Chapter 22: Mitigation

A. INTRODUCTION

The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse impacts to result from the proposed project. Where such potential impacts have been identified—in the areas of open space, traffic, transit and pedestrians, and construction-period noise—measures are examined to minimize or eliminate the anticipated impacts to the fullest extent practicable. These mitigation measures are discussed below. Areas in which the proposed project would result in significant adverse impacts that cannot be fully mitigated through reasonably practicable measures are discussed in Chapter 23, "Unavoidable Adverse Impacts."

In addition, this chapter analyzes the potential effects of the proposed traffic mitigation measures on pedestrian conditions, and air quality and noise.

B. OPEN SPACE

As discussed in Chapter 6, "Open Space," the proposed project would not result in the physical loss of open spaces, nor would it result in other direct effects that would affect the usefulness of open spaces in the area. However, the proposed project is located in an area that currently is underserved by open space resources and would result in a decrease of approximately 3 percent in the passive open space ratios. As such, the proposed project would result in a significant adverse impact on open space resources. Between publication of the DEIS and FEIS, the New York City Department of City Planning (DCP), in consultation with the New York City Department of Parks and Recreation (DPR), further explored potential mitigation measures to address the project's impacts. As described in Chapter 3, "Land Use, Zoning, and Public Policy," the study area is densely developed and, as such, there are currently no opportunities for creating new open spaces within the study area. In addition, there are no known capital improvements for open spaces in the area at this time. Publicly-accessible open space cannot be provided on the development site because of the need to accommodate street-level retail uses as well as lobby access areas and the building core for the proposed office uses (see Figures 1-4 and 1-9). Access and security concerns preclude the inclusion of publicly-accessible open space on the podium roof. Therefore, to address the significant adverse impact on open space, the applicant has committed to provide funding for open space improvements and/or maintenance in the study area, which is detailed in the Restrictive Declaration. This commitment would partially mitigate the project's impact on open space.

C. TRAFFIC

As discussed in Chapter 16, "Traffic and Parking," the proposed actions would result in significant adverse traffic impacts at a number of locations in the traffic study area. This section describes the mitigation measures needed at each of these locations to reduce or eliminate the significant impacts. **Table 22-1** summarizes the significant adverse traffic impacts and whether they could be fully or partially mitigated, or remain unmitigated, with the implementation of traffic improvement measures.

Table 22-1
Traffic Impact Mitigation Summary

	Movements / Intersections Analyzed	Movements / Intersections with No Significant Impacts	Movements / Intersections with Significant Impacts	Mitigated Movements / Intersections	Unmitigated Movements / Intersections
Single-Tenant Office Scenario					
Weekday AM	145 / 43	128 / 28	17 / 15	17 / 15	0 / 0
Weekday Midday	145 / 43	145 / 43	0 / 0	0 / 0	0 / 0
Weekday PM	145 / 43	135 / 34	10 / 9	10 / 9	0 / 0
Saturday Midday	145 / 43	145 / 43	0 / 0	0 / 0	0 / 0
Multi-Tenant Office Scenario					
Weekday AM	145 / 43	135 / 35	9 / 8	9 / 8	0 / 0
Weekday Midday	145 / 43	130 / 29	15 / 14	15 / 14	0 / 0
Weekday PM	145 / 43	123 / 25	22 / 18	22 / 18	0 / 0
Saturday Midday	145 / 43	127 / 25	18 / 18	18 / 18	0 / 0

The mitigated traffic operations described in this chapter reflect the implementation of proposed traffic improvements as well as proposed pedestrian mitigation measures described in Section C, "Transit and Pedestrians."

The major overall finding of the traffic mitigation analysis is that all of the 43 study area locations analyzed for the future with the proposed project in the weekday AM, midday, PM, and Saturday midday peak hours would either not be significantly impacted or could be mitigated with traffic improvement measures, including:

- Signal phasing and/or timing changes;
- Parking regulation changes to gain a travel lane at key intersections; and
- Elimination of on-street parking within 150 feet of intersections to add a limited travel lane, known as "daylighting."

