0.28	13.5	B	L	0.35	17.3	B	L	0.24	12.7	B	L	0.30	16.4	B
	TR	0.50	13.5	B	TR	0.61	17.3	B	TR	0.48	13.4	B	TR	0.61	17.4	B	TR	0.73	18.3	B	TR	0.86	26.7	C	TR	0.64	16.0	B	TR	0.78	22.1	C
SB	L	0.23	12.3	B	L	0.32	16.5	B	L	0.32	13.8	B	L	0.44	20.2	C	L	0.27	14.3	B	L	0.37	20.4	C	L	0.45	18.9	B	L	0.60	31.0	C
	TR	0.70	17.3	B	TR	0.80	22.5	C	TR	0.40	12.2	B	TR	0.47	14.8	B	TR	0.50	13.5	B	TR	0.58	16.5	B	TR	0.53	14.0	B	TR	0.62	17.2	B
West 135th Street and Lenox Terrace Place																																
EB	TR	0.30	6.7	A	TR	0.31	6.7	A	TR	0.32	6.9	A	TR	0.34	7.0	A	TR	0.37	7.2	A	TR	0.38	7.3	A	TR	0.42	7.6	A	TR	0.43	7.7	A
WB	LT	0.39	7.5	A	LT	0.40	7.6	A	LT	0.34	7.0	A	LT	0.34	7.0	A	LT	0.28	6.5	A	LT	0.28	6.6	A	LT	0.33	6.9	A	LT	0.34	7.0	A
NB	LR	0.06	28.0	C	LR	0.06	28.0	C	LR	0.15	29.3	C	LR	0.15	29.3	C	LR	0.14	29.0	C	LR	0.14	29.0	C	LR	0.06	28.0	C	LR	0.06	28.0	C
135th Street and Fifth Avenue																																
EB	LTR	0.63	22.9	C	LTR	0.90	47.6	D	LTR	0.56	20.9	C	LTR	0.80	37.1	D	LTR	0.68	23.8	C	LTR	0.99	61.8	E	LTR	0.80	28.6	C	LTR	1.10	95.3	F
WB	-	-	-	-	-	-	-	-	-	-	-	-	DefL	0.88	55.7	E	-	-	-	-	-	-	-	-	-	-	-	-	DefL	1.03	98.5	F
	LTR	1.05	69.7	E	LTR	1.02	56.9	E	LTR	1.04	70.1	E	-	-	-	-	LTR	0.92	41.7	D	LTR	1.00	56.7	E	LTR	1.05	71.8	E	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	TR	1.05	73.1	E	-	-	-	-	-	-	-	-	-	-	-	-	TR	0.95	46.8	D
SB	LTR	0.94	40.6	D	LTR	1.07	76.1	E	LTR	0.72	24.3	C	LTR	0.85	32.4	C	LTR	0.72	24.0	C	LTR	0.83	30.9	C	LTR	0.70	23.5	C	LTR	0.82	30.0	C
West 134th Street and Lenox Avenue																																
EB	LR	0.52	31.1	C	LR	0.61	37.8	D	LR	0.34	26.2	C	LR	0.40	30.6	C	LR	0.42	28.3	C	LR	0.49	33.5	C	LR	0.31	25.7	C	LR	0.36	29.9	C
NB	T	0.43	11.6	B	T	0.51	14.2	B	T	0.43	11.5	B	T	0.51	14.2	B	T	0.64	14.8	B	T	0.74	18.9	B	T	0.54	12.9	B	T	0.62	16.0	B
SB	T	0.69	16.0	B	T	0.78	20.5	B	T	0.42	11.4	B	T	0.50	14.0	B	T	0.48	12.2	B	T	0.56	15.0	B	T	0.54	13.0	B	T	0.62	16.1	B
West 133rd Street and Lenox Avenue																																
NB	L	0.53	24.2	C	L	0.60	30.0	C	L	0.17	10.1	B	L	0.19	10.6	B	L	0.33	13.7	B	L	0.37	15.2	B	L	0.45	17.7	B	L	0.51	20.8	C
	T	0.43	11.5	B	T	0.47	12.1	B	T	0.42	11.5	B	T	0.47	12.1	B	T	0.64	14.8	B	T	0.69	16.0	B	T	0.53	12.9	B	T	0.58	13.6	B
SB	TR	0.72	16.8	B	TR	0.76	18.0	B	TR	0.44	11.7	B	TR	0.49	12.3	B	TR	0.55	13.2	B	TR	0.60	13.9	B	TR	0.59	13.8	B	TR	0.64	14.6	B
West 132nd Street and Lenox Avenue																																
EB	LTR	0.46	28.7	C	LTR	0.54	32.5	C	LTR	0.42	27.7	C	LTR	0.50	31.4	C	LTR	0.85	47.7	D	LTR	0.98	73.3	E	LTR	0.57	31.5	C	LTR	0.68	37.8	D
NB	TR	0.52	12.8	B	TR	0.63	17.6	B	TR	0.50	12.5	B	TR	0.62	17.4	B	TR	0.76	17.9	B	TR	0.90	29.1	C	TR	0.65	15.0	B	TR	0.77	21.5	C
SB	L	0.39	14.6	B	L	0.51	23.0	C	L	0.24	11.4	B	L	0.33	17.0	B	L	0.57	26.3	C	L	0.84	68.1	E	L	0.64	28.0	C	L	0.91	75.6	E
	T	0.61	14.3	B	T	0.72	19.7	B	T	0.33	10.5	B	T	0.41	14.0	B	T	0.43	11.5	B	T	0.52	15.5	B	T	0.49	12.2	B	T	0.59	16.5	B
West 131st Street and Lenox Avenue																																
WB	LTR	0.88	48.3	D	LTR	1.03	85.1	F	LTR	0.90	51.4	D	LTR	1.08	100.1	F	LTR	0.71	35.0	C	LTR	0.87	51.1	D	LTR	0.72	35.1	D	LTR	0.87	52.0	D
NB	LT	0.56	14.6	B	LT	0.65	18.3	B	LT	0.35	11.8	B	LT	0.43	14.3	B	LT	0.77	20.0	B	LT	0.89	29.2	C	LT	0.63	16.0	B	LT	0.74	20.5	C
SB	TR	0.69	17.2	B	TR	0.78	21.8	C	TR	0.37	11.9	B	TR	0.44	14.4	B	TR	0.49	13.4	B	TR	0.57	16.4	B	TR	0.58	14.7	B	TR	0.67	18.3	B
West 129th Street and Lenox Avenue																																
WB	LTR	0.58	27.2	C	LTR	0.59	27.5	C	LTR	0.27	20.7	C	LTR	0.27	20.7	C	LTR	0.72	32.2	C	LTR	0.73	32.9	C	LTR	0.69	30.9	C	LTR	0.70	31.4	C
NB	L	0.40	24.4	C	L	0.47	30.5	C	L	0.18	13.5	B	L	0.20	14.1	B	L	0.31	16.5	B	L	0.34	17.7	B	L	0.35	18.6	B	L	0.40	21.0	C
	T	0.49	15.7	B	T	0.54	16.4	B	T	0.36	13.9	B	T	0.42	14.6	B	T	0.68	19.3	B	T	0.74	20.8	C	T	0.54	16.4	B	T	0.59	17.2	B
SB	TR	0.87	27.3	C	TR	0.92	32.3	C	TR	0.44	15.0	B	TR	0.50	15.8	B	TR	0.51	15.9	B	TR	0.55	16.6	B	TR	0.63	18.1	B	TR	0.69	19.5	B

Table 13-26 (cont'd)
Existing and 2026 No Action Conditions Level of Service Analysis
Signalized Intersections

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	Existing				2026 No Action				Existing				2026 No Action				Existing				2026 No Action				Existing				2026 No Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
132nd Street and Fifth Avenue																																
EB	TR	0.52	27.4	C	TR	0.59	31.8	C	TR	0.47	26.3	C	TR	0.54	30.4	C	TR	0.78	37.7	D	TR	0.89	51.3	D	TR	0.69	32.6	C	TR	0.80	41.1	D
WB	L	0.88	63.0	E	L	1.09	122.2	F	L	0.54	32.1	C	L	0.67	43.0	D	L	0.43	31.0	C	L	0.59	46.1	D	L	0.52	33.7	C	L	0.69	52.3	D
SB	L	0.15	10.7	B	L	0.17	13.0	B	L	0.15	10.6	B	L	0.16	12.9	B	L	0.15	10.7	B	L	0.17	12.9	B	L	0.23	11.5	B	L	0.26	14.0	B
	T	0.65	16.7	B	T	0.76	22.1	C	T	0.51	14.2	B	T	0.63	18.7	B	T	0.44	13.2	B	T	0.54	16.9	B	T	0.54	14.5	B	T	0.65	19.0	B
East 132nd Street and Madison Avenue																																
EB	L	0.62	42.0	D	L	0.64	44.4	D	L	0.33	25.2	C	L	0.34	25.5	C	L	0.81	52.8	D	L	0.82	55.1	E	L	0.58	34.0	C	L	0.60	35.2	D
	T	0.30	23.4	C	T	0.31	23.5	C	T	0.30	23.3	C	T	0.31	23.4	C	T	0.46	26.2	C	T	0.47	26.4	C	T	0.60	30.0	C	T	0.61	30.3	C
WB	TR	0.74	35.1	D	TR	0.75	36.0	D	TR	0.37	24.3	C	TR	0.38	24.5	C	TR	0.52	27.6	C	TR	0.53	27.9	C	TR	0.46	26.0	C	TR	0.47	26.2	C
NB	LTR	0.58	15.4	B	LTR	0.62	16.2	B	LTR	0.40	12.8	B	LTR	0.46	13.6	B	LTR	0.51	14.2	B	LTR	0.55	14.9	B	LTR	0.58	15.4	B	LTR	0.63	16.3	B

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int. = Intersection

Based on the analysis results presented in **Table 13-26**, the majority of the approaches/lane-groups in the No Action condition will operate at the same LOS as in existing conditions or within acceptable mid-LOS D or better (delays of 45 seconds or less per vehicle for signalized intersections) for all peak hours. The following approach/lane-group in the 2026 No Action condition is expected to operate at deteriorated LOS when compared to existing conditions:

WEST 135TH STREET AND ADAM CLAYTON POWELL JR. BOULEVARD

- Southbound through/right at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection will deteriorate to LOS E with a v/c ratio of 1.02 and a delay of 60.7 spv during the weekday AM peak hour.

WEST 135TH STREET AND LENOX AVENUE

- Eastbound approach at the West 135th Street and Lenox Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.93 and a delay of 56.9 spv during the weekday AM peak hour, and to LOS E with a v/c ratio of 0.95 and a delay of 58.1 spv during the Saturday peak hour; and
- Westbound approach at the West 135th Street and Lenox Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.32 and a delay of 188.6 spv during the weekday AM peak hour, to LOS F with a v/c ratio of 1.05 and a delay of 84.1 spv during the weekday midday peak hour, and to LOS D with a v/c ratio of 1.12 and a delay of 107.6 spv during the Saturday peak hour.

135TH STREET AND FIFTH AVENUE

- Eastbound approach at the 135th Street and Fifth Avenue intersection will deteriorate to LOS D with a v/c ratio of 0.90 and a delay of 47.6 spv during the weekday AM peak hour, to LOS E with a v/c ratio of 0.99 and a delay of 61.8 spv during the weekday PM peak hour, and to LOS F with a v/c ratio of 1.10 and a delay of 95.3 spv during the Saturday peak hour;
- Westbound approach at the 135th Street and Fifth Avenue intersection will deteriorate to LOS E with a v/c ratio of 1.00 and a delay of 56.7 spv during the weekday PM peak hour;
- Westbound defacto left-turn at the 135th Street and Fifth Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.03 and a delay of 98.5 spv during the Saturday peak hour; and
- Southbound approach at the 135th Street and Fifth Avenue intersection will deteriorate to LOS E with a v/c ratio of 1.07 and a delay of 76.1 spv during the weekday AM peak hour.

WEST 132ND STREET AND LENOX AVENUE

- Eastbound approach at the West 132nd Street and Lenox Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.98 and a delay of 73.3 spv during the weekday PM peak hour; and
- Southbound left-turn at the West 132nd Street and Lenox Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.84 and a delay of 68.1 spv during the weekday PM peak hour, and to LOS E with a v/c ratio of 0.91 and a delay of 75.6 spv during the Saturday peak hour.

WEST 131ST STREET AND LENOX AVENUE

- Westbound approach at the West 131st Street and Lenox Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.03 and a delay of 85.1 spv during the weekday AM peak hour, to LOS F with a v/c ratio of 1.08 and a delay of 100.1 spv during the weekday midday peak hour,

to LOS D with a v/c ratio of 0.87 and a delay of 51.1 spv during the weekday PM peak hour, and within LOS D to a v/c ratio of 0.87 and a delay of 52.0 spv during the Saturday peak hour.

132ND STREET AND FIFTH AVENUE

- Eastbound approach at the 132nd Street and Fifth Avenue intersection will deteriorate within LOS D to a v/c ratio of 0.89 and a delay of 51.3 spv during the weekday PM peak hour; and
- Westbound approach at the 132nd Street and Fifth Avenue intersection will deteriorate to LOS F with a v/c ratio of 1.09 and a delay of 122.2 spv during the weekday AM peak hour, to LOS D with a v/c ratio of 0.59 and a delay of 46.1 spv during the weekday PM peak hour, and to LOS D with a v/c ratio of 0.69 and a delay of 52.3 spv during the Saturday peak hour.

EAST 132ND STREET AND MADISON AVENUE

- Eastbound left-turn at the East 132nd Street and Madison Avenue intersection will deteriorate to LOS E with a v/c ratio of 0.82 and a delay of 55.1 spv during the weekday PM peak hour.

FUTURE WITH THE PROPOSED PROJECT (2026/FULL BUILD)

2026 WITH ACTION CONDITION

As noted above, the proposed actions would facilitate the development of five new mixed-use buildings on the proposed development site. The new buildings would include approximately 1,642 DUs, 135,500 gsf of commercial space, and approximately 15,000 gsf of community facility space. There would be between 491 and 626 accessory parking spaces within parking garages below the new buildings, as well as approximately 34 accessory parking spaces at-grade for a total of approximately between 525 and 660 accessory parking spaces. The proposed garages would have access/egress points on West 132nd and 135th Streets. The accessory parking spaces would be for use by the residential tenants. In addition, the incremental person and vehicle trips from the projected future development site (Lot 65) have also been incorporated into the 2026 With Action condition. In total, the 2026 With Action condition would result in approximately 227, 167, 269, and 242 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively.

As described in Chapter 1, "Project Description," The proposed garages would have access/egress points on West 132nd and West 135th Streets, and would require a new curb cut on West 135th Street. The project also would require two other new curb cuts on West 135th Street, ~~two new curb cuts on Lenox Avenue,~~ two new curb cuts on the west side of Lenox Terrace Place, one new curb cut on the east side of Lenox Terrace Place, and two new curb cuts on West 132nd Street to service loading docks and surface parking areas. One~~Two~~ existing curb cut~~s~~ on ~~Lenox Avenue and~~ West 135th Street would be removed. No changes to the curb cuts on Fifth Avenue, or to the street geometry, are proposed.

As discussed above under the 2023 With Action condition traffic analysis, with the project's amended proposed rezoning and the elimination of the previously proposed six-story base connecting the two new residential buildings along Lenox Avenue, the existing single driveway between 133rd and 134th Street would be retained, rather than replaced with the new driveways shown in the DEIS. This change would not alter the taxi pick-ups/drop-offs and delivery trip assumptions of the DEIS. Therefore, no revisions are needed to the With Action traffic analysis presented below. ~~the analysis revisions related to the proposed change in traffic flow direction of the interior driveway (accessed from the Lenox Avenue intersections with West 134th and West 133rd Streets)~~ In addition, subsequent to the

publication of the Draft EIS, further ~~and~~ coordination ~~have been~~were undertaken with NYCT on the potential relocation of the eastbound Bx33 bus stop on West 135th Street (just east of Lenox Avenue) and NYCT has determined the proposed bus stop relocation to be preliminarily feasible~~will be undertaken between the Draft and Final EIS~~.

Lastly, as discussed above under the 2023 With Action condition traffic analysis, the 2026 With Action condition traffic analysis presented below also incorporates the proposed lane restripings at the West 135th Street and Lenox Terrace Place intersection recommended by DOT.

TRAFFIC OPERATIONS

The 2026 With Action condition traffic volumes are shown in **Figures 13-39 through 13-42** for the weekday AM, midday, PM, and Saturday peak hours. The 2026 With Action traffic volumes were developed by layering on top of the 2026 No Action condition traffic volumes the incremental vehicle trips shown in **Figures 13-8 through 13-11**. As with the 2023 With Action condition analysis, new driveways on West 135th Street were added to analysis, at the request of DOT. A summary of the 2026 With Action condition traffic analysis results is presented in **Table 13-27**.

Table 13-27
Summary of 2026 With Action Traffic Analysis Results

Level of Service	Analysis Peak Hours			
	Weekday AM	Weekday Midday	Weekday PM	Saturday
Signalized Intersections and Driveways				
Lane Groups at LOS A/B/C	35	41	34	36
Lane Groups at LOS D	4	5	7	7
Lane Groups at LOS E	5	1	5	2
Lane Groups at LOS F	5	3	3	5
Total	**49**	**50**	**49**	**50**
Lane Groups with v/c ≥ 0.90	11	4	8	8
Notes: LOS = Level-of-Service; v/c = volume-to-capacity ratio.				

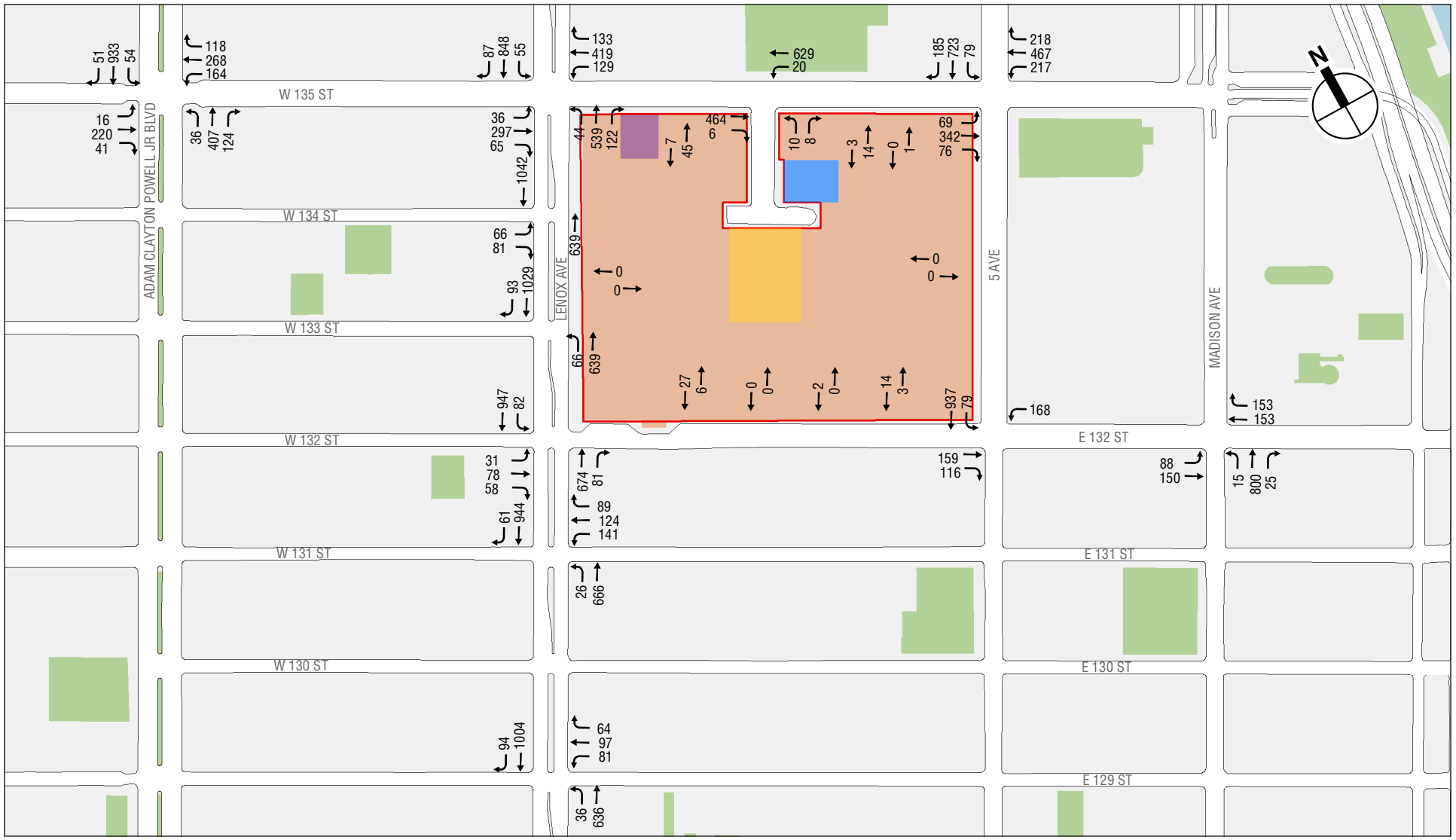
Significant Adverse Impacts

Details on level-of-service, volume-to-capacity (v/c) ratios, and average delays are presented in **Table 13-28**. As discussed below, significant adverse traffic impacts were identified at five intersections during the weekday AM peak hour, three intersections during the weekday midday peak hour, three intersections during the weekday PM peak hour, and four intersections during the Saturday peak hour. Potential measures that can be implemented to mitigate these significant adverse traffic impacts are discussed in Chapter 21, "Mitigation."

WEST 135TH STREET AND ADAM CLAYTON POWELL JR. BOULEVARD

- Westbound left-turn at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection would deteriorate within LOS F (from a v/c ratio of 0.98 and 89.8 spv of delay to a v/c ratio of 1.08 and 117.8 spv of delay) during the weekday AM peak hour, an increase in delay of more than 3 seconds. This projected increase in delay constitutes a significant adverse impact; and
- Westbound through/right-turn at the West 135th Street and Adam Clayton Powell Jr. Boulevard intersection would deteriorate from LOS D (from a v/c ratio of 0.91 and 52.5 spv of delay) to LOS E (to a v/c ratio of 0.98 and 67.9 spv of delay) during the weekday AM peak hour, and within LOS D (from a v/c ratio of 0.82 and 40.4 spv of delay to a v/c ratio of 0.88

