

3.23 UNAVOIDABLE ADVERSE IMPACTS

INTRODUCTION

According to the *CEQR Technical Manual*, unavoidable adverse impacts are disclosed when a proposed action is expected to result in significant adverse impacts for which there are no reasonable or practical mitigation measures. As described in Chapter 3.22, “Mitigation,” most of the potential significant adverse impacts of the proposed actions could be avoided or mitigated by implementing a number of measures. However, there are also a number of unavoidable adverse impacts for which there is no mitigation. These unavoidable adverse impacts are described below.

SHADOWS

As discussed in Chapter 3.5, “Shadows,” the proposed action would result in significant shadow impacts on the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church. Incremental shadows cast by the projected development would be cast on stained glass features of this resource. A potential mitigation measure for the identified impact on these two resources includes the use of artificial lighting to simulate the sunlit conditions. The provision of indirectly mounted lighting could simulate lost sunlight conditions at the affected stained glass windows of each resource. After the issuance of the DEIS, the Department of City Planning, in consultation with the NYC Landmark Preservation Commission, concluded that the mitigations measures described above are not feasible and that there are no other feasible or practicable mitigation measures that would eliminate or reduce the impacts. Therefore, the significant adverse shadow impacts on these two resources remain unmitigated.

The proposed action would result in significant shadow impacts on two open space resources. Dream Street Park and Adam Clayton Powell Jr. State Office Building Plaza would receive incremental shadows cast by the projected development sites. Potential mitigation measures for these shadow impacts could include relocating facilities within an open space to avoid sunlight loss, or the provision of new passive facilities on other nearby open spaces to supplement those affected by the action generated shadows.

Since the issuance of the DEIS, the Department of City Planning consulted with the NYC Department of Parks and Recreation (DPR) regarding the feasibility of implementing the potential mitigation measures identified for Dream Street Park. Based on these discussions, DPR concluded that relocating seating areas and replacing plant material was feasible and would allow for partial mitigation of the shadow impacts. If DPR funding becomes available to implement these improvements prior to the project’s build year of 2017, the impacts could be partially mitigated. Absent available funding for the improvements, the significant adverse shadow impacts would remain unmitigated.

The proposed action would result in significant adverse shadow impacts to the Adam Clayton Powell, Jr. State Office Building Plaza. Mitigation measures for these shadow impacts include redesigning the plaza to relocate sun-light sensitive features to avoid sunlight loss, or the

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

HISTORIC RESOURCES

Demolition/Expansion Impacts

As noted in Chapter 3.6, “Historic Resources,” the proposed action could result in significant adverse impacts due to potential demolition of four Register-eligible resources on potential development sites, including: the former Harlem Savings Bank (#2), the Marion Building (#3), the Bishop Building (#4) and the Amsterdam News Building (#5). Any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks or have been calendared for designation.

Construction Impacts

Inadvertent construction-related damage could potentially occur to eight eligible and potentially eligible resources including: the Metro-North 125th Street Station (#7); the Park Avenue Viaduct (#8); the former Twelfth Ward Bank (#11); Blumstein’s Department Store (#12); 221 East 124th Street (#19), the Apartment Building at 2075-2087 Lexington Avenue (# 20); the Lenox Avenue/West 125th Street Subway Station (#24) and the H.C.F. Koch Department Store (#25). For these eight non-designated resources, construction under the proposed action could potentially result in construction-related impacts to the resource, as the additional construction protections of *TPPN 10/88* would not apply.

The City has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to the historic resources. Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code subchapters 11 and 19. In addition, the New York City Department of Buildings’ *Technical Policy and Procedure Notice (PPN) #10/88*, supplements these procedures by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. In the case of the seven resources listed above, any significant adverse impacts would be unmitigated as none of these resources are designated New York City landmarks, have been calendared for

designation or are NR-listed resources. Without the protective measures described above, significant adverse construction-related impacts would not be mitigated.

Several projected and potential developments that are expected to result from the proposed action could potentially cast new incremental shadows on sunlight sensitive historic resources. As further discussed in Chapter 3.5, “Shadows,” the Church of St. Joseph of the Holy Family and the Metropolitan Community United Methodist Church contain light-sensitive features and are expected to receive incremental shadowing effects as a result of the proposed action. The incremental shadow cast upon these resources would result in a significant adverse shadow impact on the resources.