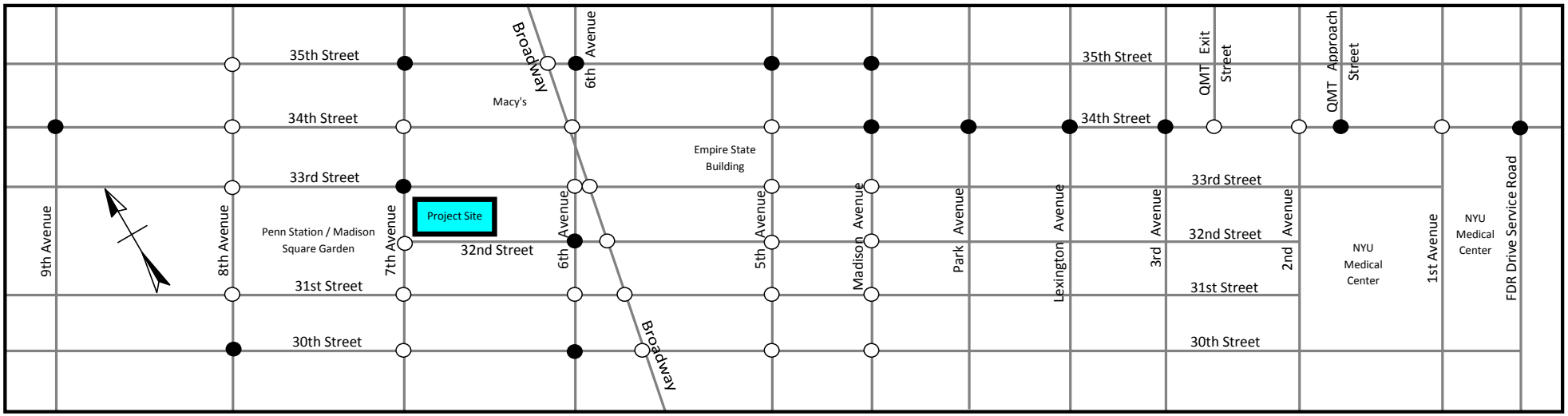
These measures represent the standard range of traffic capacity improvements to improve operating conditions and mitigate impacts and are implemented by the New York City Department of Transportation (NYCDOT).

If "daylighting" were implemented at the locations proposed, up to 15 on-street parking spaces could be lost. Since there is sufficient off-street parking supply to cover this reduction in on-street spaces, no significant impact is expected. In addition, two of the proposed locations are signed for commercial vehicle parking, however, these displaced commercial vehicles are anticipated to use nearby commercial vehicle parking, so no significant impact is expected.

Figures 22-1 through 22-8 present the 2014 future with the proposed project condition with mitigation for both the Single-Tenant Office and Multi-Tenant Office Scenarios for the weekday AM, midday, and PM, and Saturday Midday peak periods, respectively.

Tables 22-2 through 22-9 present approach movements with significant adverse impacts, with the mitigated v/c ratio, delay, LOS, and proposed mitigation measures to be applied for the 2014 future with the proposed project condition with mitigation for both the Single-Tenant Office and Multi-Tenant Office Scenarios for the weekday AM, midday, and PM, and Saturday Midday peak periods, respectively.

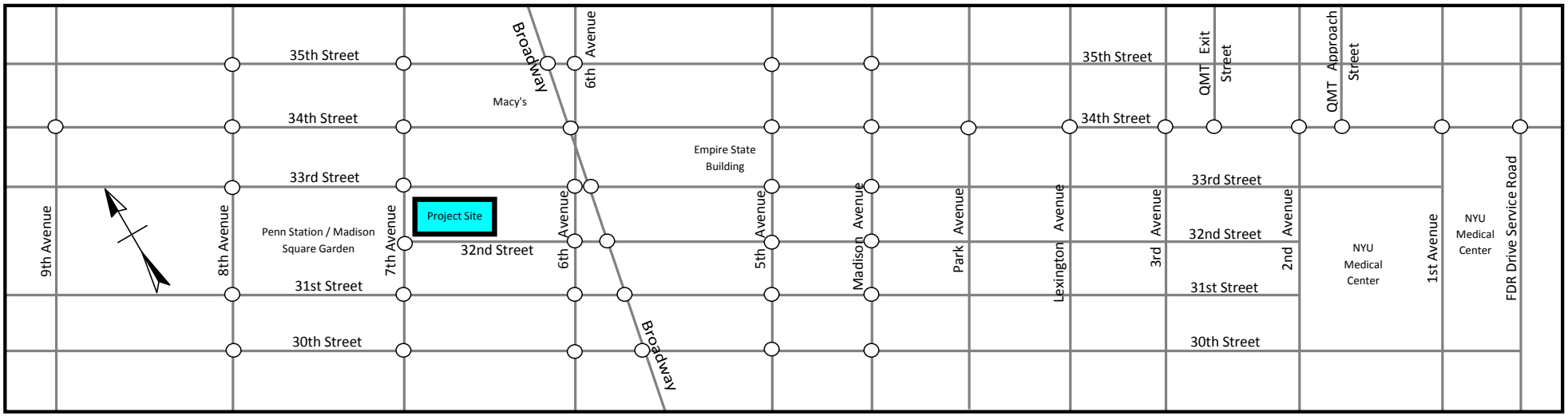
Tables 22-10 through 22-15 detail the mitigation measures by intersection assumed for the 2014 future with the proposed project condition with mitigation for both the Single-Tenant Office and Multi-Tenant Office Scenarios for the weekday AM, Midday, PM, and Saturday Midday analyses.