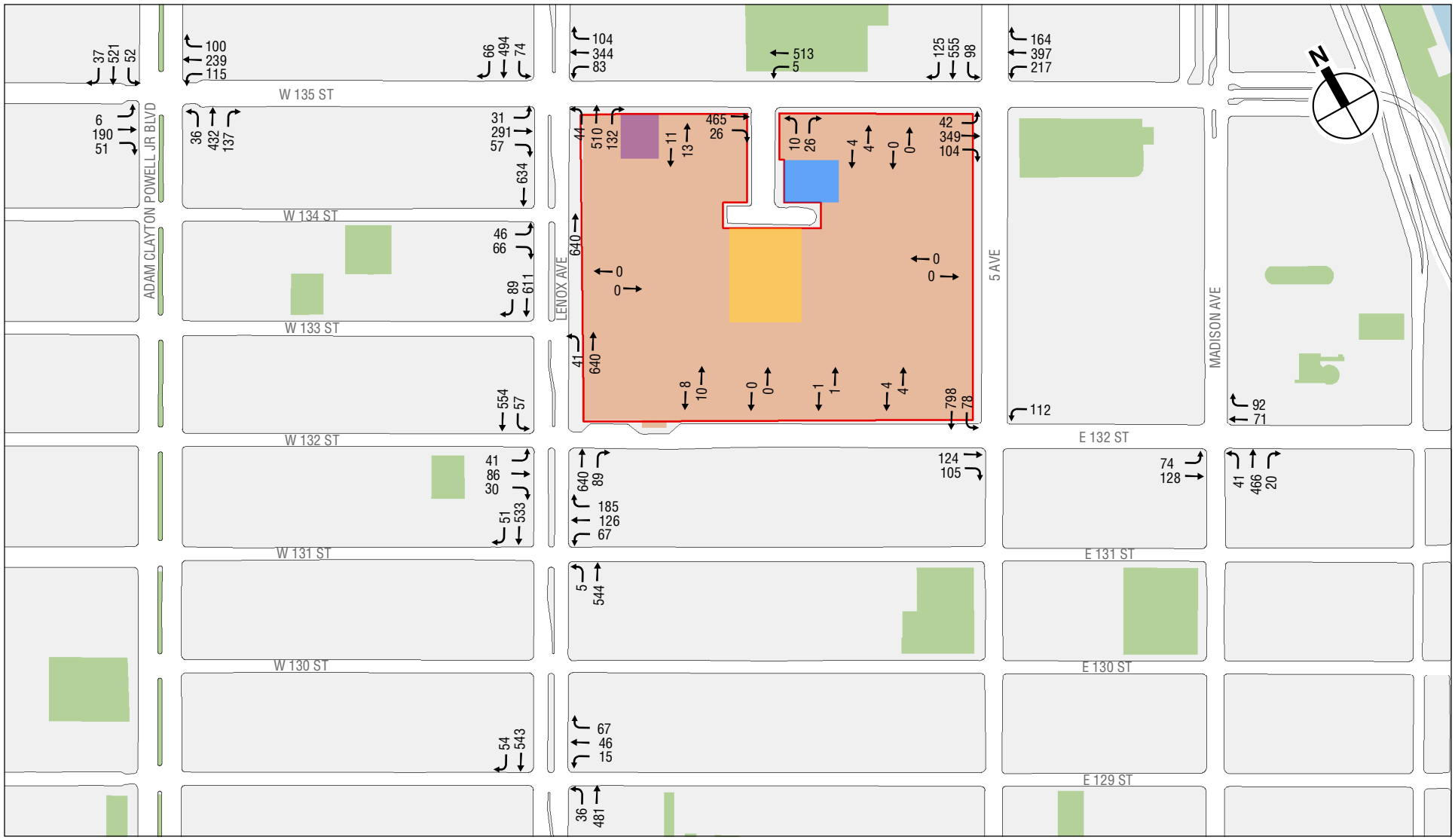
4.18.19



2026 With Action Traffic Volumes
Weekday AM Peak Hour

LENOX TERRACE

Figure 13-39

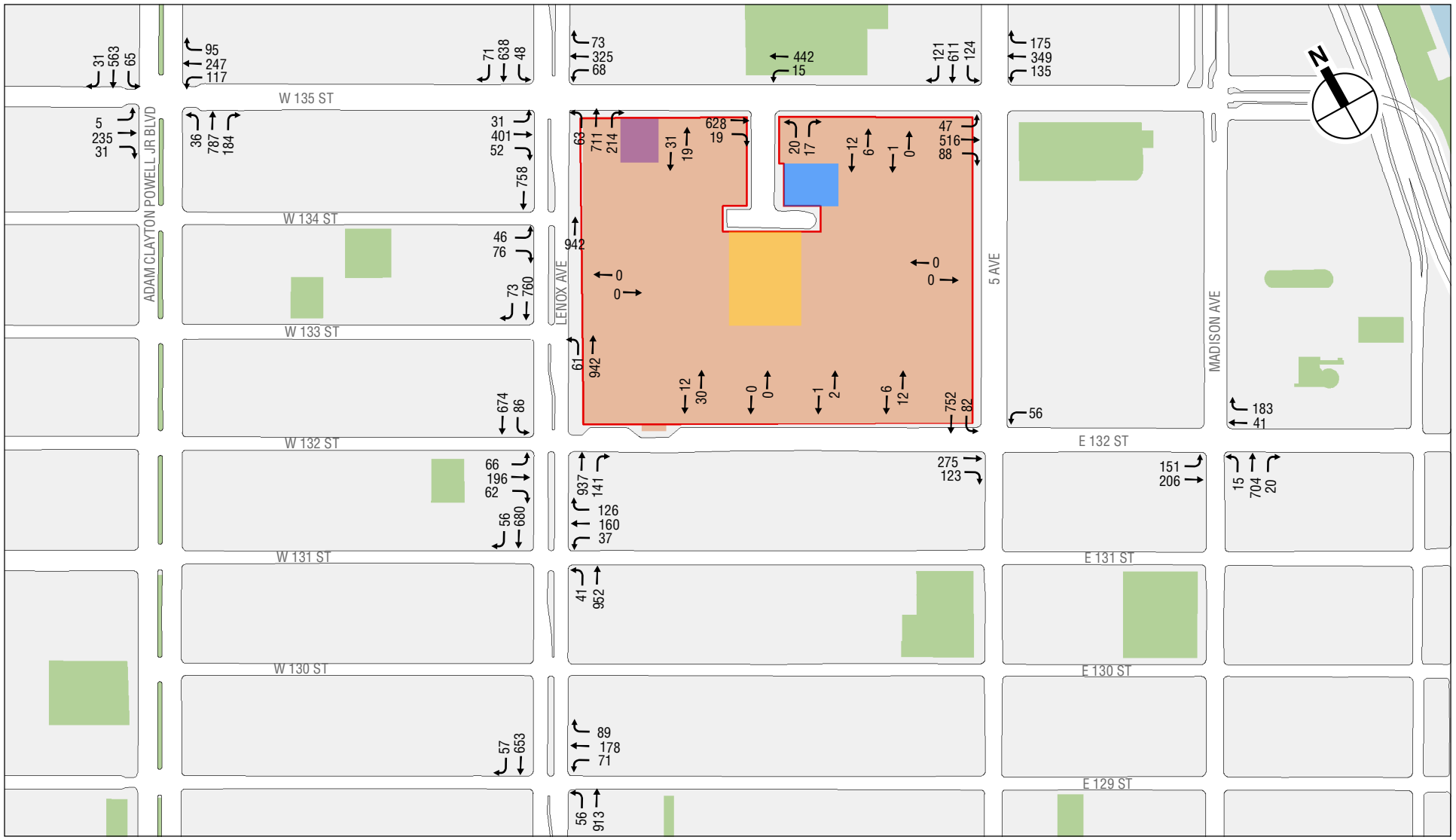


2026 With Action Traffic Volumes
Weekday Midday Peak Hour

LENOX TERRACE

Figure 13-40

4.18.19

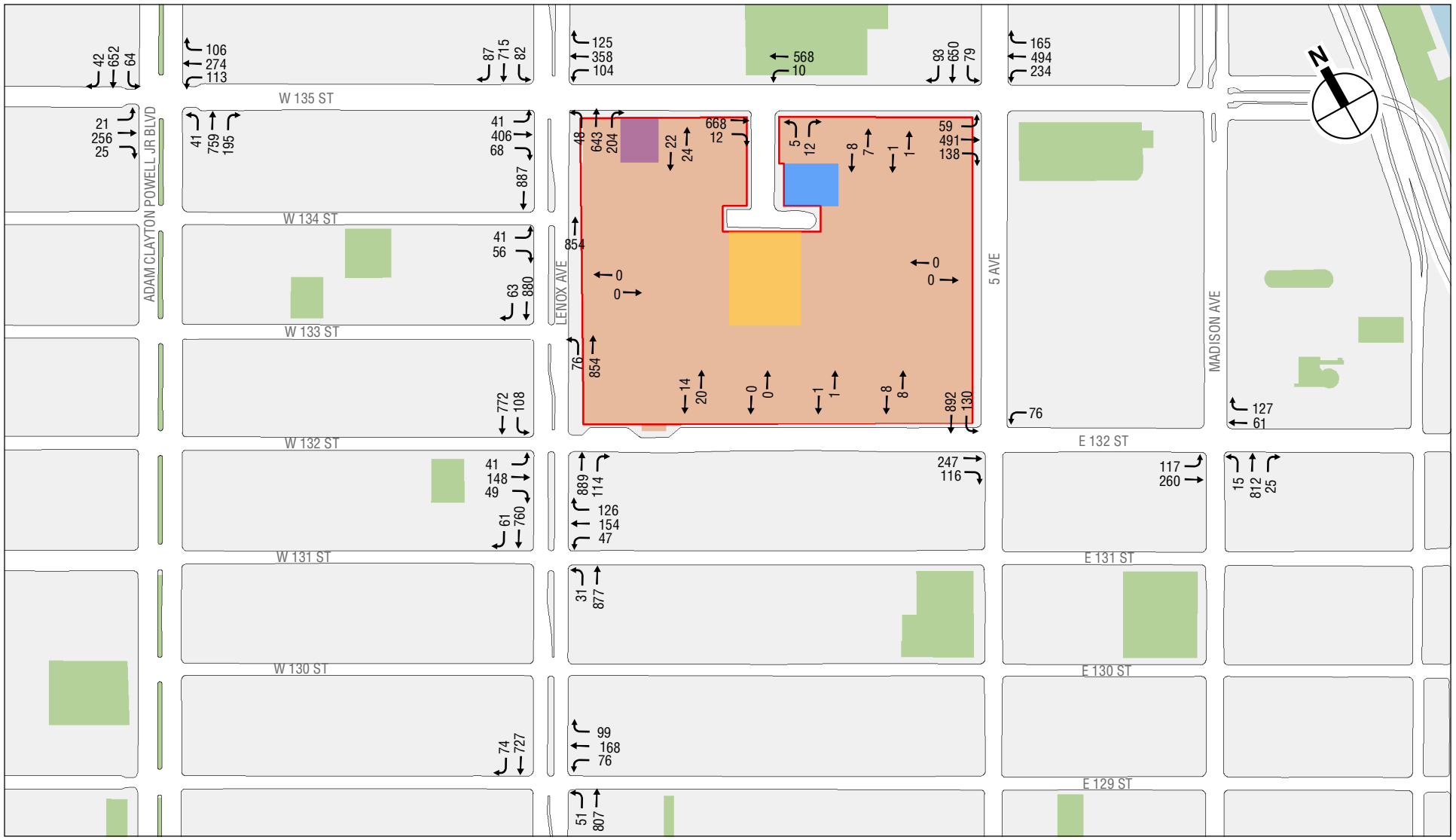


2026 With Action Traffic Volumes
Weekday PM Peak Hour

LENOX TERRACE

Figure 13-41

4.18.19



2026 With Action Traffic Volumes
Saturday Peak Hour

LENOX TERRACE

Figure 13-42

and 46.1 spv of delay) during the Saturday peak hour, increases in delay of more than 5 seconds. These projected increases in delay constitute significant adverse impacts.

WEST 135TH STREET AND LENOX AVENUE

- Eastbound approach at the West 135th Street and Lenox Avenue intersection would deteriorate from LOS E (from a v/c ratio of 0.93 and 56.9 spv of delay) to LOS F (to a v/c ratio of 1.05 and 86.0 spv of delay) during the weekday AM peak hour, within LOS D (from a v/c ratio of 0.77 and 39.3 spv of delay to a v/c ratio of 0.85 and 45.9 spv of delay) during the weekday midday peak hour, within LOS D (from a v/c ratio of 0.78 and 38.6 spv of delay to a v/c ratio of 0.88 and 46.6 spv of delay) during the weekday PM peak hour, and from LOS E (from a v/c ratio of 0.95 and 58.1 spv of delay) to LOS F (to a v/c ratio of 1.06 and 88.1 spv of delay) during the Saturday peak hour, increases in delay of more than 4 seconds, 5 seconds, 5 seconds, and 4 seconds, respectively. These projected increases in delay constitute significant adverse impacts; and
- Westbound approach at the West 135th Street and Lenox Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.32 and 188.6 spv of delay to a v/c ratio of 1.48 and 256.5 spv of delay) during the weekday AM peak hour, within LOS F (from a v/c ratio of 1.05 and 84.1 spv of delay to a v/c ratio of 1.13 and 109.7 spv of delay) during the weekday midday peak hour, within LOS D (from a v/c ratio of 0.78 and 38.7 spv of delay to a v/c ratio of 0.89 and 48.3 spv of delay) during the weekday PM peak hour, and within LOS F (from a v/c ratio of 1.12 and 107.6 spv of delay to a v/c ratio of 1.24 and 154.4 spv of delay) during the Saturday peak hour, increases in delay of more than 3 seconds, 3 seconds, 5 seconds, and 3 seconds, respectively. These projected increases in delay constitute significant adverse impacts.

135TH STREET AND FIFTH AVENUE

- Eastbound approach at the 135th Street and Fifth Avenue intersection would deteriorate from LOS D (from a v/c ratio of 0.90 and 47.6 spv of delay) to LOS E (to a v/c ratio of 1.02 and 73.3 spv of delay) during the weekday AM peak hour, from LOS E (from a v/c ratio of 0.99 and 61.8 spv of delay) to LOS F (to a v/c ratio of 1.06 and 83.1 spv of delay) during the weekday PM peak hour, and within LOS F (from a v/c ratio of 1.10 and 95.3 spv of delay to a v/c ratio of 1.18 and 124.7 spv of delay) during the Saturday peak hour, increases in delay of more than 5 seconds, 4 seconds, and 3 seconds, respectively. These projected increases in delay constitute significant adverse impacts;
- Westbound approach at the 135th Street and Fifth Avenue intersection would deteriorate within LOS E (from a v/c ratio of 1.02 and 56.9 spv of delay to a v/c ratio of 1.05 and 65.8 spv of delay) during the weekday AM peak hour, and within LOS E (from a v/c ratio of 1.00 and 56.7 spv of delay to a v/c ratio of 1.05 and 70.2 spv of delay) during the weekday PM peak hour, increases in delay of more than 4 seconds. These projected increases in delay constitute significant adverse impacts;
- Westbound defacto left-turn at the 135th Street and Fifth Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.03 and 98.5 spv of delay to a v/c ratio of 1.06 and 108.9 spv of delay) during the Saturday peak hour, an increase in delay of more than 3 seconds. This projected increase in delay constitutes a significant adverse impact; and
- Westbound through/right-turn at the 135th Street and Fifth Avenue intersection would deteriorate from LOS E (from a v/c ratio of 1.05 and 73.1 spv of delay) to LOS F (to a v/c ratio of 1.07 and 81.5 spv of delay) during the weekday midday peak hour, and within LOS D

(from a v/c ratio of 0.95 and 46.8 spv of delay to a v/c ratio of 0.99 and 54.3 spv of delay) during the Saturday peak hour, increases in delay of more than 4 seconds and 5 seconds, respectively. These projected increases in delay constitute significant adverse impacts.

WEST 132ND STREET AND LENOX AVENUE

- Eastbound approach at the West 132nd Street and Lenox Avenue intersection would deteriorate from LOS E (from a v/c ratio of 0.98 and 73.3 spv of delay) to LOS F (to a v/c ratio of 1.04 and 88.2 spv of delay) during the weekday PM peak hour, an increase in delay of more than 4 seconds. This projected increase in delay constitutes a significant adverse impact; and
- Southbound left-turn at the West 132nd Street and Lenox Avenue intersection would deteriorate from LOS E (from a v/c ratio of 0.84 and 68.1 spv of delay) to LOS F (to a v/c ratio of 1.00 and 112.9 spv of delay) during the weekday PM peak hour, and from LOS E (from a v/c ratio of 0.91 and 75.6 spv of delay) to LOS F (to a v/c ratio of 1.02 and 106.7 spv of delay) during the Saturday peak hour, increases in delay of more than 4 seconds. These projected increases in delay constitute significant adverse impacts.

WEST 131ST STREET AND LENOX AVENUE

- Westbound approach at the West 131st Street and Lenox Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.03 and 85.1 spv of delay to a v/c ratio of 1.07 and 96.8 spv of delay) during the weekday AM peak hour, and within LOS F (from a v/c ratio of 1.08 and 100.1 spv of delay to a v/c ratio of 1.11 and 109.2 spv of delay) during the weekday midday peak hour, from LOS D (from a v/c ratio of 0.87 and 51.1 spv of delay) to LOS E (to a v/c ratio of 0.91 and 57.1 spv of delay) during the weekday PM peak hour, and from LOS D (from a v/c ratio of 0.87 and 52.0 spv of delay) to LOS E (to a v/c ratio of 0.91 and 57.1 spv of delay) during the Saturday peak hour, increases in delay of more than 3 seconds, 3 seconds, 5 seconds, and 5 seconds, respectively. These projected increases in delay constitute significant adverse impacts.

132ND STREET AND FIFTH AVENUE

- Eastbound approach at the 132nd Street and Fifth Avenue intersection would deteriorate from LOS D (from a v/c ratio of 0.89 and 51.3 spv of delay) to LOS E (to a v/c ratio of 0.99 and 70.9 spv of delay) during the weekday PM peak hour, and within LOS D (from a v/c ratio of 0.80 and 41.1 spv of delay to a v/c ratio of 0.90 and 52.8 spv of delay) during the Saturday peak hour, increases in delay of more than 5 seconds. These projected increases in delay constitute significant adverse impacts; and
- Westbound approach at the 132nd Street and Fifth Avenue intersection would deteriorate within LOS F (from a v/c ratio of 1.09 and 122.2 spv of delay to a v/c ratio of 1.35 and 226.5 spv of delay) during the weekday AM peak hour, within LOS D (from a v/c ratio of 0.67 and 43.0 spv of delay to a v/c ratio of 0.74 and 50.4 spv of delay) during the weekday midday peak hour, from LOS D (from a v/c ratio of 0.59 and 46.1 spv of delay) to LOS E (to a v/c ratio of 0.70 and 62.0 spv of delay) during the weekday PM peak hour, and from LOS D (from a v/c ratio of 0.69 and 52.3 spv of delay) to LOS E (to a v/c ratio of 0.83 and 77.0 spv of delay) during the Saturday peak hour, increases in delay of more than 3 seconds, 5 seconds, 5 seconds, and 5 seconds, respectively. These projected increases in delay constitute significant adverse impacts.

Table 13-28
2026 No Action and With Action Conditions Level of Service Analysis
Signalized Intersections and Driveways

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	2026 No Action				2026 With Action				2026 No Action				2026 With Action				2026 No Action				2026 With Action				2026 No Action				2026 With Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
West 135th Street and Adam Clayton Powell Jr. Boulevard																																
EB	LTR	0.67	31.7	C	LTR	0.70	33.2	C	LTR	0.56	27.6	C	LTR	0.59	28.6	C	LTR	0.52	26.4	C	LTR	0.56	27.6	C	LTR	0.62	29.7	C	LTR	0.69	32.3	C
WB	L	0.98	89.8	F	L	1.08	117.8	F+	L	0.59	34.5	C	L	0.64	37.3	D	L	0.63	37.3	D	L	0.69	42.1	D	L	0.58	34.2	C	L	0.65	38.1	D
	TR	0.91	52.5	D	TR	0.98	67.9	E+	TR	0.77	37.6	D	TR	0.82	41.0	D	TR	0.78	37.9	D	TR	0.84	42.6	D	TR	0.82	40.4	D	TR	0.88	46.1	D+
NB	L	0.24	16.9	B	L	0.24	16.9	B	L	0.14	11.9	B	L	0.14	11.9	B	L	0.16	12.2	B	L	0.16	12.2	B	L	0.22	14.0	B	L	0.22	14.0	B
	TR	0.47	14.4	B	TR	0.47	14.4	B	TR	0.49	14.6	B	TR	0.49	14.6	B	TR	0.80	22.0	C	TR	0.80	22.0	C	TR	0.72	19.3	B	TR	0.72	19.3	B
SB	L	0.28	21.7	C	L	0.33	23.0	C	L	0.24	20.4	C	L	0.29	21.7	C	L	0.46	30.3	C	L	0.58	37.6	D	L	0.40	26.6	C	L	0.50	30.9	C
	TR	1.02	60.7	E	TR	1.02	60.7	E	TR	0.58	23.3	C	TR	0.58	23.3	C	TR	0.58	23.2	C	TR	0.58	23.2	C	TR	0.74	27.6	C	TR	0.74	27.6	C
West 135th Street and Lenox Avenue																																
EB	LTR	0.93	56.9	E	LTR	1.05	86.0	F+	LTR	0.77	39.3	D	LTR	0.85	45.9	D+	LTR	0.78	38.6	D	LTR	0.88	46.6	D+	LTR	0.95	58.1	E	LTR	1.06	88.1	F+
WB	LTR	1.32	188.6	F	LTR	1.48	256.5	F+	LTR	1.05	84.1	F	LTR	1.13	109.7	F+	LTR	0.78	38.7	D	LTR	0.89	48.3	D+	LTR	1.12	107.6	F	LTR	1.24	154.4	F+
NB	L	0.40	22.2	C	L	0.43	23.3	C	L	0.20	13.4	B	L	0.22	13.7	B	L	0.35	17.3	B	L	0.36	17.8	B	L	0.30	16.4	B	L	0.32	16.7	B
	TR	0.61	17.3	B	TR	0.61	17.4	B	TR	0.61	17.4	B	TR	0.62	17.6	B	TR	0.86	26.7	C	TR	0.87	27.5	C	TR	0.78	22.1	C	TR	0.79	22.5	C
SB	L	0.32	16.5	B	L	0.35	17.3	B	L	0.44	20.2	C	L	0.46	20.9	C	L	0.37	20.4	C	L	0.44	23.8	C	L	0.60	31.0	C	L	0.66	35.4	D
	TR	0.80	22.5	C	TR	0.80	22.6	C	TR	0.47	14.8	B	TR	0.47	14.9	B	TR	0.58	16.5	B	TR	0.58	16.5	B	TR	0.62	17.2	B	TR	0.62	17.3	B
West 135th Street and Lenox Terrace Place																																
EB	TR	0.31	6.7	A	TR	0.32	6.8	A	TR	0.34	7.0	A	TR	0.35	7.1	A	TR	0.38	7.3	A	TR	0.39	7.5	A	TR	0.43	7.7	A	TR	0.44	7.9	A
WB	LT	0.40	7.6	A	LT	0.41	7.7	A	LT	0.34	7.0	A	LT	0.35	7.1	A	LT	0.28	6.6	A	LT	0.30	6.7	A	LT	0.34	7.0	A	LT	0.35	7.1	A
NB	LR	0.06	28.0	C	L	0.04	27.7	C	LR	0.15	29.3	C	L	0.04	27.7	C	LR	0.14	29.0	C	L	0.07	28.1	C	LR	0.06	28.0	C	L	0.02	27.4	C
					R	0.04	27.9	C					R	0.13	29.3	C					R	0.09	28.5	C					R	0.06	28.1	C
135th Street and Fifth Avenue																																
EB	LTR	0.90	47.6	D	LTR	1.02	73.3	E+	LTR	0.80	37.1	D	LTR	0.84	40.4	D	LTR	0.99	61.8	E	LTR	1.06	83.1	F+	LTR	1.10	95.3	F	LTR	1.18	124.7	F+
WB	-	-	-	-	-	-	-	-	DefL	0.88	55.7	E	DefL	0.90	58.9	E	-	-	-	-	-	-	-	-	DefL	1.03	98.5	F	DefL	1.06	108.9	F+
	LTR	1.02	56.9	E	LTR	1.05	65.8	E+	-	-	-	-	-	-	-	-	LTR	1.00	56.7	E	LTR	1.05	70.2	E+	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	TR	1.05	73.1	E	TR	1.07	81.5	F+	-	-	-	-	-	-	-	-	TR	0.95	46.8	D	TR	0.99	54.3	D+
SB	LTR	1.07	76.1	E	LTR	1.08	77.5	E	LTR	0.85	32.4	C	LTR	0.85	32.4	C	LTR	0.83	30.9	C	LTR	0.84	31.7	C	LTR	0.82	30.0	C	LTR	0.83	30.5	C
West 134th Street and Lenox Avenue																																
EB	LR	0.61	37.8	D	LR	0.61	37.8	D	LR	0.40	30.6	C	LR	0.40	30.6	C	LR	0.49	33.5	C	LR	0.49	33.5	C	LR	0.36	29.9	C	LR	0.36	29.9	C
NB	T	0.51	14.2	B	T	0.51	14.3	B	T	0.51	14.2	B	T	0.51	14.3	B	T	0.74	18.9	B	T	0.74	19.1	B	T	0.62	16.0	B	T	0.62	16.1	B
SB	T	0.78	20.5	B	T	0.79	20.9	B	T	0.50	14.0	B	T	0.51	14.2	B	T	0.56	15.0	B	T	0.57	15.2	B	T	0.62	16.1	B	T	0.64	16.3	B
West 133rd Street and Lenox Avenue																																
NB	L	0.60	30.0	C	L	0.61	31.4	C	L	0.19	10.6	B	L	0.20	10.7	B	L	0.37	15.2	B	L	0.38	15.7	B	L	0.51	20.8	C	L	0.52	21.9	C
	T	0.47	12.1	B	T	0.48	12.1	B	T	0.47	12.1	B	T	0.48	12.1	B	T	0.69	16.0	B	T	0.70	16.1	B	T	0.58	13.6	B	T	0.58	13.7	B
SB	TR	0.76	18.0	B	TR	0.77	18.3	B	TR	0.49	12.3	B	TR	0.50	12.4	B	TR	0.60	13.9	B	TR	0.61	14.1	B	TR	0.64	14.6	B	TR	0.65	14.8	B
West 132nd Street and Lenox Avenue																																
EB	LTR	0.54	32.5	C	LTR	0.57	33.8	C	LTR	0.50	31.4	C	LTR	0.53	32.2	C	LTR	0.98	73.3	E	LTR	1.04	88.2	F+	LTR	0.68	37.8	D	LTR	0.73	40.5	D
NB	TR	0.63	17.6	B	TR	0.66	18.3	B	TR	0.62	17.4	B	TR	0.65	18.0	B	TR	0.90	29.1	C	TR	0.97	39.6	D	TR	0.77	21.5	C	TR	0.83	24.1	C
SB	L	0.51	23.0	C	L	0.53	24.7	C	L	0.33	17.0	B	L	0.37	18.2	B	L	0.84	68.1	E	L	1.00	112.9	F+	L	0.91	75.6	E	L	1.02	106.7	F+
	T	0.72	19.7	B	T	0.73	20.0	B	T	0.41	14.0	B	T	0.42	14.1	B	T	0.52	15.5	B	T	0.53	15.6	B	T	0.59	16.5	B	T	0.59	16.7	B
West 131st Street and Lenox Avenue																																
WB	LTR	1.03	85.1	F	LTR	1.07	96.8	F+	LTR	1.08	100.1	F	LTR	1.11	109.2	F+	LTR	0.87	51.1	D	LTR	0.91	57.1	E+	LTR	0.87	52.0	D	LTR	0.91	57.1	E+
NB	LT	0.65	18.3	B	LT	0.67	18.8	B	LT	0.43	14.3	B	LT	0.45	14.6	B	LT	0.89	29.2	C	LT	0.94	34.6	C	LT	0.74	20.5	C	LT	0.77	21.6	C
SB	TR	0.78	21.8	C	TR	0.79	22.2	C	TR	0.44	14.4	B	TR	0.45	14.5	B	TR	0.57	16.4	B	TR	0.58	16.5	B	TR	0.67	18.3	B	TR	0.68	18.5	B

Table 13-28 (cont'd)
2026 No Action and With Action Conditions Level of Service Analysis
Signalized Intersections and Driveways

	Weekday AM								Weekday Midday								Weekday PM								Saturday							
	2026 No Action				2026 With Action				2026 No Action				2026 With Action				2026 No Action				2026 With Action				2026 No Action				2026 With Action			
Int.	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
West 129th Street and Lenox Avenue																																
WB	LTR	0.59	27.5	C	LTR	0.61	28.3	C	LTR	0.27	20.7	C	LTR	0.30	21.2	C	LTR	0.73	32.9	C	LTR	0.80	37.1	D	LTR	0.70	31.4	C	LTR	0.75	33.8	C
NB	L	0.47	30.5	C	L	0.49	32.1	C	L	0.20	14.1	B	L	0.20	14.1	B	L	0.34	17.7	B	L	0.35	17.9	B	L	0.40	21.0	C	L	0.41	21.5	C
	T	0.54	16.4	B	T	0.55	16.6	B	T	0.42	14.6	B	T	0.43	14.8	B	T	0.74	20.8	C	T	0.76	21.6	C	T	0.59	17.2	B	T	0.60	17.5	B
SB	TR	0.92	32.3	C	TR	0.94	34.0	C	TR	0.50	15.8	B	TR	0.51	15.9	B	TR	0.55	16.6	B	TR	0.56	16.8	B	TR	0.69	19.5	B	TR	0.70	19.7	B
132nd Street and Fifth Avenue																																
EB	TR	0.59	31.8	C	TR	0.75	39.0	D	TR	0.54	30.4	C	TR	0.61	32.6	C	TR	0.89	51.3	D	TR	0.99	70.9	E+	TR	0.80	41.1	D	TR	0.90	52.8	D+
WB	L	1.09	122.2	F	L	1.35	226.5	F+	L	0.67	43.0	D	L	0.74	50.4	D+	L	0.59	46.1	D	L	0.70	62.0	E+	L	0.69	52.3	D	L	0.83	77.0	E+
SB	L	0.17	13.0	B	L	0.18	13.1	B	L	0.16	12.9	B	L	0.17	12.9	B	L	0.17	12.9	B	L	0.17	12.9	B	L	0.26	14.0	B	L	0.27	14.1	B
	T	0.76	22.1	C	T	0.77	22.5	C	T	0.63	18.7	B	T	0.64	18.9	B	T	0.54	16.9	B	T	0.55	17.1	B	T	0.65	19.0	B	T	0.66	19.2	B
East 132nd Street and Madison Avenue																																
EB	L	0.64	44.4	D	L	0.66	45.5	D	L	0.34	25.5	C	L	0.35	25.8	C	L	0.82	55.1	E	L	0.85	58.3	E	L	0.60	35.2	D	L	0.62	36.1	D
	T	0.31	23.5	C	T	0.41	25.4	C	T	0.31	23.4	C	T	0.35	24.1	C	T	0.47	26.4	C	T	0.52	27.8	C	T	0.61	30.3	C	T	0.68	33.0	C
WB	TR	0.75	36.0	D	TR	0.75	36.0	D	TR	0.38	24.5	C	TR	0.38	24.5	C	TR	0.53	27.9	C	TR	0.53	27.9	C	TR	0.47	26.2	C	TR	0.47	26.2	C
NB	LTR	0.62	16.2	B	LTR	0.63	16.3	B	LTR	0.46	13.6	B	LTR	0.46	13.6	B	LTR	0.55	14.9	B	LTR	0.56	15.0	B	LTR	0.63	16.3	B	LTR	0.64	16.4	B
Driveways																																
East Driveway on West 135th Street between Lenox Terrace Place and Fifth Avenue																																
WB	-	-	-	-	LT	0.01	8.5	A	-	-	-	-	LT	0.01	8.5	A	-	-	-	-	LT	0.02	8.8	A	-	-	-	-	LT	0.02	9.2	A
NB	-	-	-	-	LR	0.03	9.5	A	-	-	-	-	LR	0.01	9.5	A	-	-	-	-	LR	0.01	9.5	A	-	-	-	-	LR	0.02	9.8	A
West Driveway on West 135th Street between Lenox Avenue and Lenox Terrace Place																																
WB	-	-	-	-	LT	0.01	8.4	A	-	-	-	-	LT	0.01	8.5	A	-	-	-	-	LT	0.02	8.8	A	-	-	-	-	LT	0.02	9.2	A
NB	-	-	-	-	LR	0.22	18.6	C	-	-	-	-	LR	0.07	16.8	C	-	-	-	-	LR	0.13	18.8	C	-	-	-	-	LR	0.20	24.2	C

Notes:
L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, LOS = Level of Service, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Int. = Intersection
+ Denotes a significant adverse traffic impact

E. DETAILED TRANSIT ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," a detailed analysis of station circulation elements and control areas was warranted for the 135th Street Station (No. 2 and 3 trains) during the weekday AM and PM peak hours. Subway line-haul (No. 2 and 3 trains) analyses were also conducted for the weekday AM and PM peak hours.