TRAFFIC

As noted in Chapter 3.15, the result of the traffic analysis shows that the additional traffic demand generated by the proposed action would generate significant adverse traffic impacts on 11 approaches at 8 intersections during the weekday AM peak hour, 10 approaches at 8 intersections during the weekday midday peak hour, 28 approaches at 16 intersections during the weekday PM peak hour, and 25 approaches at 15 intersections during the Saturday midday peak hour. The proposed mitigation measures described in this chapter would mitigate all of the operational impacts associated with the proposed action, with the exception of the following six (6) intersections where unmitigated impacts would remain under the Action condition:

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

Table 3.23-1 summarizes the quantifiable traffic impacts of the proposed action as compared to the analyzed alternatives. As shown in the table, the proposed action would result in 10 peak hour traffic impacts at six intersections. The C6-3 Alternative would also result in the same number of peak hour traffic impacts at six intersections. In comparison, the Arts Bonus Alternative would result in 14 peak hour impacts at eight intersections, while the C4-4D Alternative would result in 13 peak hour impacts at six intersections. The Expanded Arts Bonus Alternative would result in the most peak hour traffic impacts, with 15 peak hour traffic impacts at eight intersections.

3.23-1A - Summary of Traffic Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures

Action Conditions
125th Street Rezoning FEIS

Intersection	Proposed Traffic Mitigation Measures			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			<ul style="list-style-type: none"> * Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. * Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period 	
West 126th Street and Lenox Avenue	<ul style="list-style-type: none"> * Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM peak period 		<ul style="list-style-type: none"> * Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday PM peak period 	<ul style="list-style-type: none"> * Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday Saturday midday peak period
East 125 th Street and 2 nd Avenue			<p>During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp.</p> <p>The Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane.</p>	
East 125 th Street and 3 rd Avenue			Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period.	
East 125 th Street and Lexington Avenue		Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during the Saturday midday peak period.
West 125 th Street and St Nicholas Avenue			Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.	

This table was revised subsequent to the release of the DEIS

3.23-1B - Summary of Traffic Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures

Arts Bonus Alternative
125th Street Rezoning FEIS

Intersection	Proposed Traffic Mitigation Measures			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			* Prohibit on-street parking along the west side of Adam Clayton Powell Jr. Boulevard to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.	
West 126 th Street and Lenox Avenue	* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM peak period		* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday PM peak period	* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday Saturday midday peak period
East 125 th Street and 2 nd Avenue			During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. The Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane.	Re-allocate four seconds of green time from the southbound phase, with two seconds of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the Saturday midday peak period.
East 125 th Street and 3 rd Avenue			Re-allocate four seconds of green time from the northbound phase to the east-west phase during weekday PM peak period.	Re-allocate four seconds of green time from the northbound phase to the east-west phase during Saturday midday peak period.
East 125 th Street and Lexington Avenue		Re-allocate four seconds of green time from the southbound phase to the east-west phase during weekday midday peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during weekday PM peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during Saturday midday peak period.
West 125 th Street and Lenox Avenue			* Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. * Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.	
West 125 th Street and St Nicholas Avenue			Re-allocate four seconds of green time from the east-west phase to the north-south phase during weekday PM peak period.	
West 125 th Street and Broadway			Re-allocate one second of green time from the north-south phase to the east-west phase during the weekday PM peak period.	

This table was revised subsequent to the release of the DEIS

3.23-1C - Summary of Traffic Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures

Expanded Arts Bonus Alternative
125th Street Rezoning FEIS

Intersection	Proposed Traffic Mitigation Measures			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane.	
West 126th Street and Lenox Avenue	* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM peak period		* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday PM peak period	* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday Saturday midday peak period
East 125 th Street and 2 nd Avenue	Re-allocate three seconds of green time from the southbound phase, with one second of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the weekday AM peak period.		During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. The Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane.	Re-allocate four seconds of green time from the southbound phase, with two seconds of green time to the Tri-Borough Bridge off-ramp phase, and two seconds of green time to the east-west phase during the Saturday midday peak period.
East 125 th Street and 3 rd Avenue			o Re-allocate four seconds of green time from the northbound phase to the east-west phase during weekday PM apeak period.	Re-allocate four seconds of green time from the northbound phase to the east-west phase during Saturday midday peak period.
East 125 th Street and Lexington Avenue		Re-allocate four seconds of green time from the southbound phase to the east-west phase during weekday middaypeak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during weekday PM peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during Saturday midday peak period.
West 125 th Street and Lenox Avenue			* Prohibit on-street parking along the east side of Lenox Avenue for a distance of approximately 100 feet south of West 125th Street during the weekday PM peak period, to accommodate northbound right-turns in a separate lane. * Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.	
West 125 th Street and St Nicholas Avenue			* Re-allocate four seconds of green time from the east-west phase to the north-south phase during weekday PM peak period.	
West 125th Street and Broadway			Re-allocate 1.5 seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.	