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

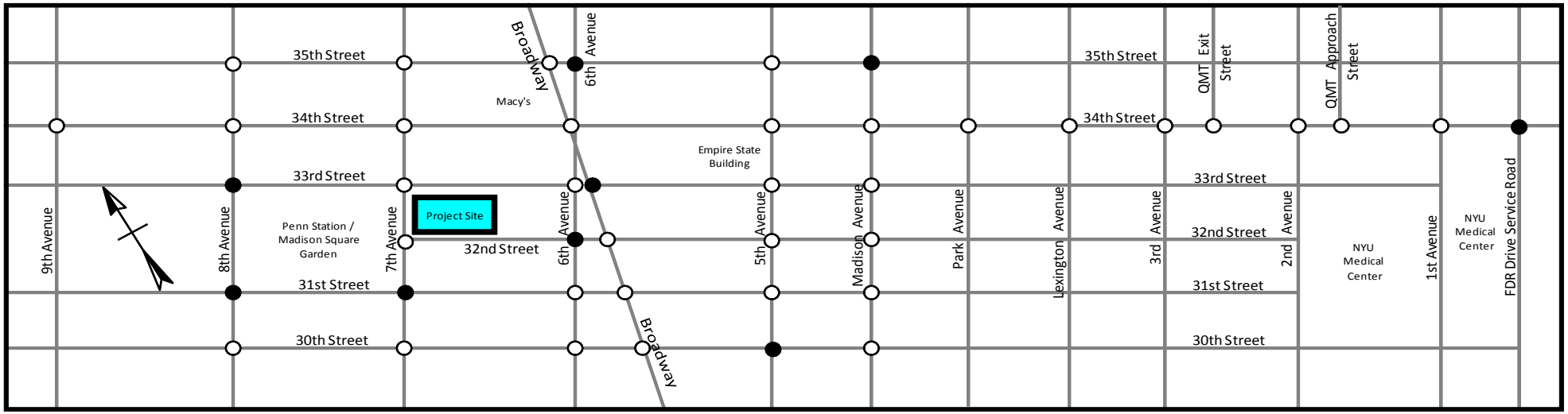
2014 Future with the Proposed Project – Single-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Weekday AM Peak Hour
Figure 22-1



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

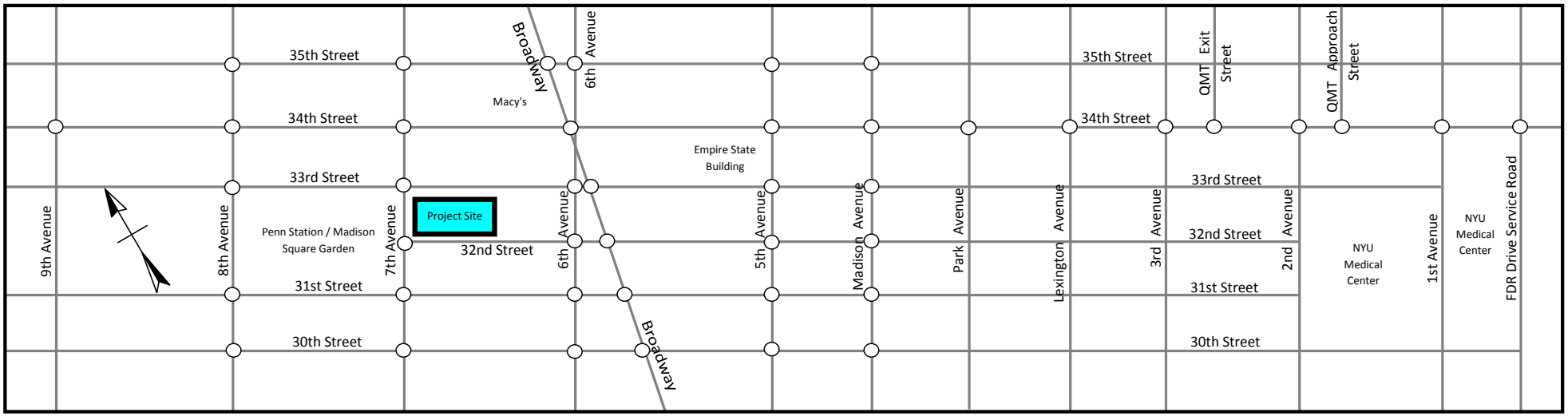
2014 Future with the Proposed Project – Single-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Weekday Midday Peak Hour
Figure 22-2