SUBWAY SERVICE

Below is a summary of the subway lines that serve the project site from the 135th Street Station.

- The No. 2 subway line (Seventh Avenue Express) operates between Wakefield-241st Street, Bronx and Flatbush Avenue-Brooklyn College, Brooklyn.
- The No. 3 subway line (Seventh Avenue Express) operates between Harlem-148th Street, Manhattan, and New Lots Avenue, Brooklyn.

EXISTING CONDITIONS

SUBWAY SERVICE

Subway station data collection was conducted on June 7, 2017 during the hours of 7:00 to 10:00 AM and 4:00 to 7:00 PM to establish the baseline volumes for the subway station analysis. As shown in **Tables 13-29 and 13-30**, all analyzed vertical circulation elements and control areas currently operate at acceptable levels during the weekday AM and PM peak periods.

Table 13-29
2017 Existing Conditions Subway Vertical Circulation Element Analysis
135th Street Station

Stair	Location	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
			Entry (Down)	Exit (Up)	Entry (Down)	Exit (Up)		Up	Down		
Weekday AM Peak Hour											
S2	NB Street Stairs	5.50	242	171	76	53	0.90	0.80	1.00	0.19	A
S3	SB Street Stairs	5.50	803	439	251	137	0.90	0.75	1.00	0.58	B
P2 A+B	NB 2,3 Platform	10.50	242	171	76	53	0.90	0.75	1.00	0.10	A
Weekday PM Peak Hour											
S2	NB Street Stairs	5.50	384	459	120	143	0.90	0.80	1.00	0.40	A
S3	SB Street Stairs	5.50	302	196	94	61	0.90	0.75	1.00	0.24	A
P2 A+B	NB 2,3 Platform	10.50	384	459	120	143	0.90	0.75	1.00	0.22	A

Table 13-30
2017 Existing Conditions Fare Array Analysis
135th Street Station

Fare Array	Control Element	Quantity	Peak Hour Pedestrian Volume		Peak15-Minute Volumes		Surging Factor	Friction Factor	v/c Ratio	LOS
			Entry	Exit	Entry	Exit				
Weekday AM Peak Hour										
R307	Two-way Turnstile	3	508	661	159	207	75%	90%	0.23	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,597	733	499	229	75%	90%	0.34	A
	High Exit Only Turnstile	2								
Weekday PM Peak Hour										
R307	Two-way Turnstile	3	752	1,126	235	352	75%	90%	0.35	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	858	423	268	133	75%	90%	0.19	A
	High Exit Only Turnstile	2								

With regard to subway line-haul conditions, data provided by NYCT were reviewed to identify ridership levels for the No. 2 and 3 lines' peak load points in the peak direction of travel. As summarized in **Table 13-31**, the No. 2 and 3 lines currently operate above capacity levels in the peak southbound direction during the weekday AM peak hour and at approximately 86-percent capacity in the peak northbound direction during the weekday PM peak hour.

Table 13-31
2017 Existing Conditions Subway Line-haul Analysis
No. 2 and 3 Lines

Subway line	Max. Load Point	Trains/hr	Cars/Train	Total Number of Cars/hr	Passenger/ hr	Peak Hour Capacity	v/c Ratio
Weekday AM Peak Hour							
No. 2,3 SB	72nd Street	23	10	232	25,800	25,520	1.01
Weekday PM Peak Hour							
No. 2,3 NB	Times Square – 42nd Street	21	10	214	20,280	23,540	0.86
Source: Ridership and train throughput data from MTA NYCT							

A qualitative description of platform conditions was deemed appropriate based on discussions with NYCT. Observations of platform conditions were made in late May and early June in 2018, for the peak direction of travel—downtown during the weekday morning peak period and uptown during the weekday evening peak period. Due to the limited amount of space along both the unpaid and paid sides of the downtown platform control line (turnstiles and fare separation railings), it was observed that where entering customers choose to stand along the platform influences the amount of congestion in front of the turnstiles. Additional observations are outlined below.

Weekday AM Peak Hour

- There was heavy pedestrian traffic on the downtown platform but most passengers entering through the turnstiles tended to disperse north and south along the platform where there is ample space, rather than congregating near the turnstiles.
- About 10 percent of the passengers entering the downtown side of the station were observed to remain near the turnstiles. Occasional congestion was observed when there was a surge of exiting passengers just after a train arrival, thereby adding to the volume of people circulating around the fare control area. This condition was observed to occur most frequently in the first half hour of the AM peak hour, when 20 to 30 passengers gathered on the platform immediately adjacent to the turnstiles between train arrivals, but tapered off thereafter.
- Because the narrowest sections of the downtown platform are along the fare control area, congestion between train arrival surges was occasionally observed here. The accumulation of 20 to 30 passengers waiting for trains near the turnstiles sometimes create difficulties for other platform entries to walk around them and spread out to platform areas with much more available space.

Weekday PM Peak Hour

- The uptown platform was observed to function well. There did not appear to be a pinch point on this platform. Even with most passengers standing near the fare control area, there was adequate circulation space to accommodate the flow of pedestrians.

FUTURE WITHOUT THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

Projected future development independent of the proposed actions that would have a potential effect on baseline 2023 subway demand at the analyzed station and subway lines was included in the No Action subway analyses. The No Action uses within the rezoning area were assumed, and No Action development projects in the study area were taken into account.

SUBWAY SERVICE—2023 NO ACTION CONDITION

As shown in **Tables 13-32 and 13-33**, all critical analysis elements at the 135th Street Station, including vertical circulation elements and control areas, will operate at acceptable LOS during the weekday AM and PM peak periods and will operate at the same LOS as in the existing conditions.

Table 13-32
2023 No Action Condition Subway Vertical Circulation Element Analysis
135th Street Station

Stair	Location	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
			Entry (Down)	Exit (Up)	Entry (Down)	Exit (Up)		Up	Down		
Weekday AM Peak Hour											
S2	NB Street Stairs	5.50	248	180	78	56	0.90	0.80	1.00	0.20	A
S3	SB Street Stairs	5.50	825	447	258	140	0.90	0.75	1.00	0.60	B
P2 A+B	NB 2,3 Platform	10.50	248	180	78	56	0.90	0.75	1.00	0.11	A
Weekday PM Peak Hour											
S2	NB Street Stairs	5.50	394	490	123	153	0.90	0.80	1.00	0.42	A
S3	SB Street Stairs	5.50	329	202	103	63	0.90	0.75	1.00	0.25	A
P2 A+B	NB 2,3 Platform	10.50	394	490	123	153	0.90	0.75	1.00	0.23	A

Table 13-33
2023 No Action Condition Fare Array Analysis
135th Street Station

Fare Array	Control Element	Quantity	Peak Hour Pedestrian Volume		Peak15-Minute Volumes		Surging Factor	Friction Factor	v/c Ratio	LOS
			Entry	Exit	Entry	Exit				
Weekday AM Peak Hour										
R307	Two-way Turnstile	3	518	677	162	212	75%	90%	0.23	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,630	745	509	232	75%	90%	0.35	A
	High Exit Only Turnstile	2								
Weekday PM Peak Hour										
R307	Two-way Turnstile	3	767	1,167	240	365	75%	90%	0.36	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	893	431	279	135	75%	90%	0.19	A
	High Exit Only Turnstile	2								

With regard to subway line-haul conditions, as summarized in **Table 13-34**, the No. 2 and 3 lines would continue to operate above capacity levels in the peak southbound direction during the weekday AM peak hour and at approximately 87-percent capacity in the peak northbound direction during the weekday PM peak hour.

Table 13-34
2023 No Action Condition Subway Line-haul Analysis
No. 2 and 3 Lines

Subway line	Max. Load Point	Trains/hr	Cars/Train	Total Number of Cars/hr	Passenger/ hr	Peak Hour Capacity	v/c Ratio
Weekday AM Peak Hour							
No. 2,3 SB	72nd Street	23	10	232	26,167	25,520	1.03
Weekday PM Peak Hour							
No. 2,3 NB	Times Square – 42nd Street	21	10	214	20,585	23,540	0.87
Source: Ridership and train throughput data from MTA NYCT							

FUTURE WITH THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

SUBWAY SERVICE—2023 WITH ACTION CONDITION

Based on discussions with NYCT, 85 percent of the project-generated subway trips are expected to be distributed to the 135th Street (No. 2 and 3 trains) station. The subway station analysis results presented in **Table 13-35** conclude that no potential significant adverse stairway impacts would be expected for the 135th Street station, with LOS similar to the No Action condition.

Table 13-35
2023 With Action Condition Subway Vertical Circulation Element Analysis
135th Street Station

Stair	Location	Effective Width (ft)	Peak Hour Volumes Entry (Down)	Peak Hour Volumes Exit (Up)	Peak 15-Minute Volumes Entry (Down)	Peak 15-Minute Volumes Exit (Up)	Friction Factor	Surge Factor Up	Surge Factor Down	V/C Ratio	LOS
Weekday AM Peak Hour											
S2	NB Street Stairs	5.50	325	262	102	82	0.90	0.80	1.00	0.28	A
S3	SB Street Stairs	5.50	1,175	465	367	145	0.90	0.75	1.00	0.75	C
P2 A+B	NB 2,3 Platform	10.50	325	262	102	82	0.90	0.75	1.00	0.15	A
Weekday PM Peak Hour											
S2	NB Street Stairs	5.50	432	814	135	254	0.90	0.80	1.00	0.61	B
S3	SB Street Stairs	5.50	500	273	156	85	0.90	0.75	1.00	0.36	A
P2 A+B	NB 2,3 Platform	10.50	432	814	135	254	0.90	0.75	1.00	0.33	A

As shown in **Table 13-36**, control areas at that station would also continue to operate within operating capacities.

Table 13-36
2023 With Action Condition Fare Array Analysis
135th Street Station

Fare Array	Control Element	Quantity	Peak Hour Pedestrian Volume Entry	Peak Hour Pedestrian Volume Exit	Peak15-Minute Volumes Entry	Peak15-Minute Volumes Exit	Surging Factor	Friction Factor	v/c Ratio	LOS
Weekday AM Peak Hour										
R307	Two-way Turnstile	3	595	759	186	238	75%	90%	0.26	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,980	763	619	238	75%	90%	0.41	A
	High Exit Only Turnstile	2								
Weekday PM Peak Hour										
R307	Two-way Turnstile	3	805	1,491	252	466	75%	90%	0.41	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,064	502	333	157	75%	90%	0.23	A
	High Exit Only Turnstile	2								

With regard to subway line-haul conditions, as summarized in **Table 13-37**, the No. 2 and 3 lines would continue to operate above capacity levels in the peak southbound direction during the weekday AM peak hour and at approximately 89-percent capacity in the peak northbound direction during the weekday PM peak hour. The increase in incremental trips per subway car on the southbound No. 2 and 3 lines in the AM peak hour would total one trip per car. Since all the analyzed subway lines are expected to operate within guideline capacity levels or to experience fewer than five incremental trips per car in each direction in each peak hour as a result of the proposed actions, significant adverse impacts to subway line haul conditions are not anticipated based on *CEQR Technical Manual* criteria.

Table 13-37
2023 With Action Condition Subway Line-haul Analysis
No. 2 and 3 Lines

Subway line	Max. Load Point	Trains/hr	Cars/Train	Total Number of Cars/hr	Passenger/ hr	Peak Hour Capacity	v/c Ratio
Weekday AM Peak Hour							
No. 2,3 SB	72nd Street	23	10	232	26,465	25,520	1.04
Weekday PM Peak Hour							
No. 2,3 NB	Times Square – 42nd Street	21	10	214	20,860	23,540	0.89
Source: Ridership and train throughput data from MTA NYCT							

FUTURE WITHOUT THE PROPOSED PROJECT (2026/FULL BUILD)

Projected future development independent of the proposed actions that would have a potential effect on baseline 2026 subway demand at the analyzed station and subway lines was included in the No Action subway analyses. The No Action uses within the rezoning area were assumed, and No Action development projects in the study area were taken into account. It should be noted that the 2026 No Action condition does not include Phase 1 of the proposed project.

SUBWAY SERVICE—2026 NO ACTION CONDITION

As shown in **Tables 13-38 and 13-39**, all critical analysis elements at the 135th Street Station, including vertical circulation elements and control areas, will operate at acceptable LOS during the weekday AM and PM peak periods.

Table 13-38
2026 No Action Condition Subway Vertical Circulation Element Analysis
135th Street Station

Stair	Location	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
			Entry (Down)	Exit (Up)	Entry (Down)	Exit (Up)		Up	Down		
Weekday AM Peak Hour											
S2	NB Street Stairs	5.50	249	181	78	57	0.90	0.80	1.00	0.20	A
S3	SB Street Stairs	5.50	828	449	259	140	0.90	0.75	1.00	0.60	B
P2 A+B	NB 2,3 Platform	10.50	249	181	78	57	0.90	0.75	1.00	0.11	A
Weekday PM Peak Hour											
S2	NB Street Stairs	5.50	396	492	124	154	0.90	0.80	1.00	0.43	A
S3	SB Street Stairs	5.50	330	205	103	64	0.90	0.75	1.00	0.25	A
P2 A+B	NB 2,3 Platform	10.50	396	492	124	154	0.90	0.75	1.00	0.23	A

Table 13-39
2026 No Action Condition Fare Array Analysis: 135th Street Station

Fare Array	Control Element	Quantity	Peak Hour Pedestrian Volume		Peak15-Minute Volumes		Surging Factor	Friction Factor	v/c Ratio	LOS
			Entry	Exit	Entry	Exit				
Weekday AM Peak Hour										
R307	Two-way Turnstile	3	543	1,566	170	490	75%	90%	0.35	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,746	942	546	294	75%	90%	0.39	A
	High Exit Only Turnstile	2								
Weekday PM Peak Hour										
R307	Two-way Turnstile	3	872	1,601	273	500	75%	90%	0.45	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,362	530	426	166	75%	90%	0.28	A
	High Exit Only Turnstile	2								

With regard to subway line-haul conditions, as summarized in **Table 13-40**, the No. 2 and 3 lines would continue to operate above capacity levels in the peak southbound direction during the weekday AM peak hour and at approximately 90-percent capacity in the peak northbound direction during the weekday PM peak hour.

Table 13-40
2026 No Action Condition Subway Line-haul Analysis: No. 2 and 3 Lines

Subway line	Max. Load Point	Trains/hr	Cars/Train	Total Number of Cars/hr	Passenger/ hr	Peak Hour Capacity	v/c Ratio
Weekday AM Peak Hour							
No. 2,3 SB	72nd Street	23	10	232	26,378	25,520	1.03
Weekday PM Peak Hour							
No. 2,3 NB	Times Square – 42nd Street	21	10	214	21,094	23,540	0.90
Source: Ridership and train throughput data from MTA NYCT							

FUTURE WITH THE PROPOSED PROJECT (2026/FULL BUILD)

SUBWAY SERVICE—2026 WITH ACTION CONDITION

Based on discussions with NYCT, 85 percent of the project-generated subway trips are expected to be distributed to the 135th Street (No. 2 and 3 trains) Station. The subway station analysis results presented in **Tables 13-41 and 13-42** show that all critical analysis elements at the 135th Street Station, including vertical circulation elements and control areas, would operate at acceptable LOS during the weekday AM and PM peak periods.

With regard to subway line-haul conditions, as summarized in **Table 13-43**, the No. 2 and 3 lines would continue to operate above capacity levels in the peak southbound direction during the weekday AM peak hour and at approximately 91-percent capacity in the peak northbound direction during the weekday PM peak hour. The increase in incremental trips per subway car on the southbound No. 2 and 3 lines in the AM peak hour would total two trips per car. Since all the analyzed subway lines are expected to operate within guideline capacity levels or to experience fewer than five incremental trips per car in each direction in each peak hour as a result of the proposed actions, significant adverse impacts to subway line haul conditions are not anticipated based on *CEQR Technical Manual* criteria.

Table 13-41
2026 With Action Condition Subway Vertical Circulation Element Analysis
135th Street Station

Stair	Location	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
			Entry (Down)	Exit (Up)	Entry (Down)	Exit (Up)		Up	Down		
Weekday AM Peak Hour											
S2	NB Street Stairs	5.50	369	321	115	100	0.90	0.80	1.00	0.32	A
S3	SB Street Stairs	5.50	1,373	480	429	150	0.90	0.75	1.00	0.85	C
P2 A+B	NB 2,3 Platform	10.50	369	321	115	100	0.90	0.75	1.00	0.18	A
Weekday PM Peak Hour											
S2	NB Street Stairs	5.50	455	996	142	311	0.90	0.80	1.00	0.71	C
S3	SB Street Stairs	5.50	597	316	187	99	0.90	0.75	1.00	0.43	A
P2 A+B	NB 2,3 Platform	10.50	455	996	142	311	0.90	0.75	1.00	0.39	A

Table 13-42
2026 With Action Condition Fare Array Analysis
135th Street Station

Fare Array	Control Element	Quantity	Peak Hour Pedestrian Volume		Peak15-Minute Volumes		Surging Factor	Friction Factor	v/c Ratio	LOS
			Entry	Exit	Entry	Exit				
Weekday AM Peak Hour										
R307	Two-way Turnstile	3	663	1,706	207	533	75%	90%	0.40	A
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	2,291	973	716	304	75%	90%	0.48	B
	High Exit Only Turnstile	2								
Weekday PM Peak Hour										
R307	Two-way Turnstile	3	931	2,105	291	658	75%	90%	0.53	B
	High Exit Only Turnstile	3								
R306	Two-way Turnstile	5	1,629	641	509	200	75%	90%	0.34	A
	High Exit Only Turnstile	2								

Table 13-43
2026 With Action Condition Subway Line-haul Analysis
No. 2 and 3 Lines

Subway line	Max. Load Point	Trains/hr	Cars/Train	Total Number of Cars/hr	Passenger/ hr	Peak Hour Capacity	v/c Ratio
Weekday AM Peak Hour							
No. 2,3 SB	72nd Street	23	10	232	26,841	25,520	1.05
Weekday PM Peak Hour							
No. 2,3 NB	Times Square – 42nd Street	21	10	214	21,522	23,540	0.91
Source: Ridership and train throughput data from MTA NYCT							

F. DETAILED PEDESTRIAN ANALYSIS

As described above in Section B, "Preliminary Analysis Methodology and Screening Assessment," Level 1 and Level 2 screening analyses were prepared to identify the pedestrian elements that warranted a detailed analysis. Based on the assignment of pedestrian trips, 9 sidewalk segments, 5 corner reservoirs, and 2 crosswalks were selected for detailed analysis for the weekday AM, midday, PM, and Saturday peak hours.

EXISTING CONDITIONS

Pedestrian data were collected in June 2017 during the school year in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday hours of 7:00 AM to 10:00 AM, 11:00 AM to 2:00 PM, and 4:00 PM to 7:00 PM.

PEDESTRIAN OPERATIONS

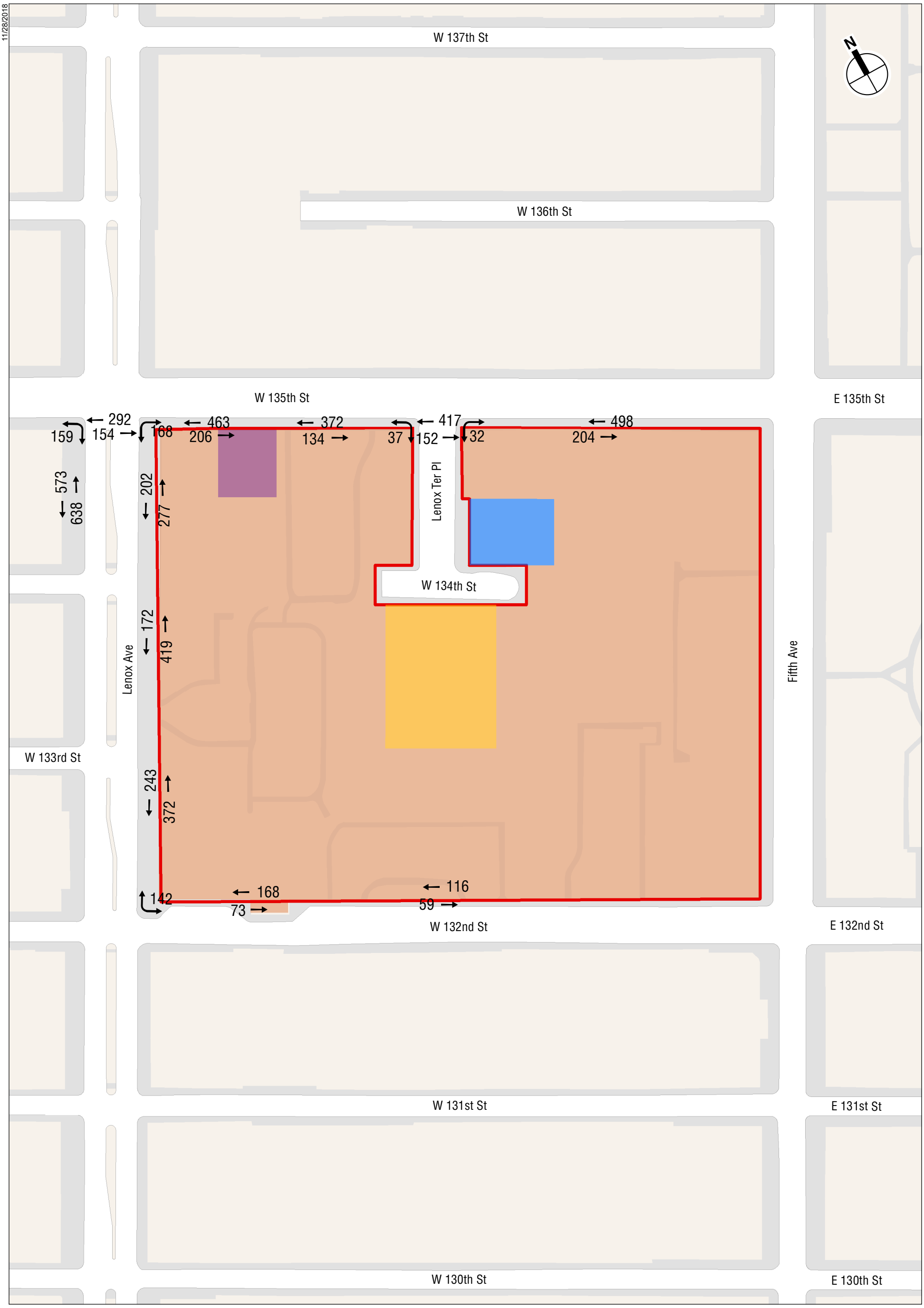
Peak hours were determined by comparing rolling hourly averages and the highest 15-minute volumes within the selected peak hours were selected for analysis.