This table was revised subsequent to the release of the DEIS

3.23-1D - Summary of Traffic Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures

C4-4D Alternative
125th Street Rezoning FEIS

Intersection	Proposed Traffic Mitigation Measures			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			* Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane. * Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period.	
West 126th Street and Lenox Avenue	* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM peak period		* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday PM peak period	* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane. * Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane. * Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday Saturday midday peak period
East 125 th Street and 2 nd Avenue			During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp. The Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane.	Re-allocate four seconds of green time from the southbound phase, with one seconds of green time to the Tri-Borough Bridge off-ramp, and three seconds of green time to the east-west phase during the Saturday midday peak period
East 125 th Street and 3 rd Avenue			Re-allocate four seconds of green time from the northbound phase to the east-west phase during weekday PM peak period.	Re-allocate four seconds of green time from the northbound phase to the east-west phase during Saturday midday peak period.
East 125 th Street and Lexington Avenue		Re-allocate four seconds of green time from the southbound phase to the east-west phase during weekday midday peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during weekday PM peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during Saturday midday peak period.
West 125 th Street and St Nicholas Avenue			Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.	

This table was revised subsequent to the release of the DEIS

3.23-1E - Summary of Traffic Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures

C6-3 Alternative
125th Street Rezoning FEIS

Intersection	Proposed Traffic Mitigation Measures			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			<p>* Prohibit on-street parking along the east side of Adam Clayton Powell Jr. Boulevard to accommodate northbound right-turns in a separate lane.</p> <p>* Re-allocate four seconds of green time from the north-south phase to the east-west phase during the weekday PM peak period</p>	
West 126th Street and Lenox Avenue	<p>* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane.</p> <p>* Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane.</p> <p>* Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday AM peak period</p>		<p>* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane.</p> <p>* Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane.</p> <p>* Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday PM peak period</p>	<p>* Prohibit on-street parking along the north side of 126th Street to accommodate westbound right-turns in a separate lane.</p> <p>* Prohibit on-street parking along the west side of Lenox Avenue to accommodate southbound right-turns in a separate lane.</p> <p>* Re-allocate four seconds of green time from the westbound phase to the north-south phase during the weekday Saturday midday peak period</p>
East 125 th Street and 2 nd Avenue			<p>During the weekday PM peak hour, significant adverse traffic impacts exist on all four intersection approaches, namely: the southbound approach on Second Avenue, the eastbound and westbound approaches on 125th Street, and the Triborough Bridge off-ramp.</p> <p>The Action condition analysis includes the recommendation from the Manhattanville EIS to remove on-street parking along the south side of 125th Street to accommodate an exclusive eastbound right-turn lane.</p>	
East 125 th Street and 3 rd Avenue			Re-allocate four seconds of green time from the northbound phase to the east-west phase during the weekday PM peak period.	
East 125 th Street and Lexington Avenue		Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday midday peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during the weekday PM peak period.	Re-allocate four seconds of green time from the southbound phase to the east-west phase during the Saturday midday peak period.
West 125 th Street and St Nicholas Avenue			Re-allocate four seconds of green time from the east-west phase to the north-south phase during the weekday PM peak period.	