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

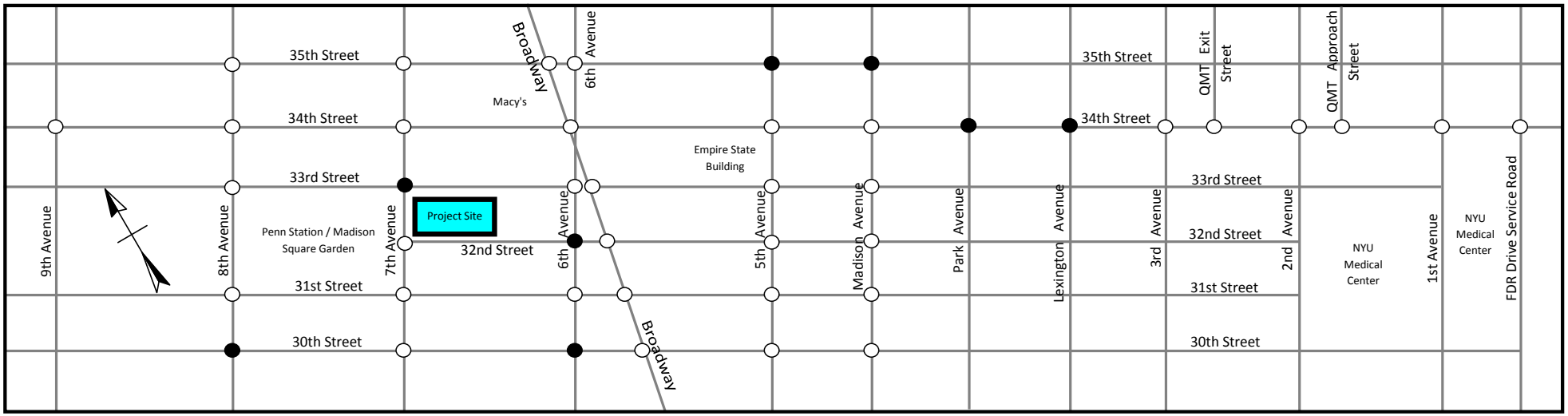
2014 Future with the Proposed Project – Single-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Weekday PM Peak Hour
Figure 22-3



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

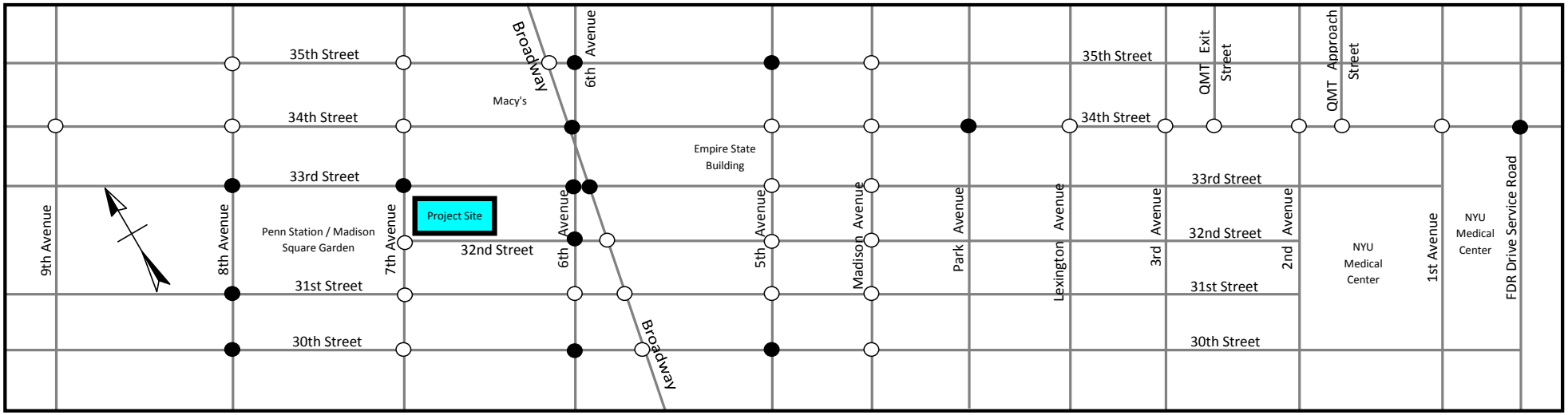
2014 Future with the Proposed Project – Single-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Saturday Midday Peak Hour
Figure 22-4