The existing peak-hour pedestrian volumes are shown in **Figures 13-43 through 13-46**. As shown in **Tables 13-44 through 13-46**, all sidewalk, corner reservoir, and crosswalk analysis locations currently operate at acceptable LOS D or better (31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks).

Table 13-44
2017 Existing Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	479	0.87	676.01	A
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,211	0.96	156.61	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	591	0.93	610.60	A
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	615	0.82	517.33	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	241	0.86	169.25	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	175	0.83	225.14	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	669	0.96	283.93	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	506	0.88	344.19	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	702	0.81	228.22	B
Weekday Midday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	845	0.81	356.67	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	624	0.83	263.16	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	713	0.90	489.75	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	837	0.96	444.99	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	138	0.91	313.18	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	152	0.80	249.89	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	651	0.74	224.83	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	546	0.83	300.81	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	603	0.74	242.76	B
Weekday PM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,269	0.85	249.12	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	922	0.90	192.99	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,061	0.89	325.37	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	969	0.95	380.33	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	279	0.93	158.06	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	175	0.80	216.98	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	718	0.94	259.01	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	900	0.71	155.85	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	842	0.85	199.61	B

11/28/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

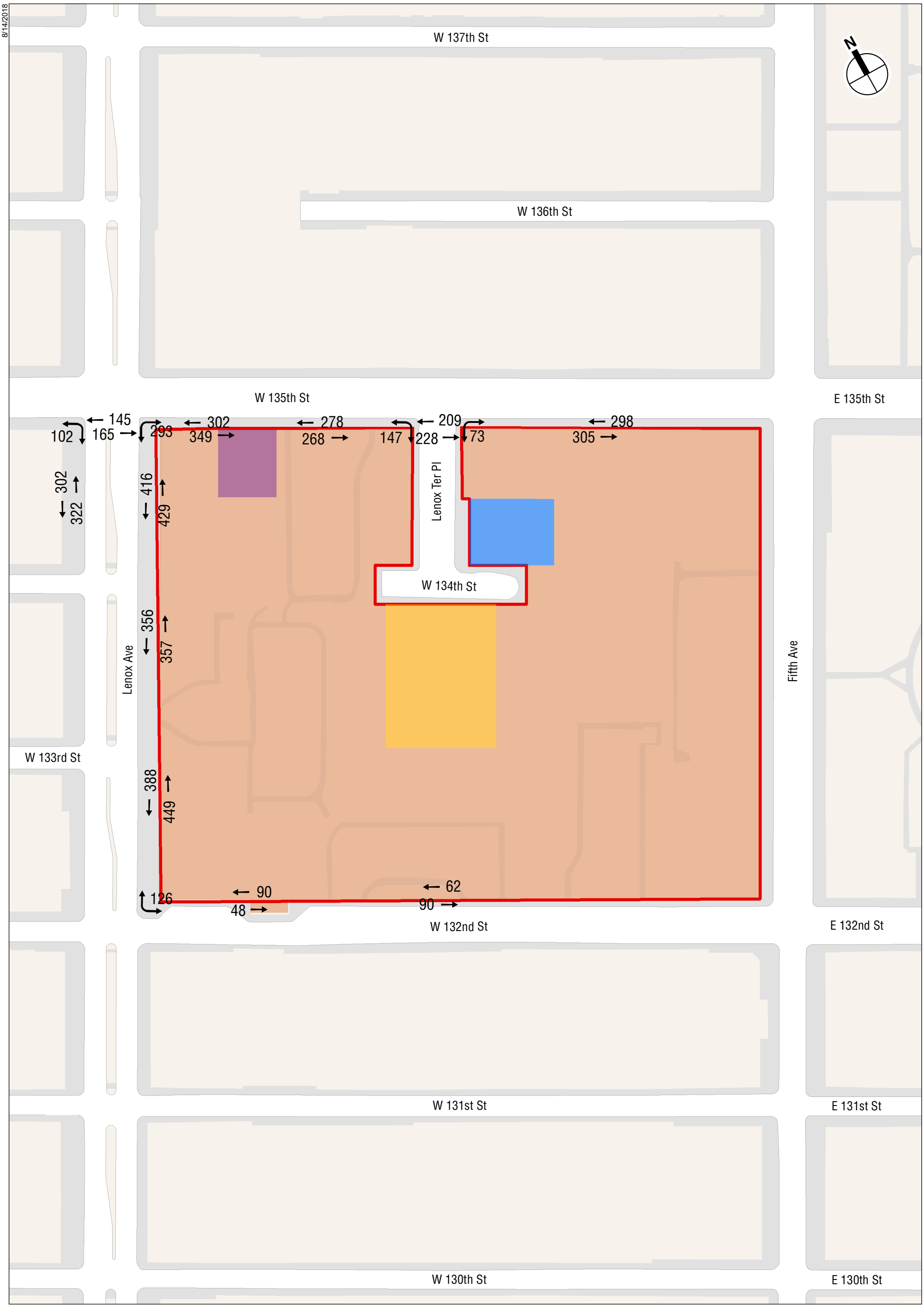
City-Owned Site

0 300 FEET

2017 Existing Pedestrian Volumes
Weekday AM Peak Hour
Figure 13-43

Lenox Terrace

8/14/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

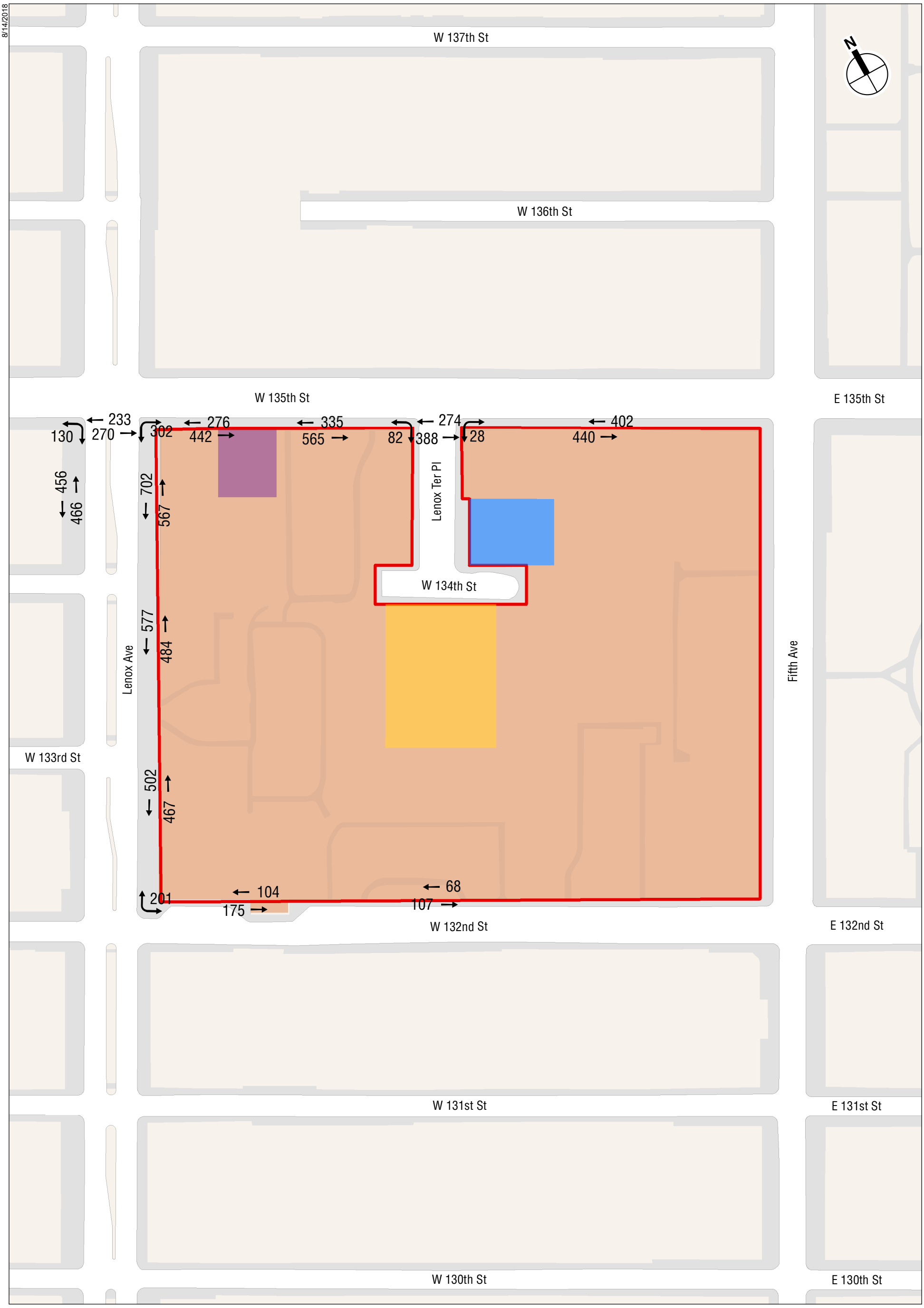
0 300 FEET

2017 Existing Pedestrian Volumes
Weekday Midday Peak Hour

Figure 13-44

Lenox Terrace

8/14/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

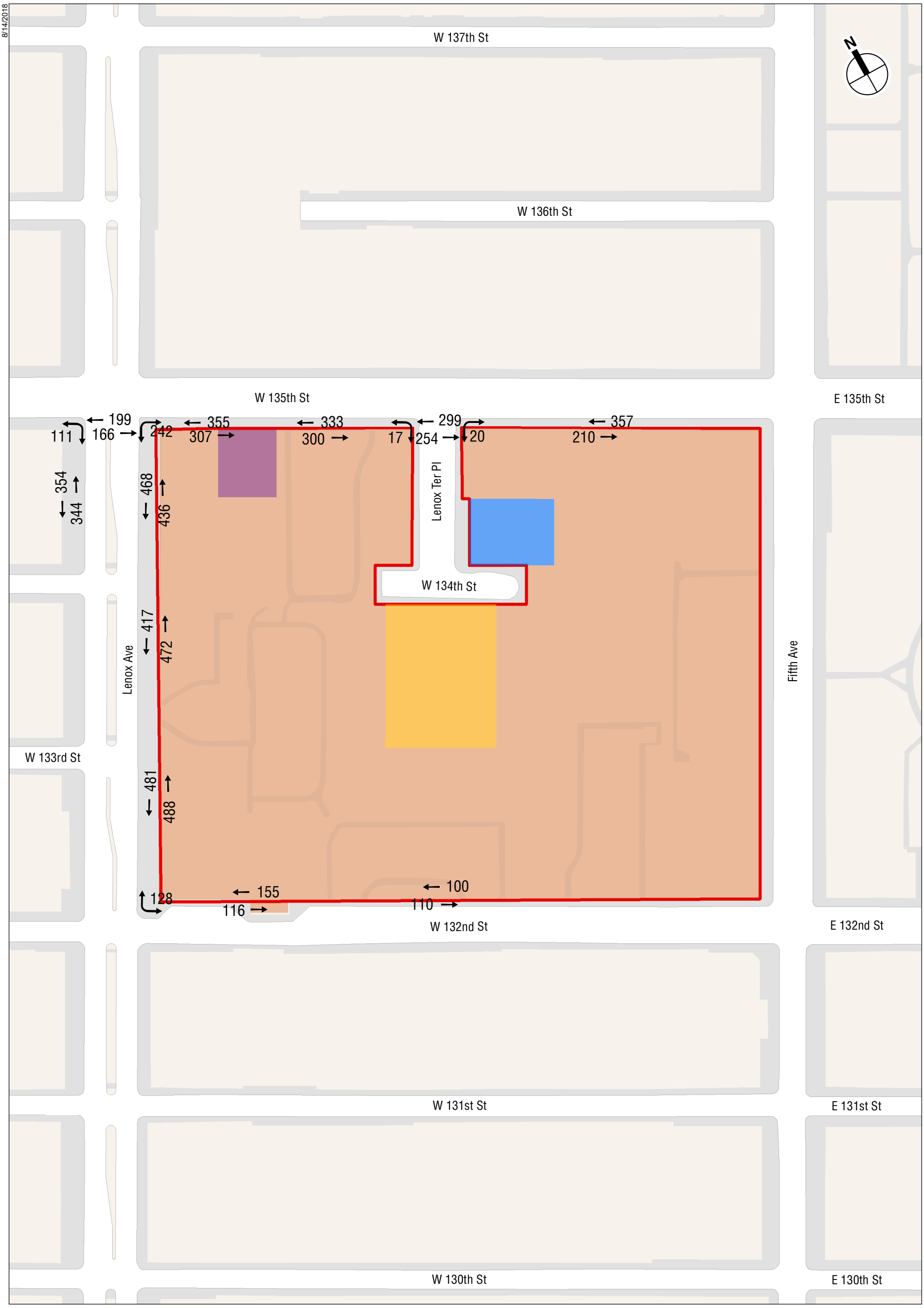
City-Owned Site

0 300 FEET

2017 Existing Pedestrian Volumes
Weekday PM Peak Hour
Figure 13-45

Lenox Terrace

8/14/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

0 300 FEET

2017 Existing Pedestrian Volumes
Saturday Peak Hour
Figure 13-46

Lenox Terrace

Table 13-44 (cont'd)
2017 Existing Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Saturday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	904	0.93	382.80	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	698	0.86	243.73	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	889	0.96	418.94	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	969	0.98	392.35	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	271	0.81	141.65	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	210	0.81	182.99	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	662	0.97	289.93	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	633	0.87	271.93	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	567	0.93	324.59	B

Table 13-45
2017 Existing Conditions: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Lenox Avenue and West 135th Street	Southeast	528.56	A	504.03	A	391.26	A	490.62	A
	Southwest	553.97	A	609.45	A	425.41	A	567.33	A
Lenox Avenue and West 132nd Street	Northeast	1,466.18	A	1,419.99	A	896.79	A	1,030.97	A
Lenox Terrace Place and West 135th Street	Southeast	201.49	A	215.64	A	179.16	A	195.24	A
	Southwest	203.02	A	201.99	A	173.69	A	215.71	A

Table 13-46
2017 Existing Conditions: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	2-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	446	22.13	D
Lenox Terrace Place and West 135th Street	South	55.0	19.0	569	186.95	A
Weekday Midday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	310	34.97	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	437	215.78	A
Weekday PM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	503	23.63	D
Lenox Terrace Place and West 135th Street	South	55.0	19.0	662	165.37	A
Saturday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	365	29.72	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	553	190.76	A

FUTURE WITHOUT THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

Future 2023 No Action condition pedestrian volumes were estimated by increasing existing pedestrian levels to reflect expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the years 2017 to 2022, and an annual background growth rate of 0.125 percent was assumed for the years 2022 to 2023.

Pedestrian volumes from projects that are anticipated to be completed in the study area were also added to determine the No Action condition pedestrian volumes. The potential retenanting of the

approximately 18,000 gsf of existing vacant local retail space on the proposed development site has also been incorporated into the 2023 No Action condition.

The total 2023 No Action peak hour pedestrian volumes are presented in **Figures 13-47 through 13-50**.

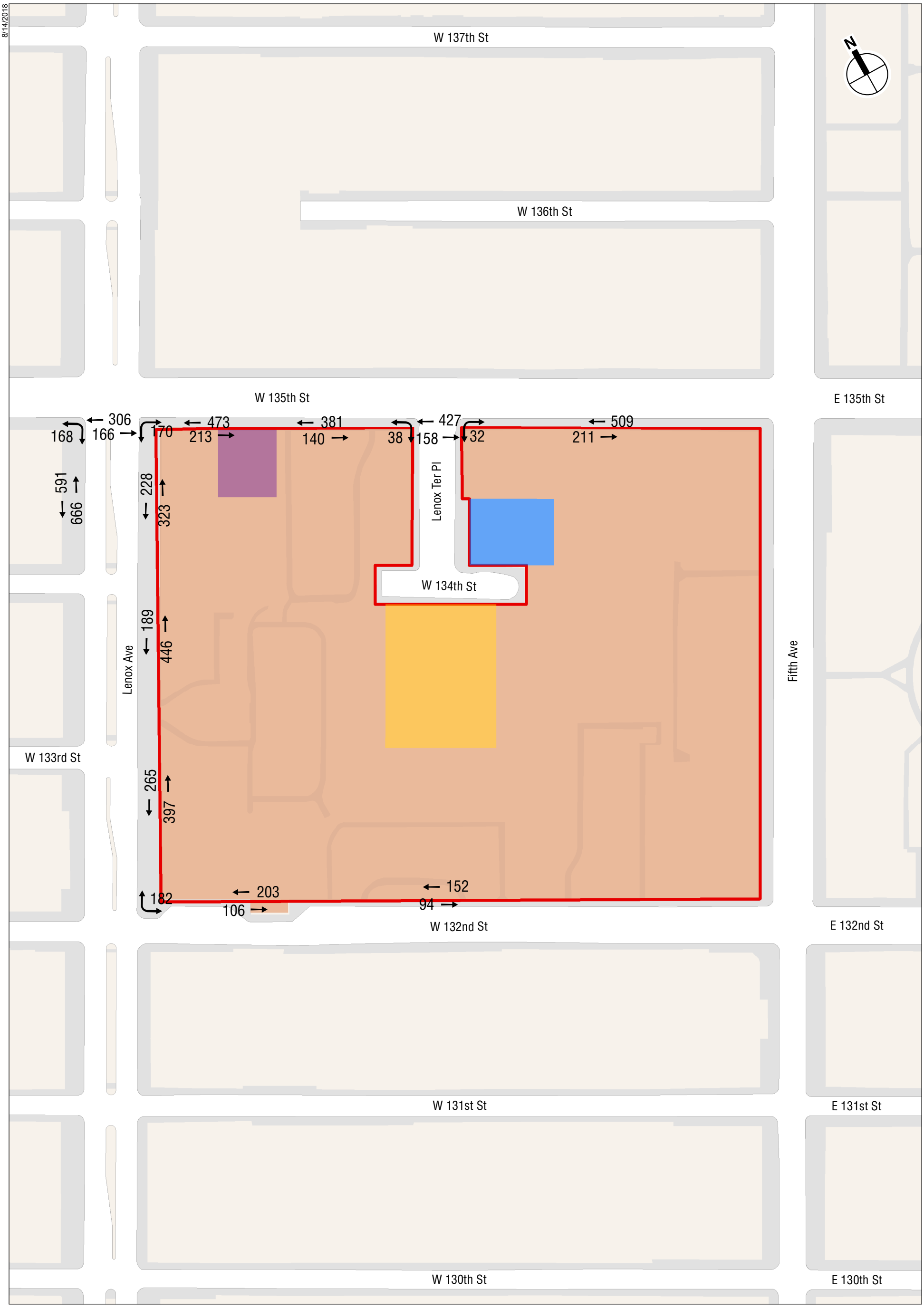
PEDESTRIAN OPERATIONS—2023 NO ACTION CONDITION

As shown in **Tables 13-47 through 13-49**, all sidewalk, corner reservoir, and crosswalk analysis locations will operate at acceptable mid-LOS D or better service levels (31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks) or will operate at the same LOS as under existing conditions.

Table 13-47
2023 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	551	0.83	561.37	A
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,257	0.87	136.84	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	635	0.86	524.14	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	662	0.81	474.44	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	309	0.83	126.48	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	246	0.81	156.55	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	686	0.80	232.09	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	521	0.80	305.72	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	720	0.80	221.10	B
Weekday Midday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,083	0.80	276.27	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	726	0.81	221.64	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	909	0.84	358.93	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,085	0.86	308.36	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	533	0.82	72.40	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	557	0.80	67.45	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	692	0.77	220.01	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	586	0.77	259.89	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	643	0.77	236.81	B
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,083	0.80	276.27	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	726	0.81	221.64	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	909	0.84	358.93	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,085	0.86	308.36	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	533	0.82	72.40	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	557	0.80	67.45	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	692	0.77	220.01	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	586	0.77	259.89	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	643	0.77	236.81	B

8/14/2018



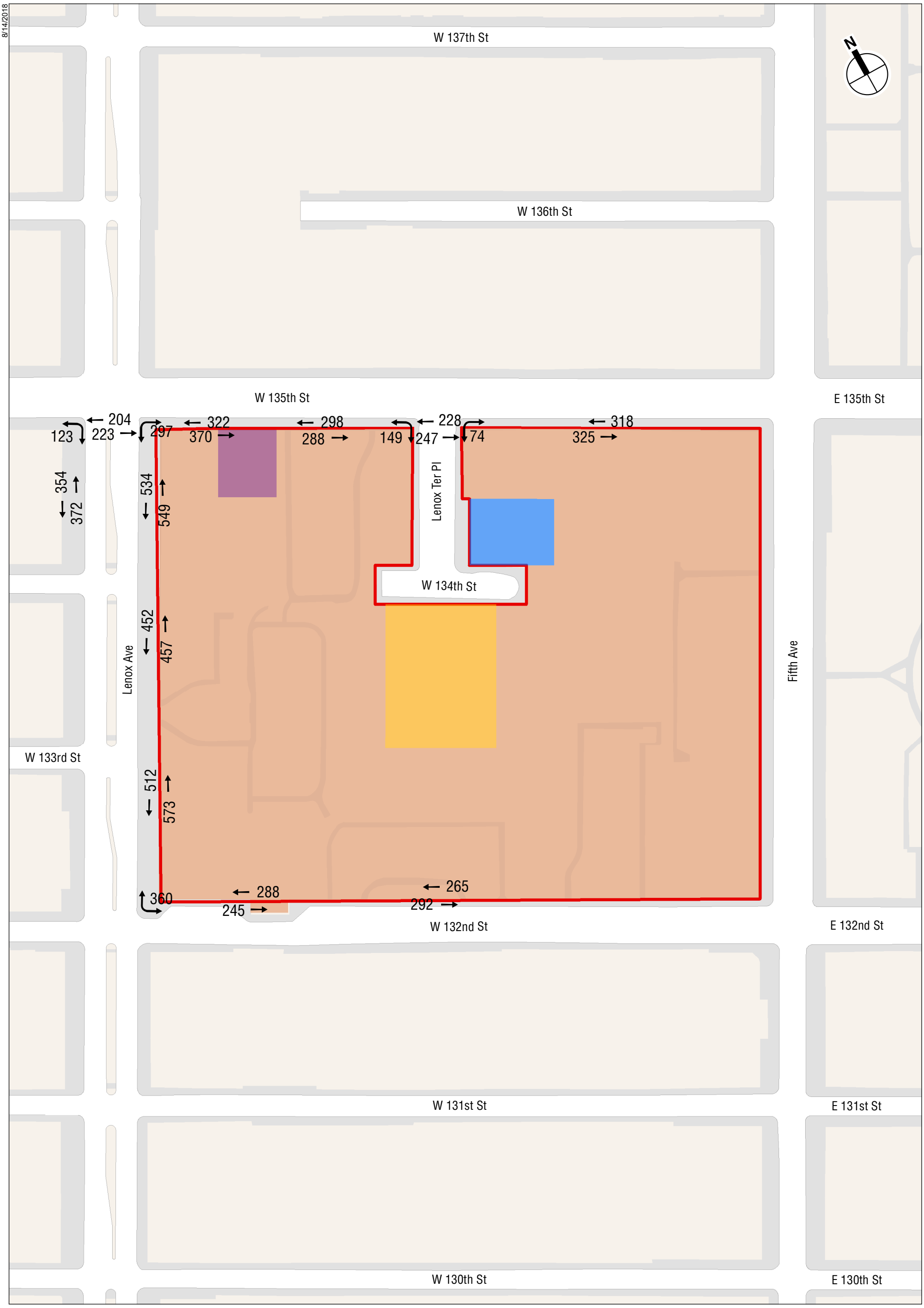
Rezoning Area
Potential Development Site
Proposed Development Site
City-Owned Site
Projected Future Development Sites