This table was revised subsequent to the release of the DEIS

**3.23-2A - Summary of Impacts at Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures
Comparison of No Action and Action
125th Street Rezoning FEIS**

Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)						Weekday MD Peak Hour (1:00-2:00 PM)						Weekday PM Peak Hour (4:00-5:00 PM)						Saturday MD Peak Hour (1:00-2:00 PM)						
			No Action			Action			No Action			Action			No Action			Action			No Action			Action			
			Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	Average Control Delay	LOS	*****	
West 135 th Street and Adam C. Powell Jr. Boulevard	EB	LTR																									
	WB	L																									
		TR																									
	NB	LTR																									
		LT																									
	SB	R																									
Defl																											
West 126 th Street and Lenox Avenue	WB	TR																									
		LTR																									
	NB	L																									
		T																									
	SB	R																									
		TR																									
East 125 th Street and 2 nd Avenue	EB	TR																									
	WB	LT																									
		LTR																									
	RAMP (SB)	TR																									
East 125 th Street and 3 rd Avenue	EB	TH																									
	WB	TH																									
		LTR																									
East 125 th Street and Lexington Avenue	EB	TR																									
	WB	LT																									
		LTR																									
West 125 th Street and St. Nicholas Avenue	EB	LTR																									
	WB	TR																									
		LTR																									
	NB	TR																									
SB		TR																									

This table was revised subsequent to the release of the DEIS

3.23-2B - Summary of Impacts at Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures
Comparison of No Action and Arts Bonus
125th Street Rezoning FEIS

Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)				Weekday MD Peak Hour (1:00-2:00 PM)				Weekday PM Peak Hour (4:00-5:00 PM)				Saturday MD Peak Hour (1:00-2:00 PM)			
			No Action		Action		No Action		Action		No Action		Action		No Action		Action	
			Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS
West 135 th Street and Adam C. Powell Jr. Boulevard	EB	LTR									50.1	D	141.2	F				
		L									52.7	D	35.8	D				
	WB	TR									53.4	D	36.5	D				
		LTR									15.4	B	20.1	C				
	NB	LT									----	----	----	----				
		R									----	----	34.9	C				
	SB	DefL									34.2	C	12.1	B				
LTR										12.9	B	----	----					
										----	----	----	----					
West 126th Street and Lenox Avenue	WB	LTR	51.8	D	----	----					57.4	E	----	----	43.7	D	----	----
		LT	----	----	27.1	C					----	----	39.0	D	----	----	37.8	D
		R	----	----	22.6	C					----	----	19.8	B	----	----	21.7	C
	NB	L	66.3	E	93.2	F					53.7	D	88.6	F	90.8	F	99.0	F
		T	18.3	B	15.4	B					27.4	C	22.1	C	18.8	B	15.8	B
	SB	TR	48.2	D	----	----					23.7	C	----	----	22.5	C	----	----
		T	----	----	21.9	C					----	----	17.3	B	----	----	16.9	B
	R	----	----	19.8	B					----	----	15.4	B	----	----	13.1	B	
										----	----	----	----					
East 125 th Street and 2 nd Avenue	EB	TR									47.9	D	73.6	E	37.4	D	36.1	D
		LT									78.6	E	197.2	F	381.3	F	423.5	F
	WB	LTR									55.4	E	63.8	E	22.7	C	26.4	C
		RAMP (SB)									120.2	F	144.6	F	57.7	E	54.4	D
East 125 th Street and 3 rd Avenue	EB	LT									810.9	F	----	----	353.9	F	----	----
		TH									----	----	178.6	F	----	----	26.4	C
	WB	TH									47.3	D	78.8	E	37.9	D	48.5	D
		LTR									16.7	B	22	C	14.7	B	18.4	B
East 125 th Street and Lexington Avenue	EB	TR					68.6	E	132.6	F	278	F	420.2	F	72.2	E	88.1	F
		LT					292.2	F	----	----	294.2	F	----	----	365.8	F	----	----
	WB	T					----	----	22.8	C	----	----	25.2	C	----	----	26.4	C
		LTR					15.3	B	19.2	B	18.1	B	23.5	C	17.9	B	23.4	C
West 125 th Street and Lenox Avenue	EB	TR									28.5	C	51.9	D				
		TR									33.2	C	36.3	D				
	NB	TR									47.4	D	----	----				
		T									----	----	27.5	C				
	SB	R									----	----	28.9	C				
		TR									27.4	C	44.5	D				
		T									----	----	----	----				
	R									----	----	----	----					
West 125 th Street and St. Nicholas Avenue	EB	LTR									207.8	F	----	----				
		TR									----	----	30.9	C				
	WB	LTR									18.8	B	----	----				
		TR									----	----	22.3	C				
	SB	TR									44.7	D	105.0	F				
	TR									85.4	F	57.3	E					
West 125 th Street and Broadway	EB	L									38.9	D	48.2	D				
		T									30	C	28.1	C				
		R									11.8	B	13.5	B				
	WB	L									33.4	C	29.9	C				
		T									29.3	C	30.8	C				
	NB	R									13.8	B	13.4	B				
		L									49.9	D	52.0	D				
		T									63.9	E	66.4	E				
	SB	R									27.8	C	28.5	C				
		L									39.1	D	40.2	D				
		T									22.4	C	22.8	C				
	R									22.1	C	22.5	C					