Project Site
No Significant Impact
Mitigated Intersections

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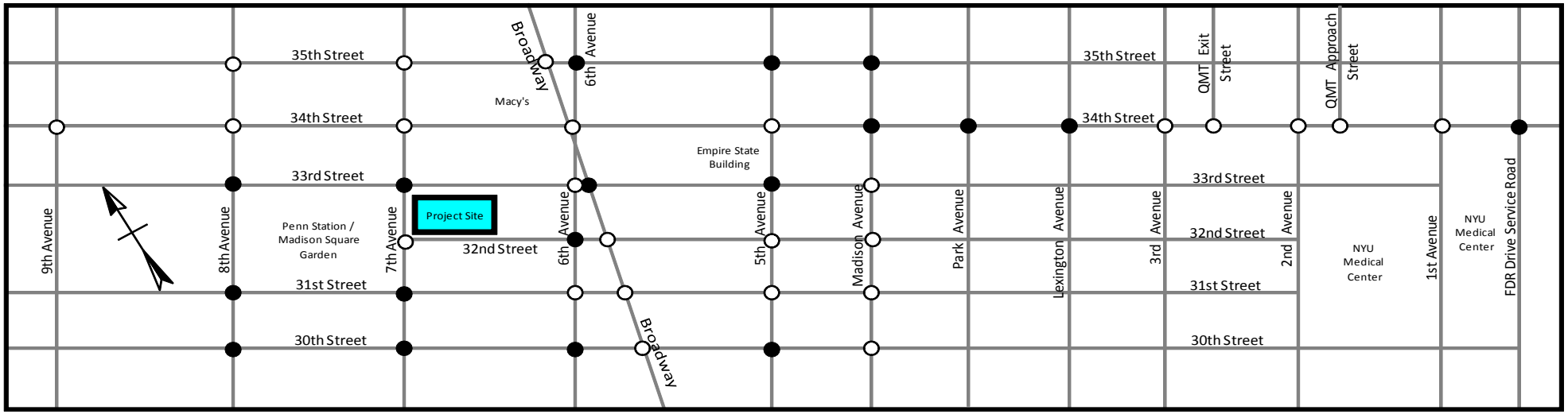
2014 Future with the Proposed Project – Multi-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Weekday AM Peak Hour
Figure 22-5