0 300 FEET

2023 No Action Pedestrian Volumes
Weekday AM Peak Hour
Figure 13-47

Lenox Terrace

8/14/2018



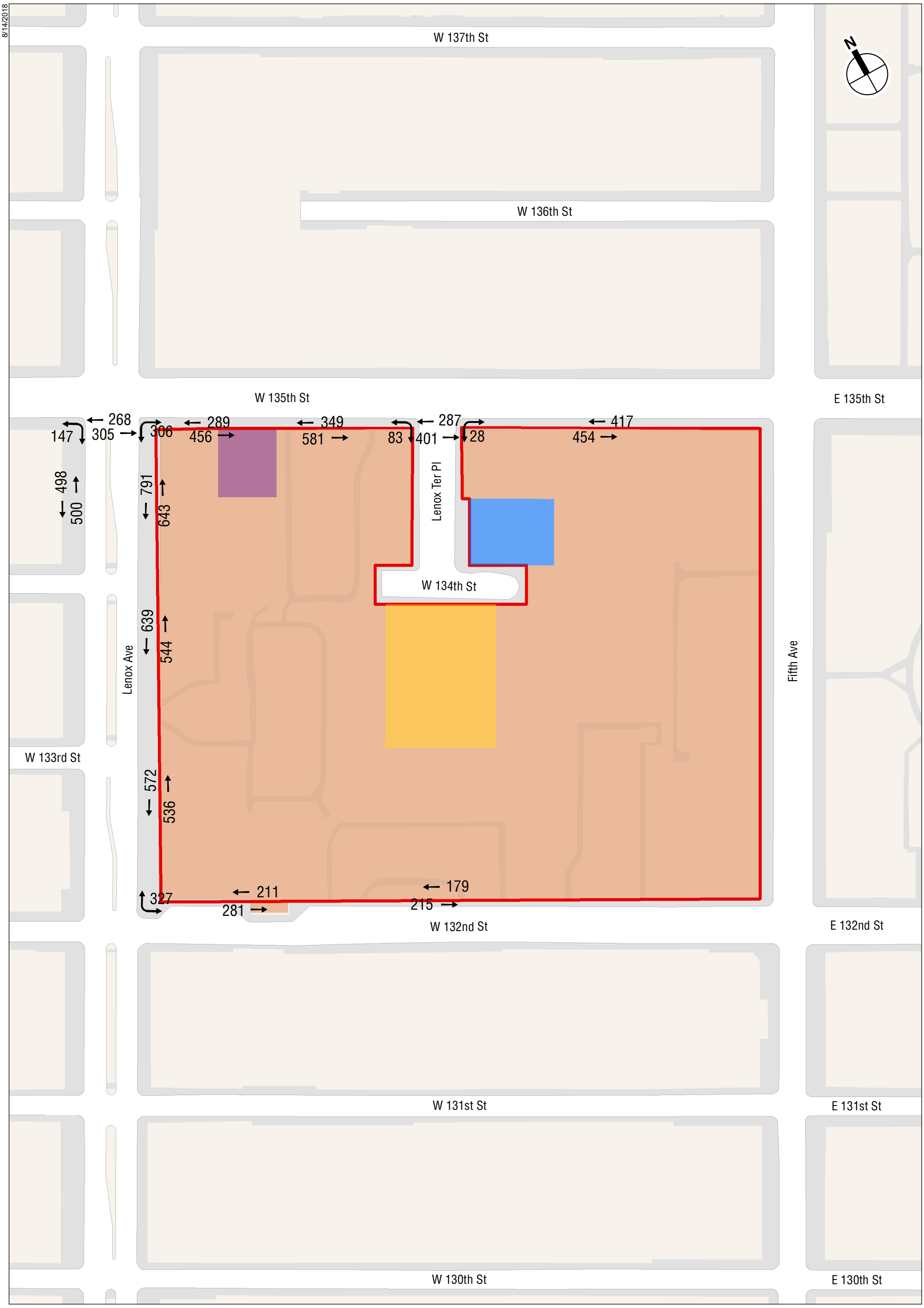
Rezoning Area
Proposed Development Site
Projected Future Development Sites
Potential Development Site
City-Owned Site

0 300 FEET

2023 No Action Pedestrian Volumes
Weekday Midday Peak Hour
Figure 13-48

Lenox Terrace

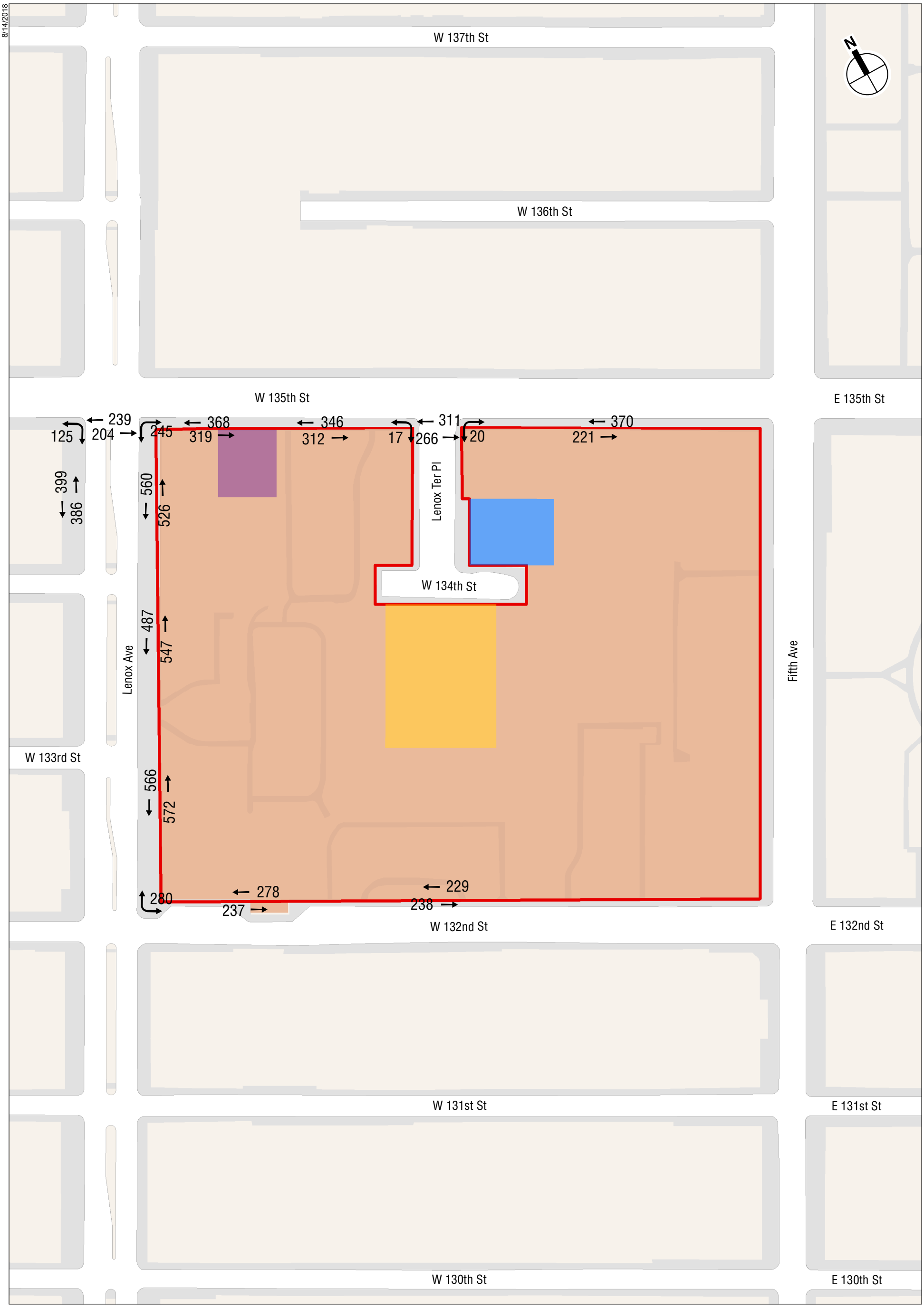
8/14/2018



Lenox Terrace

2023 No Action Pedestrian Volumes
Weekday PM Peak Hour
Figure 13-49

8/14/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

2023 No Action Pedestrian Volumes
Saturday Peak Hour
Figure 13-50

Lenox Terrace

Table 13-47 (cont'd)
2023 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday PM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,434	0.82	213.31	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	998	0.85	167.34	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,183	0.84	275.42	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,108	0.86	302.30	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	492	0.84	80.72	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	394	0.80	95.92	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	745	0.82	218.70	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	930	0.82	175.08	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	871	0.82	186.98	B
Saturday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,086	0.85	292.62	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	785	0.83	208.37	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,034	0.87	325.15	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,138	0.87	297.80	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	515	0.80	73.08	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	467	0.80	81.05	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	687	0.86	247.29	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	658	0.86	258.21	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	591	0.86	287.52	B

Table 13-48
2023 No Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Lenox Avenue and West 135th Street	Southeast	508.72	A	422.49	A	348.12	A	426.81	A
	Southwest	525.91	A	500.38	A	374.91	A	489.76	A
Lenox Avenue and West 132nd Street	Northeast	1,324.65	A	918.85	A	744.12	A	819.28	A
Lenox Terrace Place and West 135th Street	Southeast	183.07	A	196.23	A	158.69	A	177.40	A
	Southwest	184.67	A	183.40	A	153.06	A	195.88	A

Table 13-49
2023 No Action Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	2-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	472	20.10	D
Lenox Terrace Place and West 135th Street	South	55.0	19.0	585	166.12	A
Weekday Midday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	427	31.53	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	475	194.30	A
Weekday PM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	573	24.73	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	688	143.01	A
Saturday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	443	30.07	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	577	168.72	A

FUTURE WITH THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

Project-generated pedestrian volumes were assigned to the pedestrian network considering current land uses in the area, population distribution, nearby parking locations, available transit services, and surrounding pedestrian facilities.

PEDESTRIAN OPERATIONS—2023 WITH ACTION CONDITION

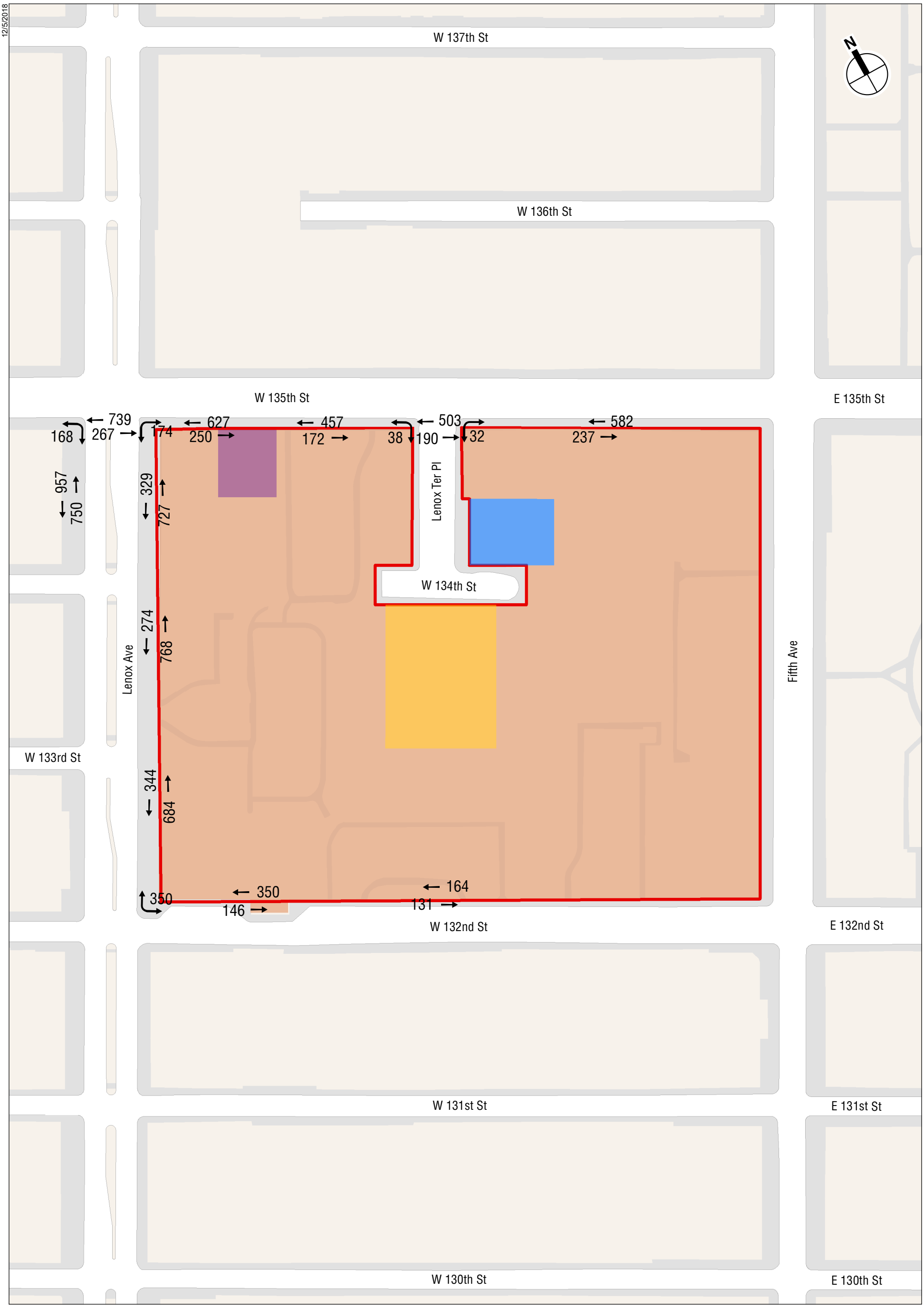
The hourly incremental pedestrian volumes presented in **Figures 13-13 through 13-16**, were added to the projected 2023 No Action volumes to generate the 2023 With Action pedestrian volumes for analysis (see **Figures 13-51 through 13-54**).

Details on pedestrian SFP and LOS are presented in **Tables 13-50 through 13-52**. Based on the *CEQR Technical Manual* sliding scale impact thresholds, significant adverse pedestrian impacts were identified for one crosswalk during all four analysis peak hours. Potential measures that can be implemented to mitigate this significant adverse pedestrian impact are discussed in Chapter 21, "Mitigation."

Table 13-50
2023 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,056	0.82	287.37	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,707	0.86	99.07	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,042	0.83	310.78	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,028	0.81	304.40	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	496	0.82	77.40	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	295	0.81	129.75	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	877	0.80	181.30	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	629	0.80	252.98	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	819	0.80	194.18	B
Weekday Midday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,337	0.80	223.33	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	968	0.81	165.59	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,154	0.83	278.58	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,283	0.85	256.79	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	623	0.81	61.21	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	548	0.80	68.59	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	780	0.77	195.83	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	618	0.77	247.30	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	663	0.77	230.48	B
Weekday PM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	2,020	0.82	150.09	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,508	0.83	109.09	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,673	0.83	192.12	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,556	0.85	211.88	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	708	0.83	54.62	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	449	0.80	84.03	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	959	0.82	169.28	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	1,055	0.82	153.81	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	978	0.82	165.98	B

12/5/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

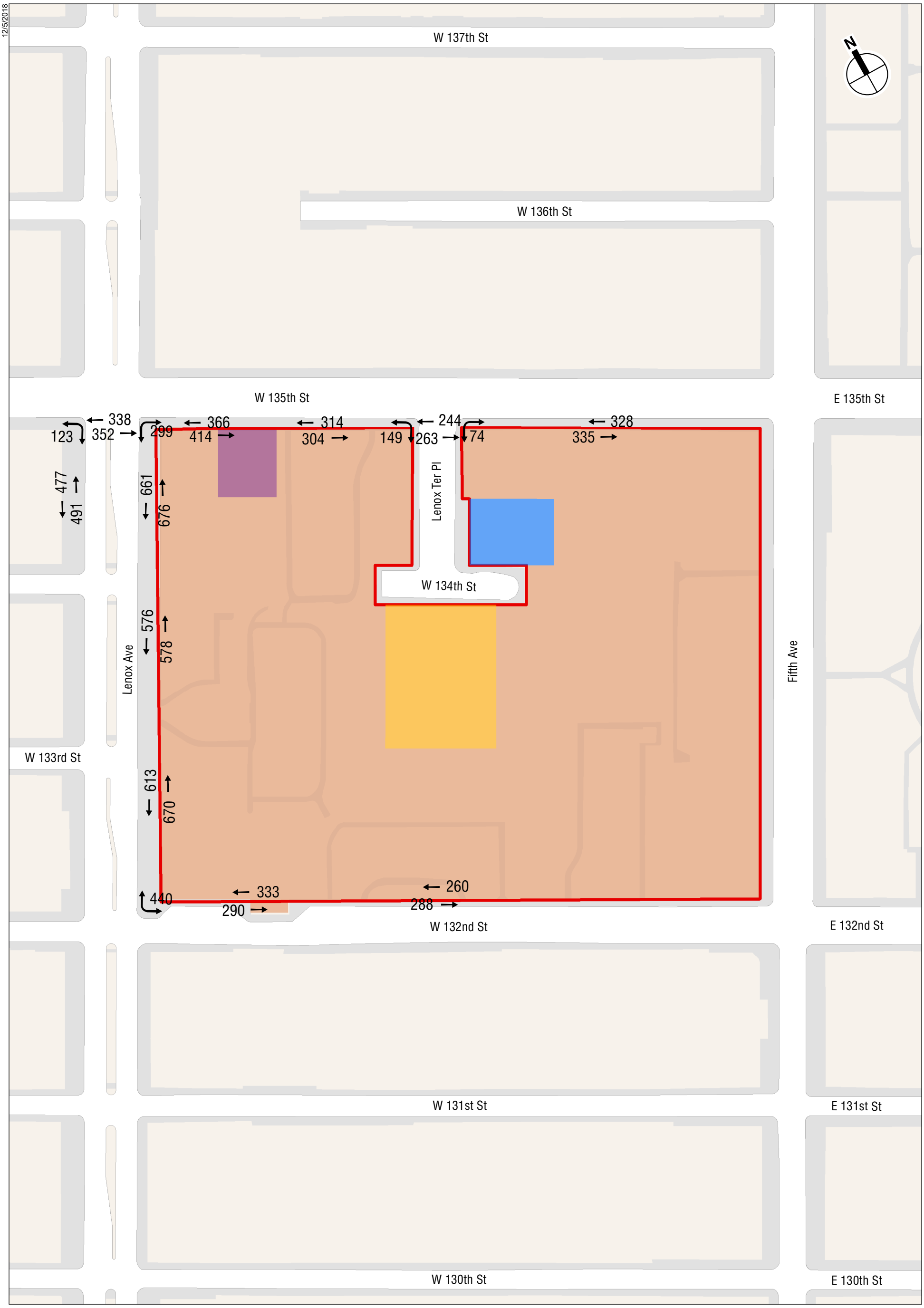
0 300 FEET

2023 With Action Pedestrian Volumes
Weekday AM Peak Hour

Figure 13-51

Lenox Terrace

12/5/2018



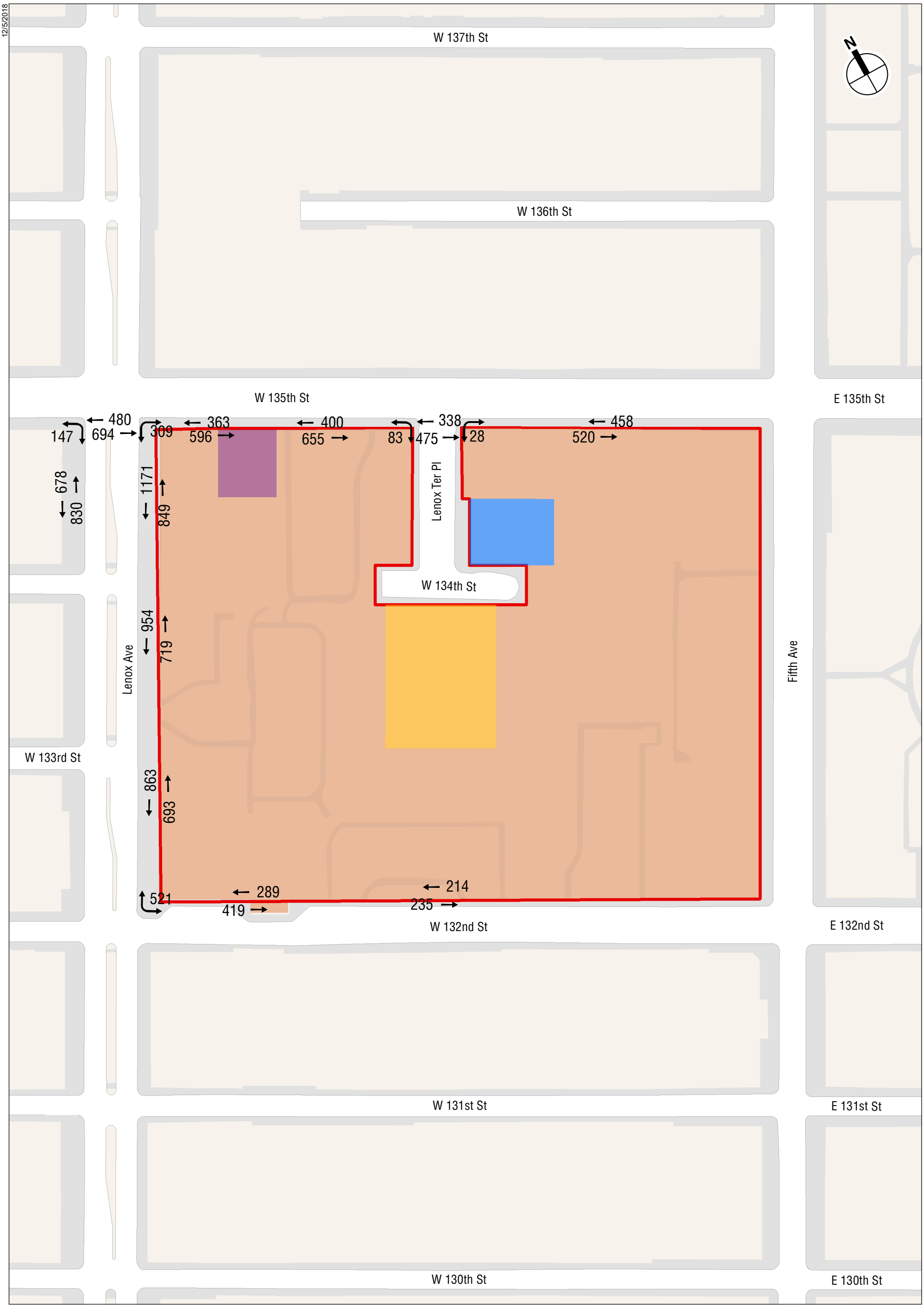
Rezoning Area
Proposed Development Site
Projected Future Development Sites
Potential Development Site
City-Owned Site

0 300 FEET

2023 With Action Pedestrian Volumes
Weekday Midday Peak Hour
Figure 13-52

Lenox Terrace

12/5/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

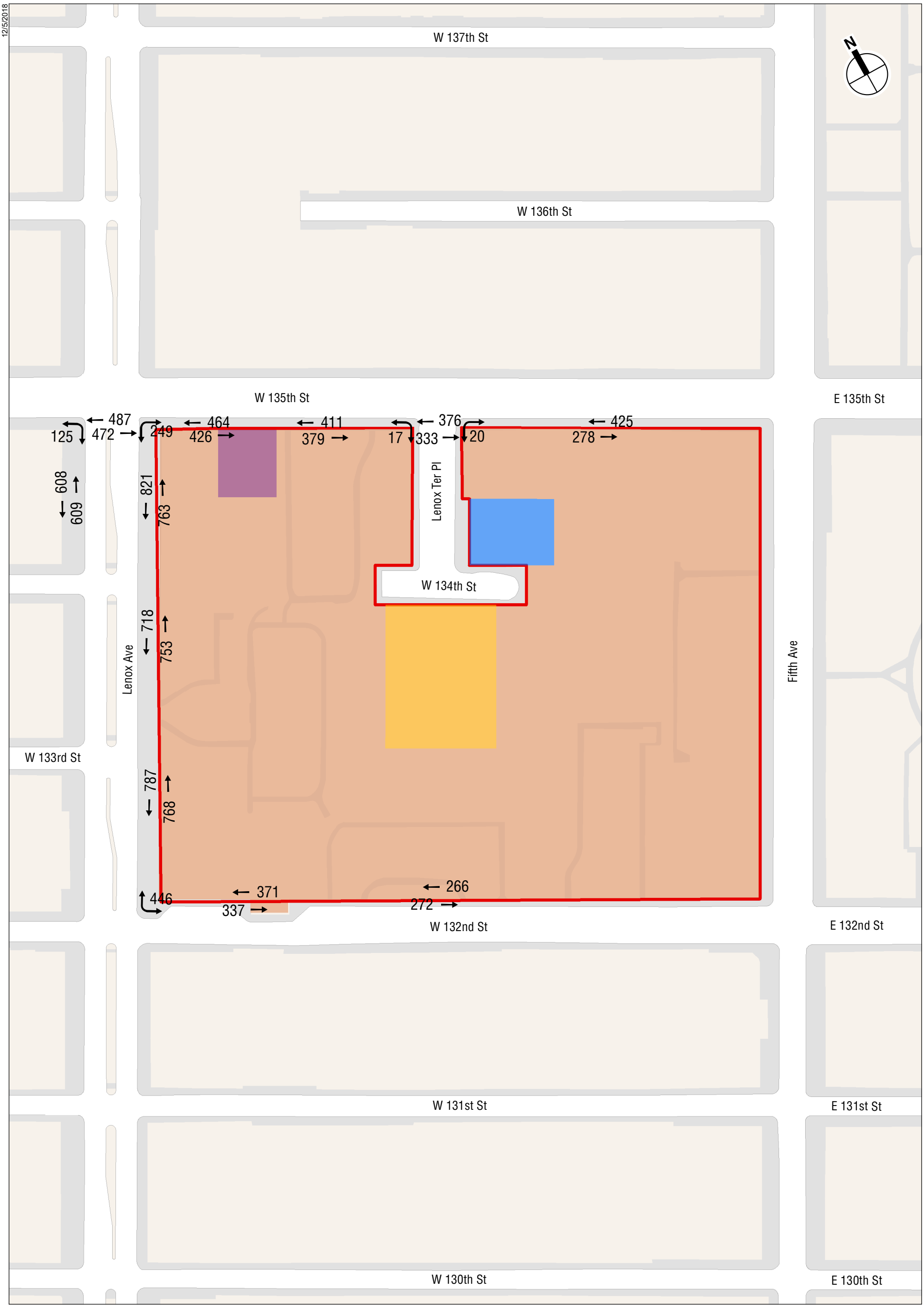
0 300 FEET

2023 With Action Pedestrian Volumes
Weekday PM Peak Hour

Figure 13-53

Lenox Terrace

12/5/2018



Rezoning Area
Proposed Development Site
Projected Future Development Sites
Potential Development Site
City-Owned Site

0 300 FEET

2023 With Action Pedestrian Volumes
Saturday Peak Hour
Figure 13-54

Lenox Terrace

Table 13-50 (cont'd)
2023 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Saturday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,584	0.84	196.20	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,217	0.82	133.07	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,471	0.85	223.23	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,555	0.86	213.99	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	708	0.80	52.68	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	538	0.80	70.10	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	890	0.85	188.77	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	790	0.85	212.74	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	703	0.85	239.12	B

Table 13-51
2023 With Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Lenox Avenue and West 135th Street	Southeast	301.59	A	333.92	A	229.67	A	272.83	A
	Southwest	335.11	A	390.88	A	247.63	A	314.47	A
Lenox Avenue and West 132nd Street	Northeast	956.79	A	836.57	A	605.14	A	651.42	A
Lenox Terrace Place and West 135th Street	Southeast	154.71	A	185.48	A	134.66	A	146.21	A
	Southwest	157.33	A	174.15	A	130.59	A	159.53	A

Table 13-52
2023 With Action Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	2-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	1,006	12.16	E
Lenox Terrace Place and West 135th Street	South	55.0	19.0	693	137.80	A
Weekday Midday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	690	18.76	D
Lenox Terrace Place and West 135th Street	South	55.0	19.0	507	181.20	A
Weekday PM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	1,174	11.05	E
Lenox Terrace Place and West 135th Street	South	55.0	19.0	813	118.76	A
Saturday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	959	12.89	E
Lenox Terrace Place and West 135th Street	South	55.0	19.0	709	134.81	A

WEST 135TH STREET AND LENOX AVENUE

Crosswalks

- The south crosswalk of Lenox Avenue and West 135th Street would deteriorate from LOS D with 20.10 SFP to LOS E with 12.16 SFP, from LOS C with 31.53 SFP to LOS D with 18.76 SFP, from LOS C with 24.73 SFP to LOS E with 11.05 SFP, and from LOS C with 30.07 SFP to LOS E with 12.89 SFP during the weekday AM, midday, and PM, and Saturday peak hours, respectively.