This table was revised subsequent to the release of the DEIS

**3.23-2C - Summary of Impacts at Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures
Comparison of No Action and Expanded Arts Bonus
125th Street Rezoning FEIS**

Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)				Weekday MD Peak Hour (1:00-2:00 PM)				Weekday PM Peak Hour (4:00-5:00 PM)				Saturday MD Peak Hour (1:00-2:00 PM)			
			No Action		Action		No Action		Action		No Action		Action		No Action		Action	
			Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS
West 135 th Street and Adam C. Powell Jr. Boulevard	EB	LTR									50.1	D	141.2	F				
		L									52.7	D	35.8	D				
	WB	TR									53.4	D	36.5	D				
		LTR									15.4	B	----	----				
		LT									----	----	15.7	B				
	NB	R									----	----	22.5	C				
		DefL									34.2	C	35.1	D				
TR										12.9	B	15.7	B					
SB	LTR									----	----	----	----					
West 126 th Street and Lenox Avenue	WB	LTR	51.8	D	----	----					57.4	E	----	----	43.7	D	----	----
		LT	-----	-----	27.1	C					-----	-----	39.0	D	-----	-----	37.8	D
		R	-----	-----	23.1	C					-----	-----	19.8	B	-----	-----	21.7	C
	NB	L	66.3	E	93.2	F					53.7	D	88.6	F	90.8	F	99.0	F
		T	18.3	B	15.4	B					27.4	C	22.1	C	18.8	B	15.8	B
	SB	T	-----	-----	21.9	C					-----	-----	17.3	B	-----	-----	16.9	B
		R	-----	-----	19.8	B					-----	-----	15.4	B	-----	-----	13.1	B
	TR	48.2	D	----	----					23.7	C	----	----	22.5	C	----	----	
East 125 th Street and Lexington Avenue	EB	TR					68.6	E	138.1	F	278.0	F	427.0	F	72.2	E	92.5	F
		LT					292.2	F			294.2	F	----	----	365.8	F	----	----
	WB	T					----	----	23.0	C	----	----	25.6	C	----	----	26.8	C
SB	LTR					15.3	B	19.2	B	18.1	B	23.5	C	17.9	B	23.4	C	
West 125 th Street and Lenox Avenue	EB	TR									28.5	C	52.1	D				
		TR									33.2	C	37.0	D				
	NB	TR									47.4	D	----	----				
		T									----	----	27.5	C				
	SB	R									----	----	38.3	D				
		TR									27.4	C	----	----				
West 125 th Street and St. Nicholas Avenue	EB	LTR									207.8	F	----	----				
		TR									----	----	31.0	C				
	WB	LTR									18.8	B	----	----				
		TR									----	----	22.3	C				
	SB	TR									44.7	D	105.0	F				
West 125 th Street and Broadway	EB	L									38.9	D	45.9	E				
		T									30	C	27.6	C				
		R									11.8	B	13.4	B				
	WB	L									33.4	C	29.0	C				
		T									29.3	C	30.1	C				
		R									13.8	B	13.4	B				
	NB	L									49.9	D	54.5	D				
		T									63.9	E	66.4	E				
		R									27.8	C	28.5	C				
	SB	L									39.1	D	41.4	D				
T										22.4	C	22.8	C					
R										22.1	C	22.5	C					

This table was revised subsequent to the release of the DEIS

**3.23-2D - Summary of Impacts at Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures
Comparison of No Action and C4-4D
125th Street Rezoning FEIS**

Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)				Weekday MD Peak Hour (1:00-2:00 PM)				Weekday PM Peak Hour (4:00-5:00 PM)				Saturday MD Peak Hour (1:00-2:00 PM)			
			No Action		Action		No Action		Action		No Action		Action		No Action		Action	
			Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS
West 135 th Street and Adam C. Powell Jr. Boulevard	EB	LTR									50.1	D	71.2	F				
		L																
	WB	TR																
		LTR																
		LT																
	NB	R																
		DefL																
SB	TR																	
	LTR																	
West 126 th Street and Lenox Avenue	WB	LTR	51.8	D	-----	-----												
		LT	-----	-----	27	C												
		R	-----	-----	23.1	C												
	NB	L	66.3	E	86.1	F												
		T	18.3	B	15.4	B												
	SB	T	-----	-----	21.6	C												
		R	-----	-----	19.8	B												
	TR	48.2	D	-----	-----													
East 125 th Street and 2 nd Avenue	EB	TR																
		LT																
	WB	LTR																
		TR																
East 125 th Street and 3 rd Avenue	EB	TH																
		TR																
East 125 th Street and Lexington Avenue	WB	TR																
		LT																
	SB	TR																
West 125 th Street and St. Nicholas Avenue	EB	LTR																
		TR																
	WB	LTR																
		TR																
NB	TR																	
	TR																	

This table was revised subsequent to the release of the DEIS

**3.23-2E - Summary of Impacts at Intersections that Remain Unmitigated with Proposed Traffic Mitigation Measures
Comparison of No Action and C6-3 Alternative
125th Street Rezoning FEIS**

Intersection	Approach	Movement	Weekday AM Peak Hour (7:45-8:45 AM)				Weekday MD Peak Hour (1:00-2:00 PM)				Weekday PM Peak Hour (4:00-5:00 PM)				Saturday MD Peak Hour (1:00-2:00 PM)					
			No Action		Action		No Action		Action		No Action		Action		No Action		Action			
			Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS	Average Control Delay	LOS		
West 135 th Street and Adam C. Powell Jr. Boulevard	EB	LTR										50.1	D	68.9	F					
	WB	L										52.7	D	35.1	D					
		TR										53.4	D	36.5	D					
	NB	LTR										15.4	B	-----	-----					
		LT										-----	-----	15.5	B					
	SB	R										-----	-----	17.9	B					
		DefL										34.2	C	29.8	C					
	TR										12.9	B	15.7	B						
	LTR										-----	-----	-----	-----						
West 126 th Street and Lenox Avenue	WB	LTR	51.8	D	----	----						57.4	E	----	----					
		LT	-----	-----	27	C						-----	-----	39.0	D					
		R	-----	-----	23.1	C						-----	-----	19.8	B					
	NB	L	66.3	E	75.9	E						53.7	D	83.3	F					
		T	18.3	B	15.4	B						27.4	C	22.0	C					
	SB	T	-----	-----	21.1	C						-----	-----	17.1	B					
		R	-----	-----	19.8	B						-----	-----	15.4	B					
	TR	48.2	D	----	----						23.7	C	----	----						
East 125 th Street and 2 nd Avenue	EB	TR										47.9	D	58.7	E					
	WB	LT										78.6	E	150.2	F					
	SB	LTR										55.4	E	60.9	E					
	RAMP (SB)	TR										120.2	F	136.1	F					
East 125 th Street and 3 rd Avenue	EB	TH										810.9	F	----	----					
	WB	TH										-----	-----	160.4	F					
	NB	LTR										47.3	D	60.9	E					
East 125 th Street and Lexington Avenue	EB	TR										68.6	E	119.4	F					
	WB	LT										292.2	F	----	----					
	SB	LTR										-----	-----	22.3	C					
West 125 th Street and St. Nicholas Avenue	EB	LTR																		
		TR											207.8	F	----	----				
	WB	LTR																		
		TR											18.8	B	----	----				
	NB	TR										-----	-----	20.7	C					
SB	TR										44.7	D	103.7	F						
												85.4	F	56.4	E					

This table was revised subsequent to the release of the DEIS

3.23-3A - Potential Supplemental Traffic Mitigation Measures to Fully Mitigate Impacted Intersections