Project Site
No Significant Impact
Mitigated Intersections

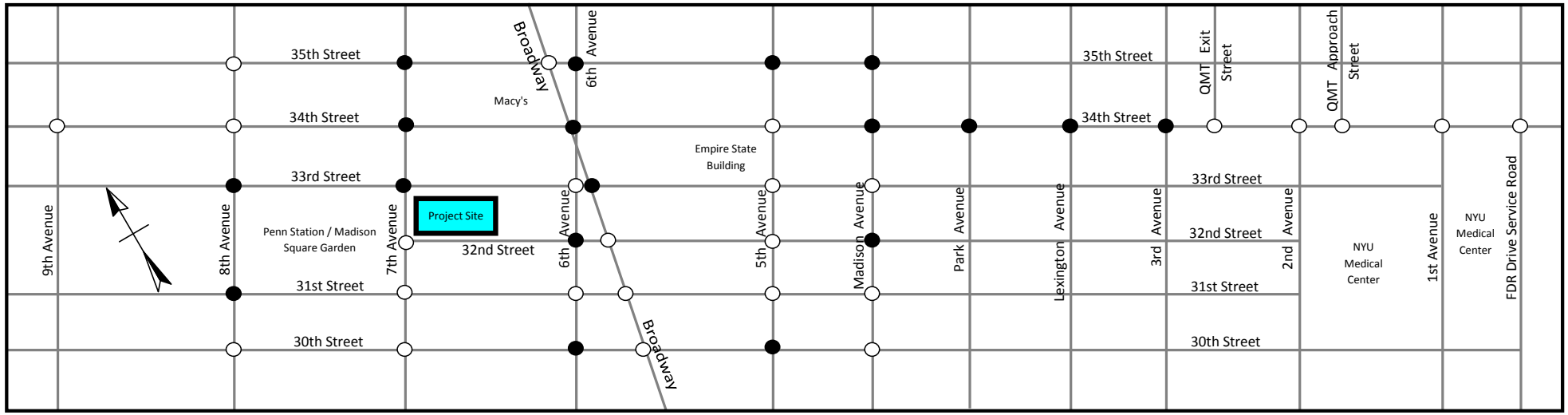
15 PENN PLAZA

2014 Future with the Proposed Project – Multi-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Weekday Midday Peak Hour
Figure 22-6



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2014 Future with the Proposed Project – Multi-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Weekday PM Peak Hour
Figure 22-7



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

2014 Future with the Proposed Project – Multi-Tenant Office Scenario:
Mitigation of Intersections with Significant Adverse Impacts
Saturday Midday Peak Hour
Figure 22-8