FUTURE WITHOUT THE PROPOSED PROJECT (2026/FULL BUILD)

Future 2026 No Action condition pedestrian volumes were estimated by increasing existing pedestrian levels to reflect expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the years 2017 to 2022, and an annual background growth rate of 0.125 percent was assumed for the years 2022 to 2026.

Pedestrian volumes from projects that are anticipated to be completed in the study area were also added to determine the No Action condition pedestrian volumes. The 2026 No Action condition also assumes the retenanting of the approximately 18,000 gsf of existing vacant local retail space on the proposed development site. It should be noted that the 2026 No Action condition does not include Phase 1 of the proposed project.

The total 2026 No Action peak hour pedestrian volumes are presented in **Figures 13-55 through 13-58**.

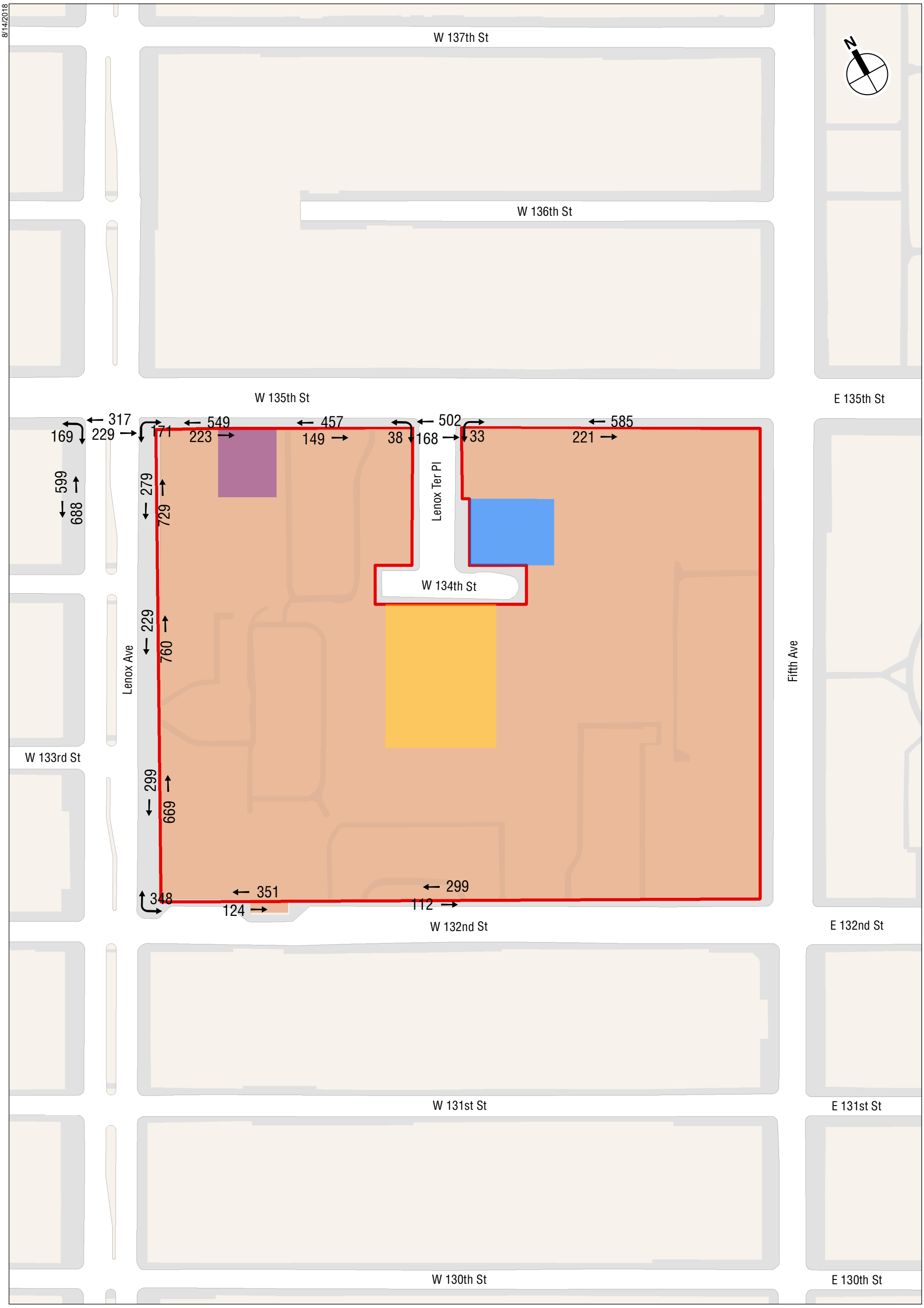
PEDESTRIAN OPERATIONS—2026 NO ACTION CONDITION

As shown in **Tables 13-53 through 13-55**, all sidewalk, corner reservoir, and crosswalk analysis locations will operate at acceptable mid-LOS D or better service levels (31.5 SFP platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks) or will operate at the same LOS as under existing conditions.

Table 13-53
2026 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,008	0.82	303.11	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,287	0.87	133.49	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	989	0.84	331.07	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	968	0.81	323.63	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	475	0.82	81.30	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	411	0.81	92.92	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	772	0.80	206.10	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	606	0.80	262.69	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	806	0.80	197.39	B
Weekday Midday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,678	0.80	177.90	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	777	0.81	206.93	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,368	0.83	235.70	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,483	0.85	222.50	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	749	0.82	50.68	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	773	0.80	48.07	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	802	0.77	190.35	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	696	0.77	219.42	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	753	0.77	202.77	B

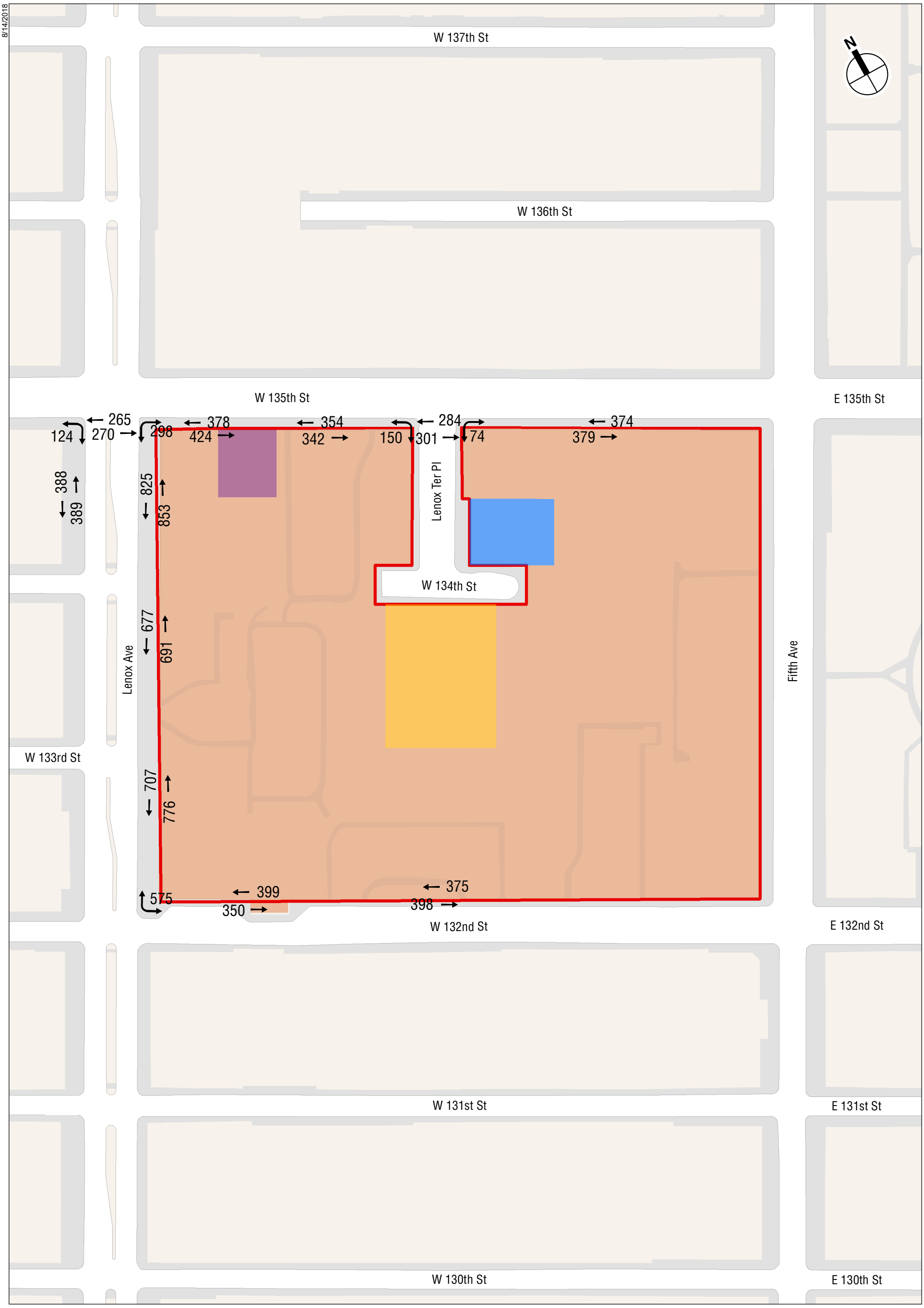
8/14/2018



Lenox Terrace

2026 No Action Pedestrian Volumes
Weekday AM Peak Hour
Figure 13-55

8/14/2018

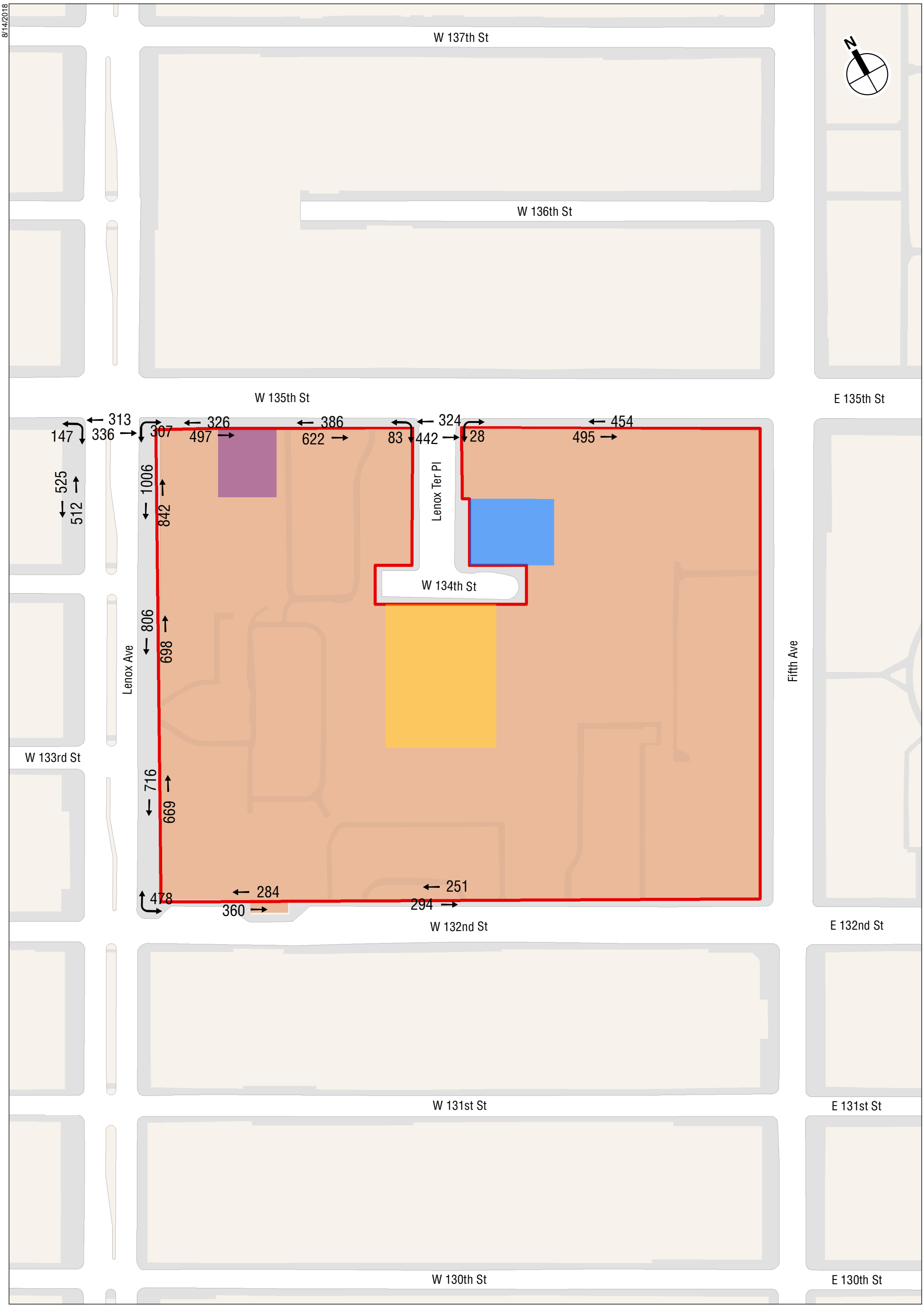


2026 No Action Pedestrian Volumes
Weekday Midday Peak Hour

Figure 13-56

Lenox Terrace

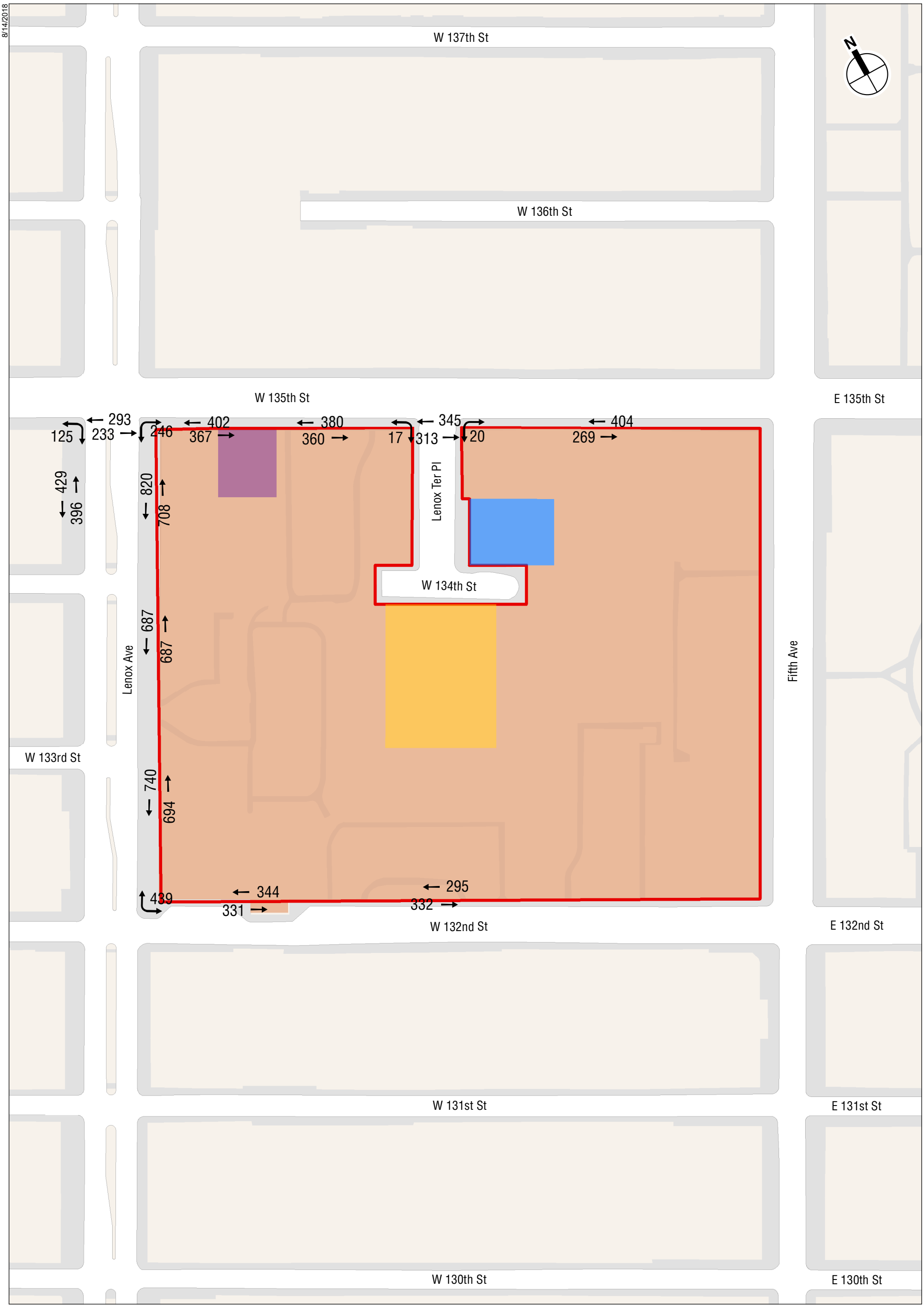
8/14/2018



Lenox Terrace

2026 No Action Pedestrian Volumes
Weekday PM Peak Hour
Figure 13-57

8/14/2018



2026 No Action Pedestrian Volumes
Saturday Peak Hour

Figure 13-58

Lenox Terrace

Table 13-53 (cont'd)
2026 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday PM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,848	0.82	164.77	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,037	0.84	160.84	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,504	0.83	215.18	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,385	0.86	239.52	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	644	0.84	60.75	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	545	0.80	68.97	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	823	0.82	197.67	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	1,008	0.82	161.28	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	949	0.82	171.34	B
Saturday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,528	0.84	205.31	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	825	0.83	198.07	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,374	0.86	241.56	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,434	0.86	233.59	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	675	0.80	55.35	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	627	0.80	59.93	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	769	0.85	219.80	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	740	0.85	228.43	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	673	0.85	251.22	B

Table 13-54
2026 No Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Lenox Avenue and West 135th Street	Southeast	174.36	A	142.24	A	169.87	A	170.97	A
	Southwest	370.66	A	335.33	A	295.59	A	361.89	A
Lenox Avenue and West 132nd Street	Northeast	892.15	A	647.29	A	598.30	A	634.61	A
Lenox Terrace Place and West 135th Street	Southeast	160.13	A	164.25	A	142.99	A	156.85	A
	Southwest	163.20	A	155.49	A	138.67	A	172.26	A

Table 13-55
2026 No Action Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	2-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	546	24.05	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	670	143.44	A
Weekday Midday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	535	24.89	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	585	156.66	A
Weekday PM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	649	21.63	D
Lenox Terrace Place and West 135th Street	South	55.0	19.0	766	127.35	A
Saturday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	526	25.04	C
Lenox Terrace Place and West 135th Street	South	55.0	19.0	658	146.70	A

FUTURE WITH THE PROPOSED PROJECT (2026/FULL BUILD)

Project-generated pedestrian volumes were assigned to the pedestrian network considering current land uses in the area, population distribution, nearby parking locations, available transit services, and surrounding pedestrian facilities.

PEDESTRIAN OPERATIONS—2026 WITH ACTION CONDITION

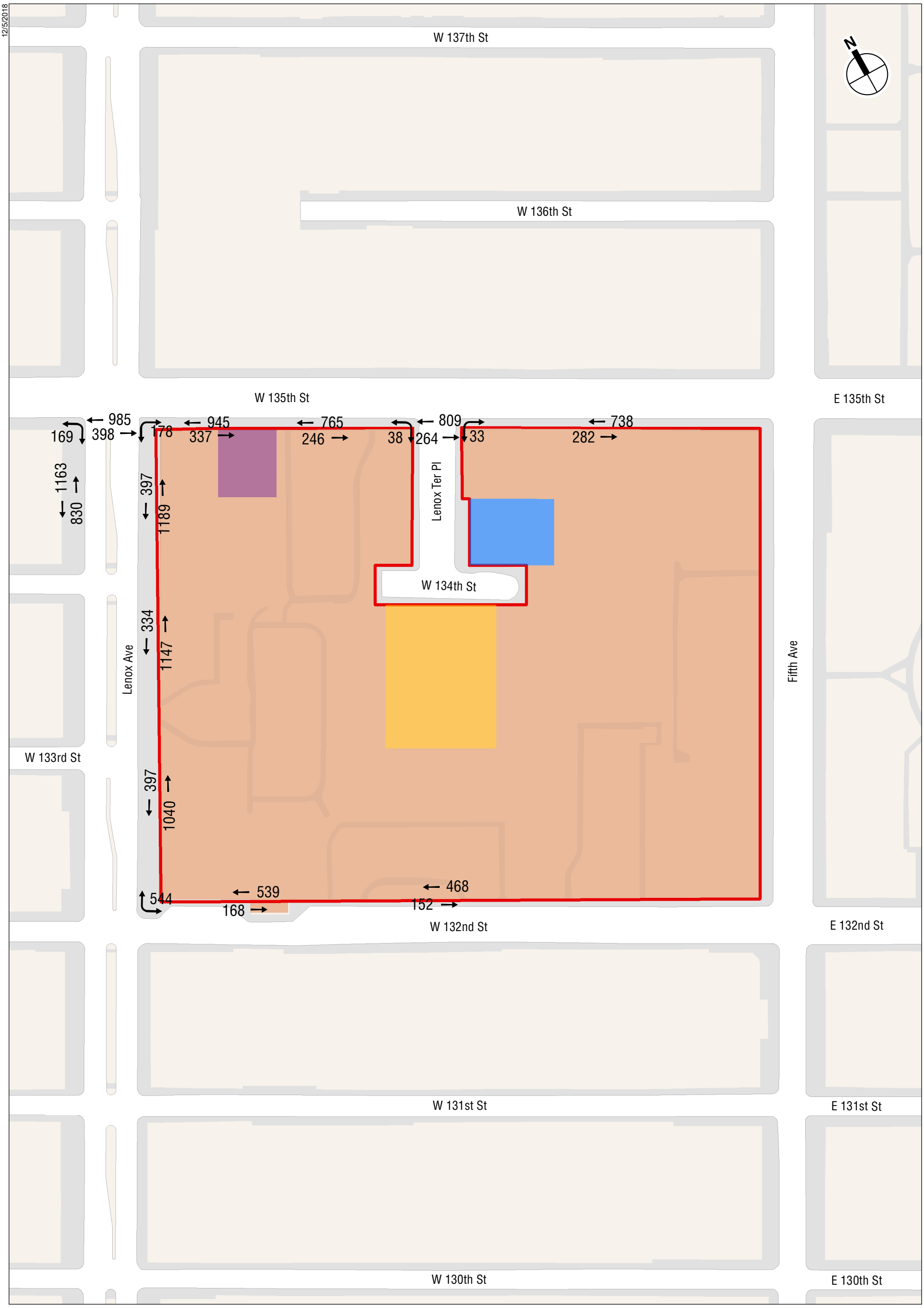
The hourly incremental pedestrian volumes presented in **Figures 13-17 through 13-20**, were added to the 2026 No Action pedestrian volumes to generate the 2026 With Action pedestrian volumes for analysis (see **Figures 13-59 through 13-62**).

Details on pedestrian SFP and LOS are presented in **Tables 13-56 through 13-58**. Based on the *CEQR Technical Manual* sliding scale impact thresholds, significant adverse pedestrian impacts, as detailed below, were identified for one crosswalk during all peak hours. Potential measures that can be implemented to mitigate these significant adverse pedestrian impacts are discussed in Chapter 21, "Mitigation."