Action Conditions
125th Street Rezoning FEIS

Intersection	Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			6 seconds can be shifted from the northbound-southbound phase to the eastbound-westbound phase, in order to mitigate the eastbound movement.	
West 126th Street and Lenox Ave	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.
East 125 th Street and 2 nd Avenue			All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.	
East 125 th Street and 3 rd Avenue			6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	
East 125 th Street and Lexington Avenue		9 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	11 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
West 125 th Street and Lenox Avenue				
West 125 th Street and St Nicholas Avenue			11 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.	
West 125th Street and Broadway				

This table was revised subsequent to the release of the DEIS

3.23-3B - Potential Supplemental Traffic Mitigation Measures to Fully Mitigate Impacted Intersections

Action Conditions Vs. Arts Bonus Alternative

125th Street Rezoning FEIS

Intersection	Action Condition				Arts Bonus Alternative			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			6 seconds can be shifted from the northbound-southbound phase to the eastbound-westbound phase, in order to mitigate the eastbound movement.				9 seconds can be shifted from the north-south phase to the east-west phase, in order to mitigate the impact on the eastbound approach. Any shifting of time from the north-south phase to the east-west phase will result in the failure on the southbound movements. Additional geometric improvements are not feasible.	
West 126th Street and Lenox Ave	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.
East 125 th Street and 2 nd Avenue			All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.				All movements are failing. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way constraints and the likely need for property acquisition.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the westbound thru-right movement. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way constraints and the likely need for property acquisition.
East 125 th Street and 3 rd Avenue			6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.				9 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
East 125 th Street and Lexington Avenue		9 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	11 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.		10 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	12 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
West 125 th Street and Lenox Avenue							6 seconds could be shifted from the north-south phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	
West 125 th Street and St Nicholas Avenue			11 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.				12 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.	
West 125th Street and Broadway							Shifting of additional 1 sec to east-west phase from the north-south phase will result in the failure of the northbound movements. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition. Another option is to prohibit parking along 125th Street in the eastbound direction.	

This table was revised subsequent to the release of the DEIS

3.23-3C - Potential Supplemental Traffic Mitigation Measures to Fully Mitigate Impacted Intersections

Action Conditions Vs. Expanded Arts Bonus Alternative

125th Street Rezoning FEIS

Intersection	Action Condition				Expanded Arts Bonus Alternative			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			6 seconds can be shifted from the northbound-southbound phase to the eastbound-westbound phase, in order to mitigate the eastbound movement.				9 seconds can be shifted from the north-south phase to the east-west phase, in order to mitigate the impact on the eastbound approach. Any shifting of time from the north-south phase to the east-west phase will result in the failure on the southbound movements. Additional geometric improvements are not feasible.	
West 126 th Street and Lenox Ave	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.
East 125 th Street and 2 nd Avenue			All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.		Shifting of additional 1 sec to east-west phase from the southbound phase will result in the failure of the southbound movement. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.		All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way constraints and the likely need for property acquisition.
East 125 th Street and 3 rd Avenue			6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.				8 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
East 125 th Street and Lexington Avenue		9 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	11 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.		10 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	13 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	6 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
West 125 th Street and Lenox Avenue							7 seconds can be shifted from the north-south phase to the east-west phase, in order to mitigate the impact on the eastbound approach. Any shifting of time from the north-south phase to the east-west phase will result in the failure on the southbound movements. Additional geometric improvements are not feasible.	
West 125 th Street and St Nicholas Avenue			11 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.				10 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.	
West 125 th Street and Broadway							Shifting of additional 1 sec to east-west phase from the north-south phase will result in the failure of the northbound movements. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition. Another option is to prohibit parking along 125 th Street in the eastbound direction.	

This table was revised subsequent to the release of the DEIS

3.23-3D - Potential Supplemental Traffic Mitigation Measures to Fully Mitigate Impacted Intersections

Action Conditions Vs. C4-4D Alternative

125th Street Rezoning FEIS

Intersection	Action Condition				C4-4D Alternative			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			6 seconds can be shifted from the northbound-southbound phase to the eastbound-westbound phase, in order to mitigate the eastbound movement.				6 seconds can be shifted from the north-south phase to the east-west phase, in order to mitigate the impact on the eastbound approach. Any shifting of time from the north-south phase to the east-west phase will result in the failure on the southbound movements. Additional geometric improvements are not feasible.	
West 126 th Street and Lenox Ave	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.
East 125 th Street and 2 nd Avenue			All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.				All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the westbound thru-right movement. Additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way constraints and the likely need for property acquisition.
East 125 th Street and 3 rd Avenue			6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.				7 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
East 125 th Street and Lexington Avenue		9 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	11 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.		10 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	11 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.
West 125 th Street and St Nicholas Avenue			11 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.				12 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.	

This table was revised subsequent to the release of the DEIS

3.23-3E - Potential Supplemental Traffic Mitigation Measures to Fully Mitigate Impacted Intersections

Action Conditions Vs. C6-3 Alternative

125th Street Rezoning FEIS

Intersection	Action Condition				C6-3 Alternative			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
West 135 th Street and Adam C. Powell Jr. Boulevard			6 seconds can be shifted from the northbound-southbound phase to the eastbound-westbound phase, in order to mitigate the eastbound movement.				5 seconds can be shifted from the northbound-southbound phase to the eastbound-westbound phase, in order to mitigate the eastbound movement.	
West 126 th Street and Lenox Ave	6 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		8 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	5 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.		7 seconds can be shifted from the westbound phase to the north-south phase, in order to mitigate the northbound movement.	
East 125 th Street and 2 nd Avenue			All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.				All movements are failing and additional geometric improvements (beyond those identified in the Manhattanville EIS) are not feasible at the intersection due to right-of-way limitations and the likely need for property acquisition.	
East 125 th Street and 3 rd Avenue			6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.				6 seconds could be shifted from the northbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	
East 125 th Street and Lexington Avenue		9 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	11 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	5 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.		8 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	8 seconds could be shifted from the southbound phase to the east-west phase to mitigate the eastbound thru-right movement. Another option is to prohibit parking along 125 th Street in the eastbound direction.	
West 125 th Street and Lenox Avenue								
West 125 th Street and St Nicholas Avenue			11 seconds could be shifted from the east-west phase to the north-south phase to mitigate the northbound thru-right movement.				10 seconds could be shifted from the east-west phase to the north-south phase to mitigate the southbound thru-right movement.	
West 125 th Street and Broadway								

This table was revised subsequent to the release of the DEIS

Table 3.23-4
Summary of Unmitigatable Peak Hour Traffic Impacts

<u>Intersection</u>	<u>Proposed Action</u>	<u>Arts Bonus Alternative</u>	<u>C6-3 Alternative</u>	<u>C4-4D Alternative</u>	<u>Expanded Arts Bonus Alternative</u>
<u>135th Street / Adam Clayton Powel Blvd.</u>	<u>PM</u>	<u>PM</u>	<u>PM</u>	<u>PM</u>	<u>PM</u>
<u>126th Street / Lenox Ave.</u>	<u>AM, PM, SAT</u>	<u>AM, PM, SAT</u>	<u>AM, PM, SAT</u>	<u>AM, PM, SAT</u>	<u>AM, PM, SAT</u>
<u>125th Street / 2nd Ave.</u>	<u>PM</u>	<u>PM, SAT</u>	<u>PM</u>	<u>PM, SAT</u>	<u>AM, PM, SAT</u>
<u>125th Street / 3rd Ave.</u>	<u>PM</u>	<u>PM, SAT</u>	<u>PM</u>	<u>PM, SAT</u>	<u>PM, SAT</u>
<u>125th Street / Lexington Ave</u>	<u>MD, PM, SAT</u>	<u>MD, PM, SAT</u>	<u>MD, PM, SAT</u>	<u>MD, PM, SAT</u>	<u>MD, PM, SAT</u>
<u>125th Street / Lenox Ave.</u>	<u>---</u>	<u>PM</u>	<u>---</u>	<u>---</u>	<u>PM</u>
<u>125 Street / St. Nicolas Ave.</u>	<u>PM</u>	<u>PM</u>	<u>PM</u>	<u>PM</u>	<u>PM</u>
<u>125th Street / Broadway</u>	<u>---</u>	<u>PM</u>	<u>---</u>	<u>---</u>	<u>PM</u>
<u>Impact Summary</u>	<u>10 Impacts at 6 Intersections</u>	<u>14 Impacts at 8 intersections</u>	<u>10 Impacts at 6 Intersections</u>	<u>13 Impacts at 6 Intersections</u>	<u>15 Impacts at 8 Intersections</u>

Peak Hours: AM, MD, PM, SAT