Table 13-56
2026 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,586	0.82	191.05	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,993	0.85	84.18	C
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,481	0.83	218.14	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,437	0.81	217.62	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	707	0.81	53.75	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	620	0.81	60.93	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	1,282	0.80	123.74	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	1,011	0.80	157.12	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	1,020	0.80	155.73	B
Weekday Midday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	1,960	0.80	152.15	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,145	0.81	139.88	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,669	0.83	192.31	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,683	0.85	195.70	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	860	0.81	43.75	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	869	0.80	42.50	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	971	0.77	157.45	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	845	0.77	181.02	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	843	0.77	181.46	B
Weekday PM Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	2,498	0.82	121.18	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,828	0.83	89.40	C
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	2,073	0.83	154.78	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,920	0.85	171.61	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	902	0.83	42.34	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	785	0.80	47.31	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	1,381	0.82	117.08	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	1,463	0.82	110.47	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	1,203	0.82	134.54	B

12/5/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

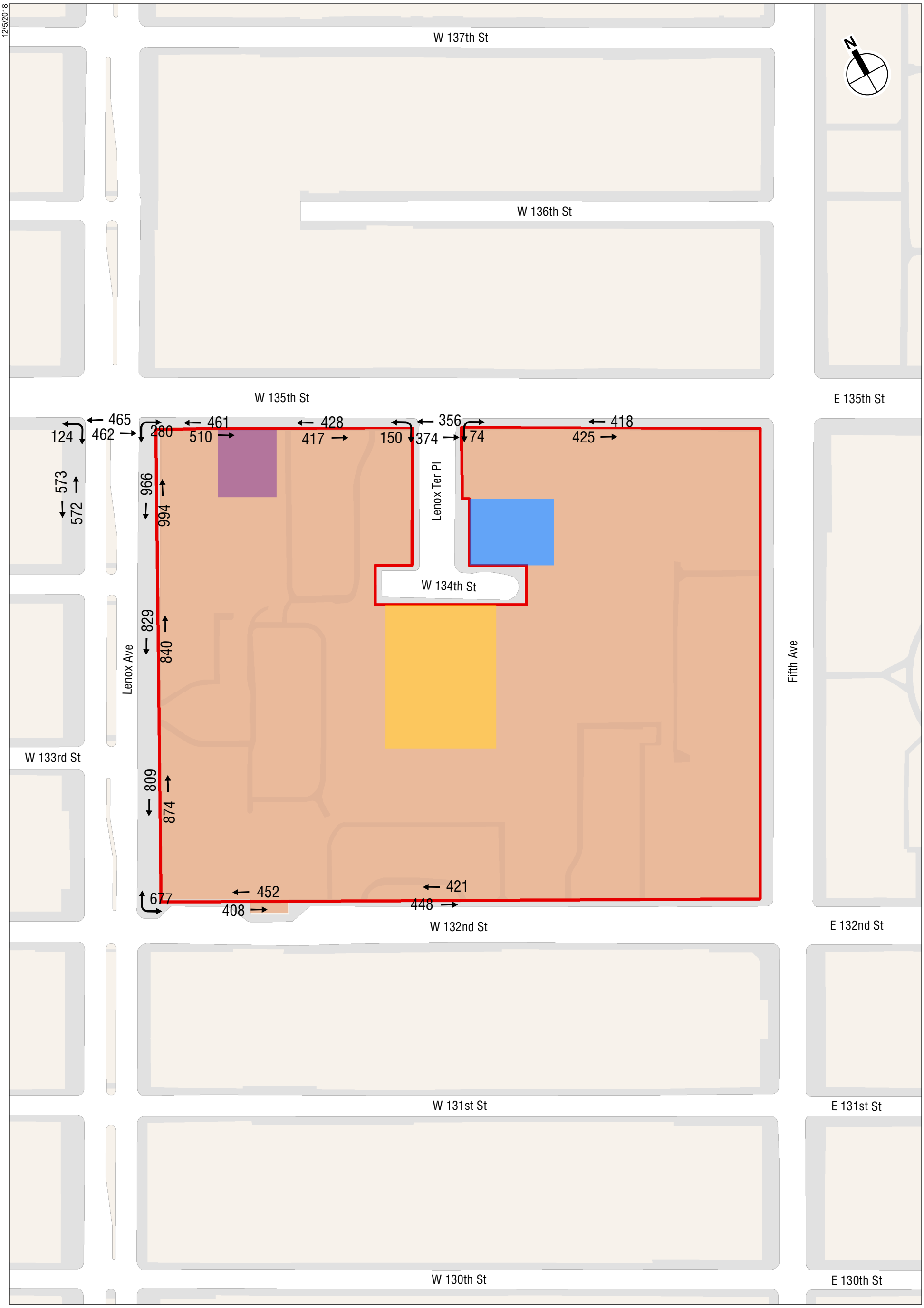
City-Owned Site

2026 With Action Pedestrian Volumes
Weekday AM Peak Hour

Figure 13-59

Lenox Terrace

12/5/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

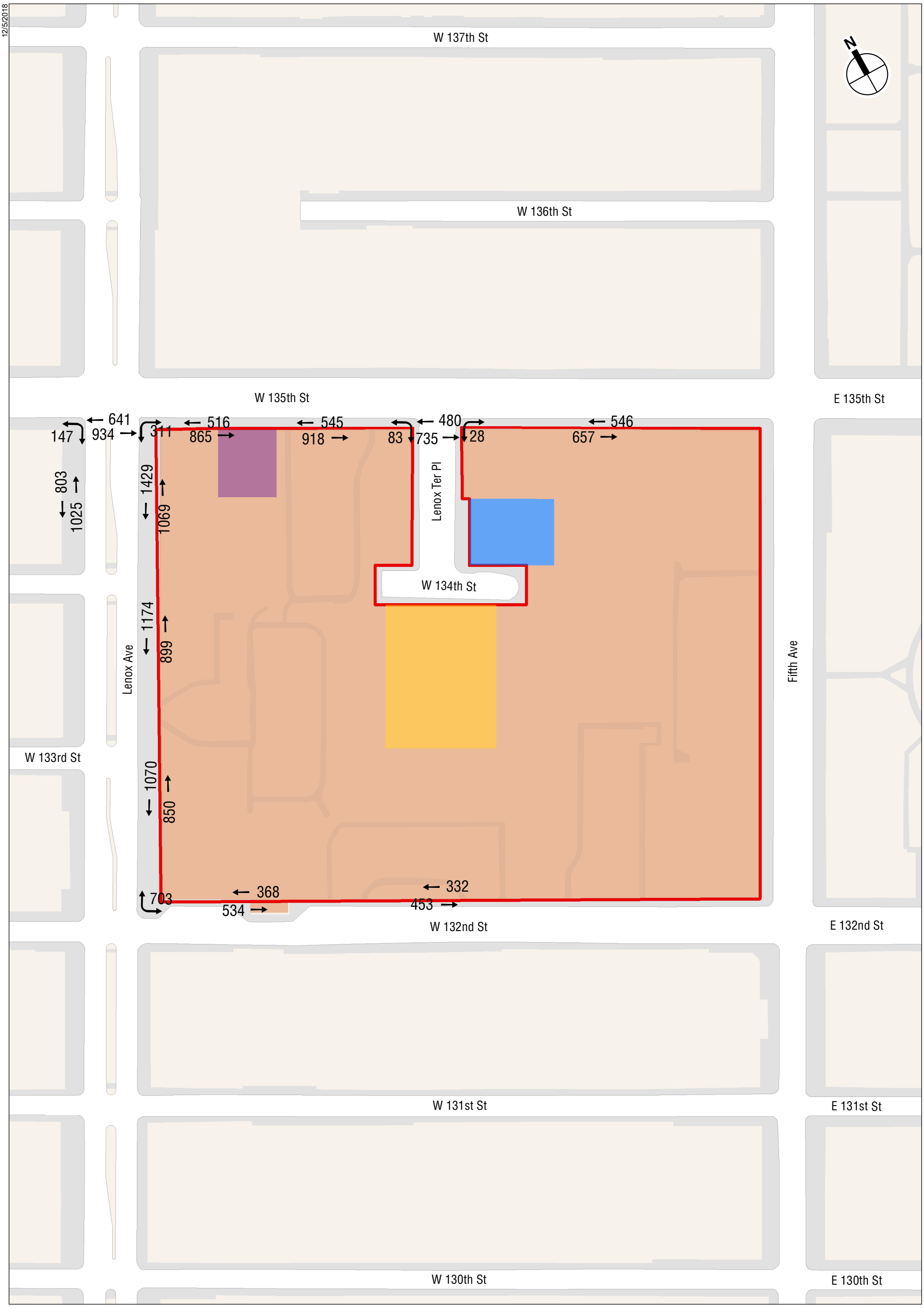
0 300 FEET

2026 With Action Pedestrian Volumes
Weekday Midday Peak Hour

Figure 13-60

Lenox Terrace

12/5/2018



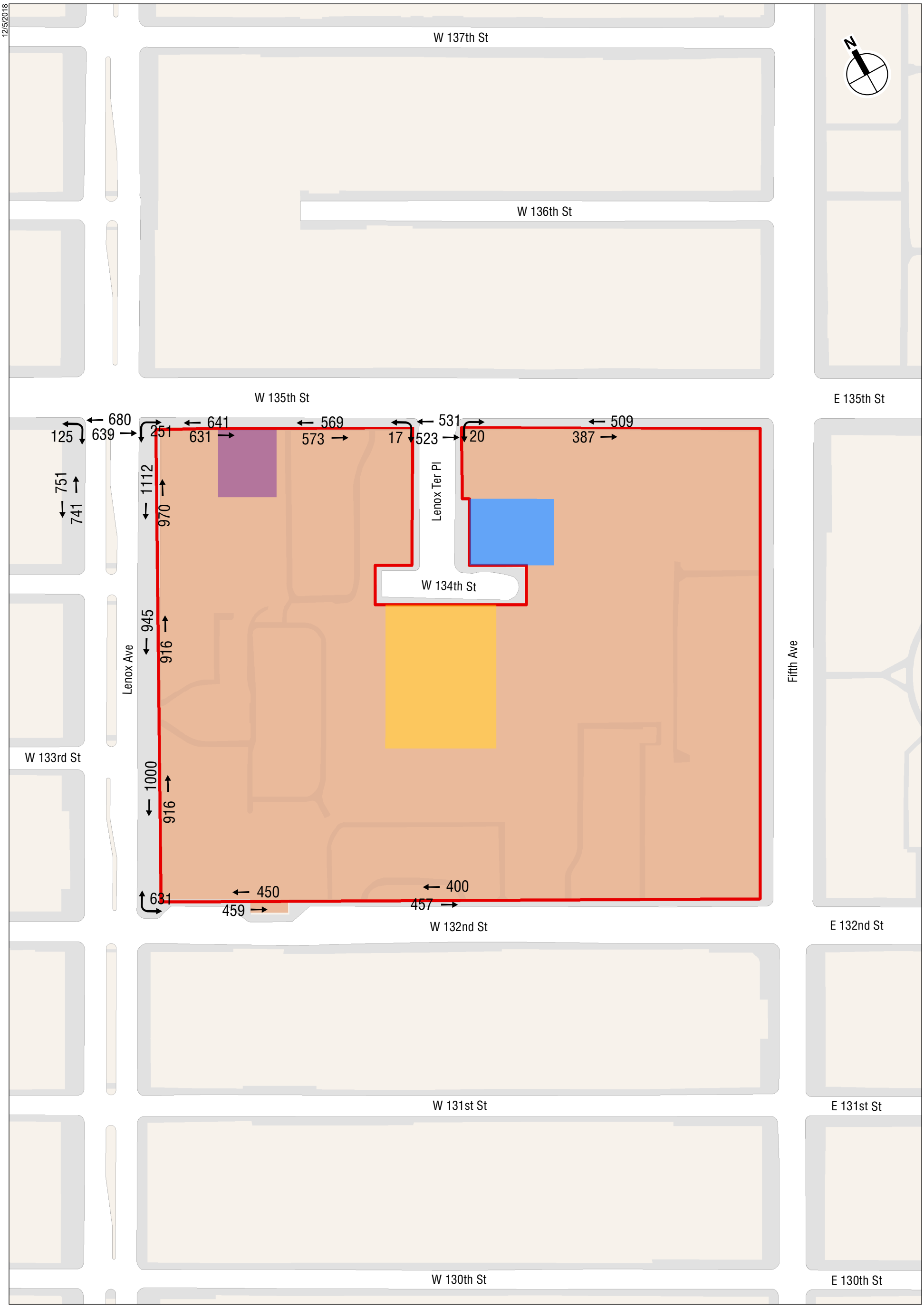
Rezoning Area
Potential Development Site
Proposed Development Site
City-Owned Site
Projected Future Development Sites

0 300 FEET

2026 With Action Pedestrian Volumes
Weekday PM Peak Hour
Figure 13-61

Lenox Terrace

12/5/2018



Rezoning Area
Potential Development Site
Proposed Development Site
City-Owned Site
Projected Future Development Sites

0 300 FEET

2026 With Action Pedestrian Volumes
Saturday Peak Hour
Figure 13-62

Lenox Terrace

Table 13-56 (cont'd)
2026 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Saturday Peak Hour						
East Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	East	23.5	2,082	0.84	148.99	B
West Sidewalk along Lenox Avenue between W 135th Street and W 134th Street	West	12.5	1,492	0.82	108.08	B
East Sidewalk along Lenox Avenue between W 134th Street and W 133rd Street	East	24.5	1,861	0.85	176.14	B
East Sidewalk along Lenox Avenue between W 133rd Street and W 132nd Street	East	24.5	1,916	0.86	173.59	B
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue (west of driveway)	North	3.0	909	0.80	40.64	C
North Sidewalk along W 132nd Street between Lenox Avenue and Fifth Avenue east of driveway)	North	3.0	857	0.80	43.24	C
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (west of driveway)	South	12.5	1,272	0.85	131.25	B
South Sidewalk along W 135th Street between Lenox Avenue and Lenox Terrace Place (east of driveway)	South	12.5	1,142	0.85	146.28	B
South Sidewalk along W 135th Street between Lenox Terrace Place and Fifth Avenue	South	12.5	896	0.85	186.62	B

Table 13-57
2026 With Action Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Lenox Avenue and West 135th Street	Southeast	120.36	A	124.16	A	119.25	A	123.10	A
	Southwest	224.48	A	260.14	A	178.94	A	219.07	A
Lenox Avenue and West 132nd Street	Northeast	687.96	A	608.11	A	493.42	A	520.88	A
Lenox Terrace Place and West 135th Street	Southeast	99.57	A	134.93	A	90.84	A	100.05	A
	Southwest	104.25	A	129.43	A	88.50	A	107.27	A

Table 13-58
2026 With Action Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	2-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	1,383	8.48	E
Lenox Terrace Place and West 135th Street	South	55.0	19.0	1,073	85.95	A
Weekday Midday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	927	13.64	E
Lenox Terrace Place and West 135th Street	South	55.0	19.0	730	124.41	A
Weekday PM Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	1,575	7.91	F
Lenox Terrace Place and West 135th Street	South	55.0	19.0	1,215	76.83	A
Saturday Peak Hour						
Lenox Avenue and West 135th Street	South	77.5	13.0	1,319	9.04	E
Lenox Terrace Place and West 135th Street	South	55.0	19.0	1,054	88.41	A

WEST 135TH STREET AND LENOX AVENUE

Crosswalks

- The south crosswalk of Lenox Avenue and West 135th Street would deteriorate from LOS C with 24.05 SFP to LOS E with 8.48 SFP, from LOS C with 24.89 SFP to LOS E with 13.64 SFP, from LOS D with 21.63 SFP to LOS F with 7.91 SFP, and from LOS C with 25.04 SFP to LOS E with 9.04 SFP during the weekday AM, midday, and PM, and Saturday peak hours, respectively.

G. VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

Crash data for the study area intersections were obtained from DOT for the time period between January 1, 2014 and December 31, 2016. The data obtained quantify the total number of reportable crashes (involving fatality, injury, or more than $1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location.

During the January 1, 2014 and December 31, 2016 three-year period, a total of 113 reportable and non-reportable crashes, zero fatalities, 119 injuries, and 40 pedestrian/bicyclist-related crashes occurred at the study area intersections. A rolling total of crash data identifies two high crash locations in the 2014 to 2016 period: Fifth Avenue and 132nd Street, and Lenox Avenue and West 135th Street. **Table 13-59** depicts total crash characteristics by intersection during the study period, as well as a breakdown of pedestrian and bicycle crashes by year and location. **Table 13-60** shows a detailed description of each pedestrian/bicyclist-related crash at the high crash locations listed above during the three-year period.

LENOX AVENUE AND WEST 135TH STREET

Based on the review of the crash history at the intersection of Lenox Avenue/Malcolm X Boulevard and West 135th Street, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded crashes. The intersection is signalized and provides four high visibility crosswalks. In addition, countdown timers are present on all crosswalks. In terms of project-generated activity, this intersection would experience incremental peak hour volume increases of approximately 90 or fewer vehicle trips and 930 or fewer incremental pedestrian trips at any crosswalk during each of the four analysis peak hours under the 2026 Full Build. The number of crashes involving pedestrians and bikes has declined since peaking at seven crashes in 2015/2016. Additional safety measures, such as the installation of ADA compliant curb cuts and texturing along the northwest, southwest and southeast corners, can be implemented to further improve pedestrian and bicycle safety at this intersection.

FIFTH AVENUE AND 132ND STREET

Based on the review of the crash history at the intersection of Fifth Avenue and 132nd Street, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded crashes. The intersection is signalized and provides four high visibility crosswalks. In addition, countdown timers are present on all crosswalks. In terms of project-generated activity, this intersection would experience incremental peak hour volume increases of approximately 80 or fewer vehicle trips and 40 or fewer incremental pedestrian trips at any crosswalk during each of the four analysis peak hours under the 2026 With Action condition. Additional safety measures, such as the installation of ADA compliant curb cuts and texturing along the southwest and northwest corners, can be implemented to further improve pedestrian and bicycle safety at this intersection.

Table 13-59
Crash Summary

Intersection		Study Period						Crashes by Year						
		All Crashes by Year			All Crashes Highest 12-Month Rolling	Total Fatalities	Total Injuries	Pedestrian			Bicycle			Ped + Bike 12 consecutive month maximum
North-South Roadway	East-West Roadway	2014	2015	2016				2014	2015	2016	2014	2015	2016	
Madison Avenue	East 132nd Street	2	6	4	7	0	13	0	3	3	0	0	0	3
Fifth Avenue	**132nd Street**	1	10	2	10	0	13	0	4	2	0	3	0	8
Fifth Avenue	135th Street	1	5	11	12	1	16	0	1	2	0	0	1	3
Lenox Avenue	West 129th Street	1	6	2	6	0	10	1	1	0	0	0	1	2
Lenox Avenue	West 131st Street	0	1	4	4	0	5	0	0	0	0	0	1	1
Lenox Avenue	West 132nd Street	1	2	2	3	0	5	0	1	0	0	0	0	1
Lenox Avenue	West 133rd Street	0	8	0	8	0	8	2	0	0	1	0	0	3
Lenox Avenue	West 134th Street	1	1	1	2	0	2	1	0	1	0	0	0	1
Lenox Avenue	**West 135th Street**	0	8	8	11	0	19	0	4	4	0	0	0	7
Adam Clayton Powell Jr. Boulevard	West 135th Street	0	15	7	15	0	25	0	1	0	0	0	2	2
Lenox Terrace Place	West 135th Street	1	2	0	3	0	3	0	0	0	0	0	0	0

Note: Bold intersections are high crash locations.
Source: DOT January 1, 2014 and December 31, 2016 crash data.

Table 13-60
Vehicle and Pedestrian Crash Details

Intersection	Year	Date	Time	Crash Class		Action of Vehicle	Action of Pedestrian	Cause of Crash			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
Lenox Avenue @ West 135th Street	2015	6/6	3:00pm	X		Going straight – south	Crossing with signal			X	
		11/24	5:00pm	X		Making right turn – west	Crossing with signal	X			
		12/10	10:00am	X		Going straight – west	Crossing, no signal or crosswalk			X	
		12/21	9:30pm	X		Other	Unknown				Unknown
	2016	4/6	12:25pm	X		Going straight – south	Crossing with signal				Unknown
		4/20	7:50am	X		Making right turn – west	Crossing with signal	X			
		6/24	6:20pm	X		Going straight – west	Crossing against signal		X		
		10/27	8:50pm	X		Making left turn – south	Crossing against signal	X	x		
Fifth Avenue @ East 132nd Street	2015	5/29	6:45am	X		Making left turn – southeast	Crossing with signal	X		X	
		6/15	11:30am	X		Backing – unknown	Along highway with traffic				Alcohol involvement
		9/11	5:20pm	X		Backing – west	Along highway against traffic			X	Other (Vehicle)
		9/29	10:40pm	X		Making left turn – southeast	Crossing with signal	X			
		11/23	5:40pm	X		Going straight – east	Along highway with traffic			X	
		11/23	4:54pm	X		Making left turn – southeast	Crossing with signal	X			
		12/23	5:00pm	X		Making left turn – east	Crossing with signal	X			
	2016	7/12	6:38am	X		Starting from parking – south	Crossing against signal		X		
		10/28	12:20pm	X		Going straight – east	Unknown				

H. PARKING ASSESSMENT

2017 EXISTING CONDITIONS

An inventory of on- and off-street parking conditions was conducted in the vicinity of the rezoning area in June 2018 and April 2017, respectively. The ¼-mile on-street survey involved recording curbside regulations and performing general observations of weekday daytime utilization. The ½-mile off-street survey provided an inventory of the area's public parking facilities and their legal capacities and daytime utilization.

ON-STREET PARKING

Curbside parking regulations within a ¼-mile of the rezoning area are illustrated in **Figure 13-63** and summarized in **Table 13-61**. The curbside regulations in the area generally include one-hour to two-hour metered parking and alternate-side parking to accommodate street cleaning regulations. Based on field observations, on-street parking in the area is generally at or near full utilization during weekday daytime hours.

Table 13-61
On-Street Parking Regulations

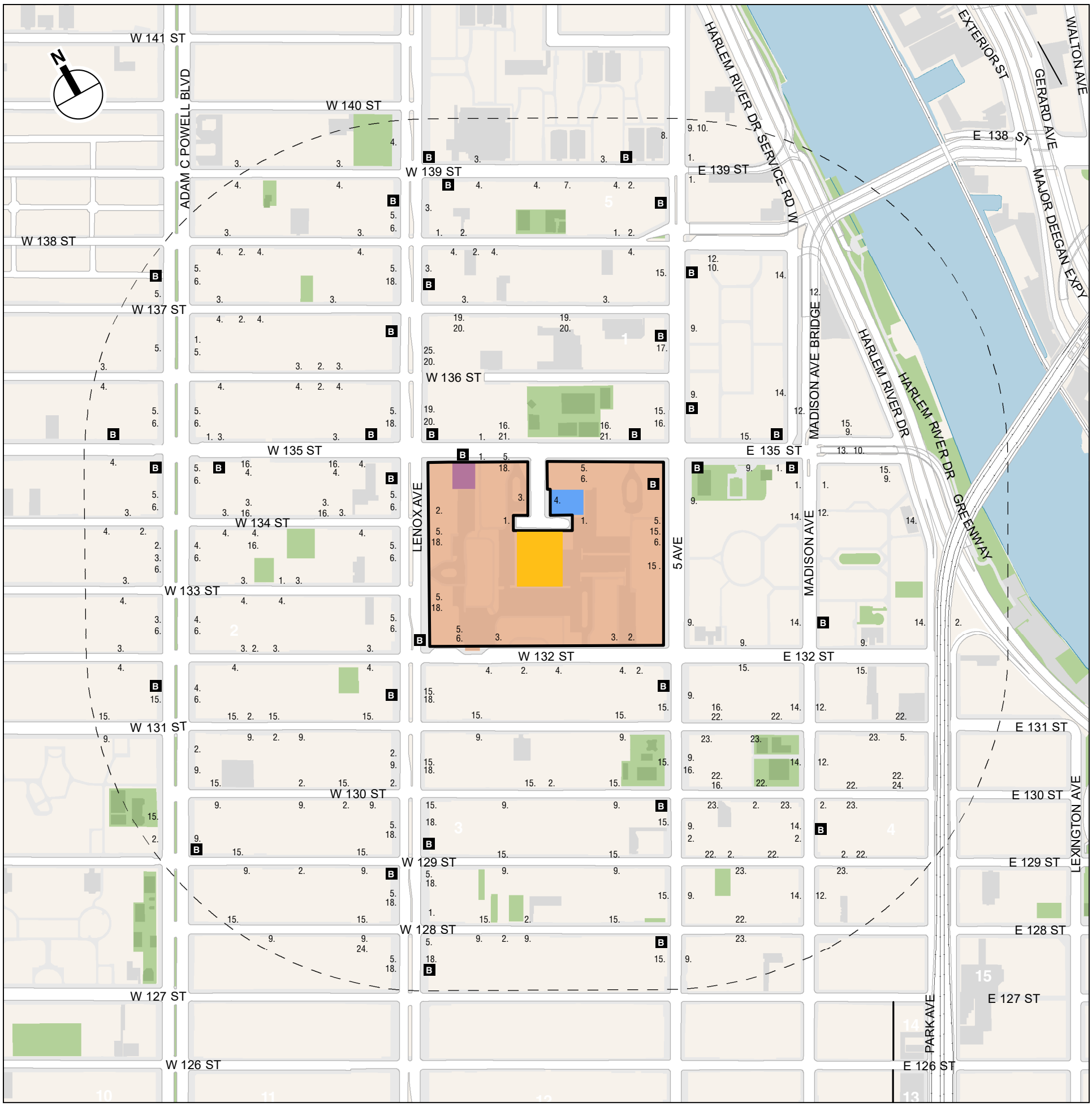
No.	Regulation	No.	Regulation
1	NS Anytime	14	NP 8:00-9:30AM Mon. & Thurs.
2	NP Anytime	15	NP 9:30-11:00AM Mon. & Thurs.
3	NP 11:30-1:00PM Mon. & Thurs.	16	NP 7AM-4PM School Days
4	NP 11:30-1:00PM Tue. & Fri.	17	NS Ex Authorized Vehicles (Dept. of Health)
5	NP 8AM-9AM Except Sun.	18	2-Hr Metered Parking 9AM-7PM Except Sun.
6	1-Hr Metered Parking 9AM-7PM Except Sun.	19	NS 7AM-7PM Mon-Fri. Except Authorized Vehicles
7	NP 8AM-3PM Mon-Fri.	20	Doctor's Vehicles Only
8	NP 7AM-10AM Mon-Fri.	21	Doctor's License Plates Only, 7AM-7PM All Days
9	NP 9:30-11:00AM Tue. & Fri.	22	NP 10:00-11:30AM Mon. & Thurs.
10	Back in Angle Parking Only	23	NP 10:00-11:30AM Tue. & Fri.
11	NS 7AM-7PM Mon-Fri.	24	NP 8AM-6PM Except Sun.
12	NP 8:00-9:30AM Tue. & Fri.	25	Farmer's Market Only Friday 7AM-7PM
13	NP 8:00-11:00AM Mon. & Fri.	B	Bus Layover Area, NS 7AM-Midnight Mon-Fri., MTA

Notes:
NP = No Parking; NS = No Standing; Sun = Sunday; Mon = Monday; Tue = Tuesday; Wed = Wednesday; Thu = Thursday; Fri = Friday; Sat = Saturday
Sources:
Surveys conducted by AKRF, Inc.; June 2018

OFF-STREET PARKING

Off-street publicly accessible parking lots and garages within ½-mile of the rezoning area were surveyed in April 2017 (see **Figure 13-64**). Each facility's operating license and legal capacity were noted. Based on responses given by parking attendants and visual inspections, where possible, estimates were made on the parking occupancy or utilization at each facility for the weekday morning, midday, evening, overnight, and Saturday time periods. A summary of the recorded information and the area's overall off-street public parking supply and utilization is presented in **Table 13-62**.

8/14/2018



Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

Study Area (Quarter-mile boundary)

9. *On-Street Facility*

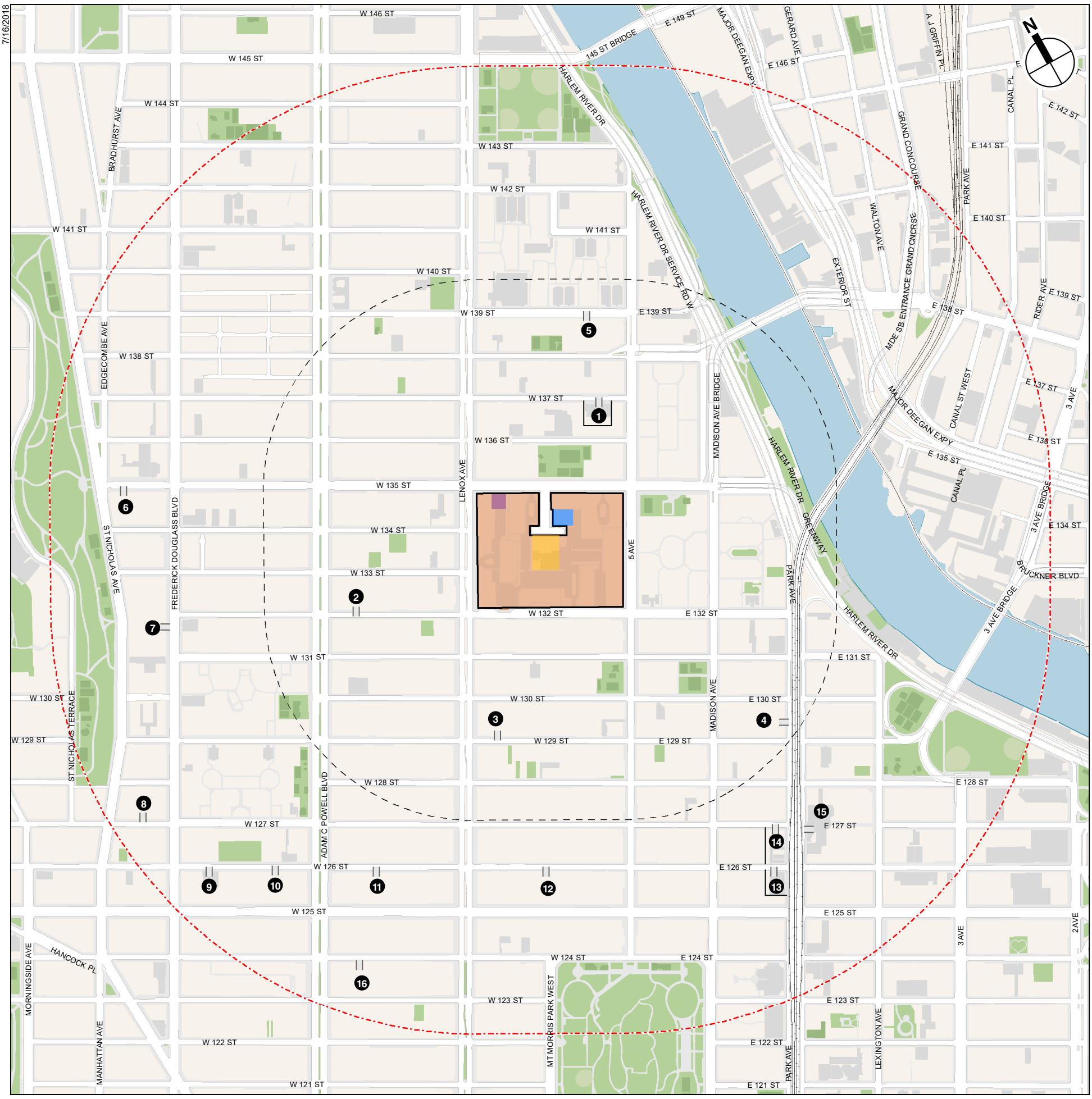
B *Bus Stop*

Lenox Terrace

On-Street Parking Regulations

Figure 13-63

7/16/2018



0 1,000 FEET

Rezoning Area

Proposed Development Site

Projected Future Development Sites

Potential Development Site

City-Owned Site

Study Area (Quarter-mile boundary)

Study Area (Half-mile boundary)

Lenox Terrace

Off-Street Parking Facilities

Figure 13-64

Table 13-62

2017 Existing Off-Street Public Parking—½-Mile Study Area

Map #	Name/Address	Parking Type	License Number	Licensed Capacity	Utilization Rate					Utilized Spaces					Available Spaces				
					AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT
1	MPG Uptown Parking - 6 W. 137th Street	Open Lot	2030917	128	90%	90%	90%	90%	90%	115	115	115	115	115	13	13	13	13	13
2	VFC Parking - 161 W. 132nd Street	Garage	1277435	135	50%	75%	40%	40%	40%	68	101	54	54	54	67	34	81	81	81
3	Lenox Parking Garage LLC - 380 Lenox Avenue	Garage	N/A	77	50%	50%	50%	50%	50%	39	39	39	39	39	38	38	38	38	38
4	1908 Parking - 1908 Park Avenue	Garage	1432040	149	50%	80%	65%	60%	45%	75	119	97	89	67	74	30	52	60	82
5	Park 139th LLC - 34 W. 139th Street	Garage	1312579	72	70%	100%	35%	50%	20%	50	72	25	36	14	22	0	47	36	58
6	DEB Parking LLC - 300 W. 135th Street	Garage	1205557	140	40%	50%	25%	25%	30%	56	70	35	35	42	84	70	105	105	98
7	FD 131st LLC - 410 St. Nicholas Avenue	Open Lot	1474772	56	40%	70%	50%	20%	35%	22	39	28	11	20	34	17	28	45	36
8	Park 127 Management, LLC - 311 W. 127th St	Garage	1474770	115	60%	60%	60%	60%	50%	69	69	69	69	58	46	46	46	46	57
9	SGN Parking - 270 W. 126th Street	Open Lot	2020047	59	25%	50%	25%	5%	5%	15	30	15	3	3	44	29	44	56	56
10	IMPARK - 216 W. 126th Street	Garage	1102349	60	25%	50%	25%	5%	5%	15	30	15	3	3	45	30	45	57	57
11	PROPARK - 120 W. 126th Street	Garage	1368696	304	70%	80%	65%	60%	60%	213	243	198	182	182	91	61	106	122	122
12	Rapid Park - 54 W. 126th Street	Garage	1004129	47	100%	100%	100%	100%	100%	47	47	47	47	47	0	0	0	0	0
13	New AP Parking Corp. - 68 E. 126th Street	Open Lot	2048930	150	40%	50%	15%	25%	10%	60	75	23	38	15	90	75	127	112	135
14	A&P Parking - 1854 Park Avenue	Open Lot	2049173	75	40%	50%	15%	25%	10%	30	38	11	19	8	45	37	64	56	67
15	Upper Manhattan Parking - 1845-1865 Park Ave	Open Lot	1422156	88	100%	100%	50%	50%	50%	88	88	44	44	44	0	0	44	44	44
16	PARK-IT Able Parking - 160 W. 124th Street	Garage	1423788	175	55%	75%	60%	50%	50%	96	131	105	88	88	79	44	70	87	87
1/2-Mile Area Totals				**1,830**	**58%**	**71%**	**50%**	**48%**	**44%**	**1,058**	**1,306**	**920**	**872**	**799**	**772**	**524**	**910**	**958**	**1,031**

Notes:
MD = Weekday Midday; ON = Weekday Overnight; SAT = Saturday Afternoon; N/A = Not Available

Sources:
Survey conducted by AKRF Inc. April 2017

Within the ½-mile off-street parking study area, 16 public parking facilities were inventoried. The combined capacity of these facilities totals 1,830 parking spaces. Overall, they were 58, 71, 50, 48, and 44-percent utilized, with 772, 524, 910, 958, and 1,031 parking spaces available during the weekday morning, midday, evening, overnight, and Saturday time periods, respectively.

FUTURE WITHOUT THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

2023 NO ACTION CONDITION

Overall off-street public parking utilization is assumed to experience the same growth as projected for traffic. In the 2023 No Action condition, No Build projects are expected to displace one public parking facility with approximately 75 parking spaces. As presented in **Table 13-63**, accounting for the displacement of the public parking spaces, the parking demand generated from background growth and discrete projects (both their parking demand and accessory parking spaces) absent the proposed project, and the parking demand from the potential local retail retenanting in the rezoning area, the 2023 No Action condition public parking utilization is expected to increase to 73, 85, 64, 69, and 56-percent during the weekday morning, midday, evening, overnight, and Saturday time periods, respectively.

Table 13-63
2017 Existing and 2023 No Action Parking Supply and Utilization—
½-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday Midday
2017 Existing Public Parking Supply	1,830	1,830	1,830	1,830	1,830
2017 Existing Public Parking Demand	1,058	1,306	920	872	799
2017 Existing Public Parking Utilization	58%	71%	50%	48%	44%
2017 Existing Public Parking Supply	1,830	1,830	1,830	1,830	1,830
Displaced Public Parking Supply Total	-75	-75	-75	-75	-75
2023 No Action Background Incremental Parking Demand	15	18	13	12	11
Discrete No Build Projects Accessory Parking Supply	886	886	886	886	886
Discrete No Build Projects Parking Demand	775	758	720	882	730
Discrete No Build Projects Public Parking Demand	208	174	194	329	162
Development Site - No Action Local Retail Retenant Public Parking Demand	0	0	0	0	6
2023 No Action Public Parking Supply Total	1,755	1,755	1,755	1,755	1,755
2023 No Action Public Parking Demand Total	1,281	1,498	1,127	1,213	978
2023 No Action Public Parking Utilization	73%	85%	64%	69%	56%
2023 No Action Available Spaces (Shortfall)	474	257	628	542	777

Notes:
Sample Calculation
2023 No Action Parking Demand Total = 2017 Existing Public Parking Demand + 2023 No Action Background Incremental Parking Demand + Discrete No Build Projects Public Parking Demand + No Action Local Retail Retenant Public Parking Demand
2023 No Action Weekday AM Public Parking Demand Total = 1,058 + 15 + 208 + 0 = 1,281.

FUTURE WITH THE PROPOSED PROJECT (2023/PHASE 1 COMPLETION)

2023 WITH ACTION CONDITION

As described above, in the With Action condition upon completion of Phase 1, the proposed development site would include three of the five new buildings which comprise approximately 1,094 new residential units, 95,000 gsf of new retail (assumed to be half local and half destination retail uses), and 5,000 gsf of community facility space (assumed to be half medical office and half

community center). Approximately 33,700 gsf of the existing local retail uses on the proposed development site would also remain in Phase 1. In addition, there would be a total of approximately 792 to 817 accessory parking spaces provided on the proposed development site. For a conservative parking analysis, the lower total of 792 accessory parking spaces was assumed in the 2023 With Action condition parking analysis presented below.

The incremental weekday and Saturday parking demand generated by the 2023 With Action condition are presented in **Tables 13-64 and 13-65**, respectively. Based on the most recent U.S. Census 2012-2016 ACS auto ownership data, the renter-occupied auto ownership rate in the study area is approximately 22 percent. Applying the 22 percent renter-occupied auto ownership rate to the approximately 1,094 new residential units results in an overnight parking demand of approximately 241 parking spaces. As presented in **Table 13-66**, accounting for the 2023 No Action parking supply and demand utilization, the incremental parking demand generated by the 2023 With Action condition, and approximately 792 accessory parking spaces that would be provided on the proposed development site, the 2023 With Action public parking utilization in the off-street parking study area is expected to increase to 73, 86, 65, 69, and 57-percent during the weekday morning, midday, evening, overnight, and Saturday time periods, respectively.

Since the 2023 With Action parking utilization level is within the area's off-street public parking capacity, the 2023 With Action condition is not expected to result in the potential for parking shortfalls or significant adverse parking impacts.

Table 13-64
2023 With Action
Incremental Parking Demand—Weekday

Hour	Residential	Local Retail	Destination Retail	Community Facility - General	Community Facility - Medical Office	Total
12 AM-01 AM	241	0	0	0	0	241
01 AM-02 AM	241	0	0	0	0	241
02 AM-03 AM	241	0	0	0	0	241
03 AM-04 AM	241	0	0	0	0	241
04 AM-05 AM	241	0	0	0	0	241
05 AM-06 AM	241	0	0	0	0	241
06 AM-07 AM	241	0	0	0	0	241
07 AM-08 AM	216	0	0	0	0	216
08 AM-09 AM	160	0	0	0	0	160
09 AM-10 AM	129	0	2	0	0	131
10 AM-11 AM	109	0	5	0	0	114
11 AM-12 PM	102	0	7	0	0	109
12 PM-01 PM	102	0	7	0	0	109
01 PM-02 PM	102	0	10	0	0	112
02 PM-03 PM	102	0	9	0	0	111
03 PM-04 PM	103	0	11	0	0	114
04 PM-05 PM	116	0	10	0	0	126
05 PM-06 PM	145	0	10	1	0	156
06 PM-07 PM	176	0	8	0	0	184
07 PM-08 PM	204	0	6	0	0	210
08 PM-09 PM	216	0	6	0	0	222
09 PM-10 PM	226	0	0	0	0	226
10 PM-11 PM	234	0	0	0	0	234
11 PM-12 AM	241	0	0	0	0	241

Table 13-65
2023 With Action
Incremental Parking Demand—Saturday

Hour	Residential	Local Retail	Destination Retail	Community Facility - General	Community Facility - Medical Office	Total
12 AM-01 AM	241	0	0	0	0	241
01 AM-02 AM	241	0	0	0	0	241
02 AM-03 AM	241	0	0	0	0	241
03 AM-04 AM	241	0	0	0	0	241
04 AM-05 AM	241	0	0	0	0	241
05 AM-06 AM	241	0	0	0	0	241
06 AM-07 AM	236	0	0	0	0	236
07 AM-08 AM	221	0	1	0	0	222
08 AM-09 AM	202	0	4	0	0	206
09 AM-10 AM	178	-1	6	0	0	183
10 AM-11 AM	149	-4	9	0	0	154
11 AM-12 PM	118	-4	19	0	0	133
12 PM-01 PM	85	-5	22	0	0	102
01 PM-02 PM	89	-5	22	1	0	107
02 PM-03 PM	98	-6	23	1	0	116
03 PM-04 PM	108	-7	25	1	0	127
04 PM-05 PM	119	-7	24	0	0	136
05 PM-06 PM	132	-7	24	0	0	149
06 PM-07 PM	152	-6	21	0	0	167
07 PM-08 PM	185	-5	14	0	0	194
08 PM-09 PM	215	-3	8	0	0	220
09 PM-10 PM	240	0	0	0	0	240
10 PM-11 PM	241	0	0	0	0	241
11 PM-12 AM	241	0	0	0	0	241

Table 13-66
2023 No Action and With Action Parking Supply and Utilization—
½-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday Midday
2023 No Action Public Parking Supply Total	1,755	1,755	1,755	1,755	1,755
2023 No Action Public Parking Demand Total	1,281	1,498	1,127	1,213	978
2023 No Action Public Parking Utilization	73%	85%	64%	69%	56%
Rezoning Area Residential Parking Demand [(1)]	413	264	376	619	229
Rezoning Area On-Site Parking Spaces [(2)]	792	792	792	792	792
Rezoning Area Residential Parking Demand Accommodated On-Site	413	264	376	619	229
Rezoning Area Residential Public Parking Demand	0	0	0	0	0
Proposed Development Site-Incremental Public Parking Demand by Other Uses	0	7	11	0	18
Rezoning Area With Action Incremental Public Parking Demand	0	7	11	0	18
2023 With Action Public Parking Supply Total	1,755	1,755	1,755	1,755	1,755
2023 With Action Public Parking Demand Total	1,281	1,505	1,138	1,213	996
2023 With Action Public Parking Utilization	73%	86%	65%	69%	57%
2023 With Action Available Spaces (Shortfall)	474	250	617	542	759

Notes:
(1) Includes existing rezoning area residential and Phase 1 incremental residential parking demand.
(2) Under the 2023 With Action condition, there would be a total of approximately 792 to 817 accessory parking spaces provided on the proposed development site. For a conservative parking analysis, the lower total of 792 accessory parking spaces was assumed.
Sample Calculation
2023 With Action Public Parking Demand Total = 2023 No Action Public Parking Demand Total + Rezoning Area With Action Incremental Public Parking Demand
2023 With Action Weekday AM Public Parking Demand Total = 1,281 + 0 = 1,281.

FUTURE WITHOUT THE PROPOSED PROJECT (2026/FULL BUILD)

2026 NO ACTION CONDITION

For the 2026 No Action condition, overall off-street public utilization is assumed to experience the same background growth as projected for 2026 No Action traffic levels (an annual background growth rate of 0.125 percent was assumed for the remaining years 2023 to 2026). In addition to the No Build projects' parking demand and supply changes described above under the 2023 No Action condition, two additional No Build projects would be completed by 2026 and their parking demands have been incorporated into the 2026 No Action condition. One of these two No Build projects is expected to displace a public parking facility with approximately 88 parking spaces. In total, two public parking facilities with a total of approximately 163 spaces would be displaced under the 2026 No Action condition. It should be noted that the 2026 No Action condition does not include Phase 1 of the proposed project.

As presented in **Table 13-67**, accounting for the displacement of the public parking spaces, the parking demand generated from background growth and discrete projects (both their parking demand and accessory parking spaces) absent the proposed actions, and the parking demand from the potential local retail retenanting in the rezoning area, the 2026 No Action condition public parking utilization is expected to increase to 86, 96, 76, 85, and 64-percent during the weekday morning, midday, evening, overnight, and Saturday time periods, respectively.

Table 13-67
2017 Existing and 2026 No Action Parking Supply and Utilization—
½-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday Midday
2017 Existing Public Parking Supply	1,830	1,830	1,830	1,830	1,830
2017 Existing Public Parking Demand	1,058	1,306	920	872	799
2017 Existing Public Parking Utilization	58%	71%	50%	48%	44%
2017 Existing Public Parking Supply	1,830	1,830	1,830	1,830	1,830
Displaced Public Parking Supply Total	-163	-163	-163	-163	-163
2026 No Action Background Incremental Parking Demand	19	23	16	15	14
Discrete No Build Projects Accessory Parking Supply	918	918	918	918	918
Discrete No Build Projects Parking Demand	955	894	885	1,115	846
Discrete No Build Projects Public Parking Demand	356	278	327	530	246
Development Site - No Action Local Retail Retenant Public Parking Demand	0	0	0	0	6
2026 No Action Public Parking Supply Total	1,667	1,667	1,667	1,667	1,667
2026 No Action Public Parking Demand Total	1,433	1,607	1,263	1,417	1,065
2026 No Action Public Parking Utilization	86%	96%	76%	85%	64%
2026 No Action Available Spaces (Shortfall)	234	60	404	250	602

Notes:
Sample Calculation
2026 No Action Parking Demand Total = 2017 Existing Public Parking Demand + 2026 No Action Background Incremental Parking Demand + Discrete No Build Projects Public Parking Demand + No Action Local Retail Retenant Public Parking Demand
2026 No Action Weekday AM Public Parking Demand Total = 1,058 + 19 + 356 + 0 = 1,433.

FUTURE WITH THE PROPOSED PROJECT (2026/FULL BUILD)

2026 WITH ACTION CONDITION

As described above, in the 2026 With Action condition, the proposed actions would provide for the development of five new mixed-use buildings on the proposed development site. The new buildings would include approximately 1,642 DUs, 135,500 gsf of commercial space, and approximately 15,000 gsf of community facility space. There would be between 491 and 626 accessory parking

spaces within parking garages below the new buildings, as well as approximately 34 accessory parking spaces at-grade for a total of approximately between 525 and 660 accessory parking spaces. For a conservative parking analysis, the lower total of 525 accessory parking spaces was assumed in the 2026 With Action condition parking analysis presented below. In addition, the incremental parking demand and accessory parking supply (19 spaces) from the projected future development site (Lot 65) has been incorporated into the 2026 With Action condition.

The incremental weekday and Saturday parking demand generated by the 2026 With Action condition are presented in **Tables 13-68 and 13-69**, respectively. Similarly, applying the 22 percent renter-occupied auto ownership rate from the 2012-2016 ACS auto ownership data to the approximately 1,711 new residential units (1,642 units from the proposed development site and 69 units from the projected future development site) results in an overnight parking demand of approximately 376 parking spaces.

As presented in **Table 13-70**, accounting for the 2026 No Action parking supply and demand utilization, the incremental parking demand generated by the 2026 With Action condition, and approximately 544 accessory parking spaces (525 from the proposed development site and 19 from the projected future development site) that would be provided in the rezoning area, the public parking utilization is estimated to increase to 86, 97, 77, 98, and 65-percent during the weekday morning, midday, evening, overnight, and Saturday time periods, respectively. Since the 2026 With Action parking utilization level is within the area's off-street public parking capacity, the 2026 With Action condition is not expected to result in the potential for parking shortfalls or significant adverse parking impacts.

Table 13-68
2026 With Action
Incremental Parking Demand—Weekday

Hour	Residential	Local Retail	Destination Retail	Community Facility - General	Community Facility - Medical Office	Total
12 AM-01 AM	376	0	0	0	0	376
01 AM-02 AM	376	0	0	0	0	376
02 AM-03 AM	376	0	0	0	0	376
03 AM-04 AM	376	0	0	0	0	376
04 AM-05 AM	376	0	0	0	0	376
05 AM-06 AM	376	0	0	0	0	376
06 AM-07 AM	376	0	0	0	0	376
07 AM-08 AM	337	0	0	0	0	337
08 AM-09 AM	251	0	0	0	1	252
09 AM-10 AM	203	0	4	0	1	208
10 AM-11 AM	173	0	9	0	1	183
11 AM-12 PM	162	0	13	0	0	175
12 PM-01 PM	162	0	13	0	1	176
01 PM-02 PM	162	0	18	0	1	181
02 PM-03 PM	162	0	17	0	1	180
03 PM-04 PM	164	0	19	0	1	184
04 PM-05 PM	184	0	18	0	0	202
05 PM-06 PM	230	0	18	1	0	249
06 PM-07 PM	278	0	16	0	0	294
07 PM-08 PM	320	0	12	0	0	332
08 PM-09 PM	338	0	10	0	0	348
09 PM-10 PM	352	0	0	0	0	352
10 PM-11 PM	364	0	0	0	0	364
11 PM-12 AM	376	0	0	0	0	376

Table 13-69
2026 With Action
Incremental Parking Demand—Saturday

Hour	Residential	Local Retail	Destination Retail	Community Facility - General	Community Facility - Medical Office	Total
12 AM-01 AM	376	0	0	0	0	376
01 AM-02 AM	376	0	0	0	0	376
02 AM-03 AM	376	0	0	0	0	376
03 AM-04 AM	376	0	0	0	0	376
04 AM-05 AM	376	0	0	0	0	376
05 AM-06 AM	376	0	0	0	0	376
06 AM-07 AM	369	0	0	0	0	369
07 AM-08 AM	345	0	2	0	0	347
08 AM-09 AM	315	-1	6	0	0	320
09 AM-10 AM	278	-3	10	0	0	285
10 AM-11 AM	233	-8	14	0	0	239
11 AM-12 PM	184	-8	28	0	0	204
12 PM-01 PM	132	-9	31	0	0	154
01 PM-02 PM	137	-9	31	1	0	160
02 PM-03 PM	152	-11	32	1	0	174
03 PM-04 PM	166	-13	34	1	0	188
04 PM-05 PM	184	-13	33	0	0	204
05 PM-06 PM	205	-13	33	0	0	225
06 PM-07 PM	236	-11	29	0	0	254
07 PM-08 PM	288	-10	18	0	0	296
08 PM-09 PM	334	-6	9	0	0	337
09 PM-10 PM	372	0	0	0	0	372
10 PM-11 PM	376	0	0	0	0	376
11 PM-12 AM	376	0	0	0	0	376

Table 13-70
2026 No Action and With Action Parking Supply and Utilization—
½-Mile Study Area

	Weekday AM	Weekday Midday	Weekday PM	Weekday Overnight	Saturday Midday
2026 No Action Public Parking Supply Total	1,667	1,667	1,667	1,667	1,667
2026 No Action Public Parking Demand Total	1,433	1,607	1,263	1,417	1,065
2026 No Action Public Parking Utilization	86%	96%	76%	85%	64%
Rezoning Area Residential Parking Demand [1]	504	324	461	754	277
Rezoning Area On-Site Parking Spaces [2]	544	544	544	544	544
Rezoning Area Residential Parking Demand Accommodated On-Site	504	324	461	544	277
Rezoning Area Residential Public Parking Demand	0	0	0	210	0
Proposed Development Site - Incremental Public Parking Demand by Other Uses	1	14	19	0	23
Rezoning Area With Action Incremental Public Parking Demand	1	14	19	210	23
2026 With Action Public Parking Supply Total	1,667	1,667	1,667	1,667	1,667
2026 With Action Public Parking Demand Total	1,434	1,621	1,282	1,627	1,088
2026 With Action Public Parking Utilization	86%	97%	77%	98%	65%
2026 With Action Available Spaces (Shortfall)	233	46	385	40	579

Notes:

[1] Includes existing rezoning area residential and Phase 2 Full Build incremental residential parking demand.

[2] Under the 2026 With Action condition, there would be a total of approximately 525 to 660 accessory parking spaces provided on the proposed development site. For a conservative parking analysis, the lower total of 525 accessory parking spaces was assumed. In addition, projected future development site (Lot 65) would provide another 19 accessory parking spaces. Therefore, a total of 544 accessory parking spaces was assumed.

Sample Calculation

2026 With Action Public Parking Demand Total = 2026 No Action Public Parking Demand Total + Rezoning Area With Action Incremental Public Parking Demand

2026 With Action Weekday AM Public Parking Demand Total = 1,433 + 1 = 1,434.

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