Table 22-2
2014 Future with the Proposed Project – Single-Tenant Office Scenario: Weekday AM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	**EB**	**T**	**0.77**	**39.6**	**D**	**EB**	**T**	**0.86**	**47.7**	**mid-D**	**EB**	**T**	**0.78**	**37.5**	**D**
		R	1.02	163.3	F		R	1.02	163.3	F		R	0.90	63.9	E
	WB	DefL	0.62	24.8	C	WB	DefL	0.66	27.4	C	WB	DefL	0.65	26.3	C
		T	0.53	18.3	B		T	0.53	18.4	B		T	0.52	17.5	B
	SB	LT	0.92	33.2	C	SB	LT	0.93	33.8	C	SB	LT	0.96	38.5	D
		R					R					R			
Eighth Ave & 30th St	**EB**	L	0.70	31.5	C	**EB**	L	0.73	33.4	C	**EB**	L	0.71	31.1	C
		T	**1.04**	**221.6**	**F**		**T**	**1.06**	**295.7**	**F**		**T**	**1.03**	**183.6**	**F**
	NB	TR	0.64	16.3	B	NB	TR	0.65	16.4	B	NB	TR	0.66	17.4	B
Eighth Ave & 31st St	*WB*	*TR*	*1.18*	*383.8*	*F*	*WB*	*TR*	*1.19*	*387.1*	*F*	*WB*	*TR*	*1.19*	*387.1*	*F*
	NB	LT	0.72	19.2	B	NB	LT	0.72	19.4	B	NB	LT	0.72	19.4	B
Eighth Ave & 33rd St	WB	TR	0.36	14.8	B	WB	TR	0.36	14.8	B	WB	TR	0.36	14.8	B
	NB	LT	0.94	36.7	D	NB	LT	0.95	38.7	D	NB	LT	0.95	38.7	D
Eighth Ave & 34th St	EB	T	0.70	26.6	C	EB	T	0.74	28.5	C	EB	T	0.74	28.5	C
	WB	T	0.38	17.6	B	WB	T	0.38	17.6	B	WB	T	0.38	17.6	B
		R	0.69	32.5	C		R	0.69	32.5	C		R	0.69	32.5	C
	NB	LTR	0.88	31.2	C	NB	LTR	0.89	31.9	C	NB	LTR	0.89	31.9	C
Eighth Ave & 35th St	WB	TR	1.10	437.8	F	WB	TR	1.10	437.8	F	WB	TR	1.10	437.8	F
	NB	LT	0.56	10.1	B	NB	LT	0.56	10.1	B	NB	LT	0.56	10.1	B
Seventh Ave & 30th St	EB	T	0.89	45.2	mid-D	EB	T	0.91	49.2	mid-D	EB	T	0.91	49.2	mid-D
		R	0.90	57.7	E		R	0.90	57.7	E		R	0.90	57.7	E
	SB	LT	0.81	18.8	B	SB	LT	0.82	19.0	B	SB	LT	0.82	19.0	B
Seventh Ave & 31st St	**WB**	**LT**	**0.56**	**22.1**	**C**	**WB**	**LT**	**0.56**	**22.1**	**C**	**WB**	**LT**	**0.56**	**22.1**	**C**
	SB	**T**	**0.81**	**20.1**	**C**	**SB**	**T**	**0.82**	**20.3**	**C**	**SB**	**T**	**0.82**	**20.3**	**C**
		R					R					R			
Seventh Ave & 32nd St	SB	LT	0.87	12.4	B	SB	LT	0.89	13.3	B	SB	LT	0.89	13.3	B
Seventh Ave & 33rd St	**WB**	**LT**	**1.06**	**318.7**	**F**	**WB**	**LT**	**1.10**	**490.6**	**F**	**WB**	**LT**	**1.05**	**291.7**	**F**
	SB	T	0.78	9.2	A	SB	T	0.79	9.6	A	SB	T	0.81	10.7	B
		R					R					R			
Seventh Ave & 34th St	EB	T	0.85	40.7	D	EB	T	0.85	40.7	D	EB	T	0.85	40.7	D
		R	0.35	27.1	C		R	0.35	27.1	C		R	0.35	27.1	C
	WB	LT	0.66	22.3	C	WB	LT	0.67	22.7	C	WB	LT	0.67	22.7	C
	SB	T	0.97	34.6	C	SB	T	0.99	38.4	D	SB	T	0.99	38.4	D
Seventh Ave & 35th St	**WB**	**L**	**0.95**	**70.2**	**E**	**WB**	**L**	**0.99**	**79.0**	**E**	**WB**	**L**	**0.95**	**67.7**	**E**
		T	0.41	45.3	mid-D		T	0.41	45.3	mid-D		T	0.40	42.8	D
	SB	T	0.71	12.2	B	SB	T	0.72	12.4	B	SB	T	0.74	13.4	B
		R					R					R			
Broadway & 30th St	EB	TR	0.57	20.8	C	EB	TR	0.56	20.5	C	EB	TR	0.56	20.5	C
	SB	L	0.27	35.0	C	SB	L	0.27	35.0	C	SB	L	0.27	35.0	C
		T	0.18	15.8	B		T	0.18	15.8	B		T	0.18	15.8	B
Broadway & 31st St	WB	LT	1.04	217.3	F	WB	LT	1.04	217.3	F	WB	LT	1.04	217.3	F
	SB	TR	0.50	22.5	C	SB	TR	0.50	22.5	C	SB	TR	0.50	22.5	C
Broadway & 32nd St	EB	TR	0.40	18.1	B	EB	TR	0.42	18.4	B	EB	TR	0.42	18.4	B
	SB	L	0.23	34.2	C	SB	L	0.25	34.6	C	SB	L	0.25	34.6	C
		T	0.18	15.7	B		T	0.18	15.7	B		T	0.18	15.7	B
Broadway & 33rd St	WB	L	0.74	52.4	mid-D	WB	L	0.76	53.9	mid-D	WB	L	0.76	53.9	mid-D
Broadway & 35th St	WB	T	0.35	22.7	C	WB	T	0.36	22.7	C	WB	T	0.36	22.7	C
	SB	R	0.46	34.4	C	SB	R	0.47	34.8	C	SB	R	0.47	34.8	C
Sixth Ave & 30th St	**EB**	**L**	**0.87**	**59.3**	**E**	**EB**	**L**	**0.92**	**68.7**	**E**	**EB**	**L**	**0.85**	**54.0**	**mid-D**
		T	1.00	68.5	E		T	1.00	69.0	E		T	0.94	53.6	mid-D
	NB	TR	0.77	13.4	B	NB	TR	0.78	13.5	B	NB	TR	0.81	16.0	B
Sixth Ave & 31st St	WB	TR	0.75	32.8	C	WB	TR	0.75	32.8	C	WB	TR	0.75	32.8	C
	NB	LT	0.83	15.0	B	NB	LT	0.84	15.5	B	NB	LT	0.84	15.5	B
Sixth Ave & 32nd St	**EB**	**LT**	**1.14**	**515.8**	**F**	**EB**	**LT**	**1.22**	**545.5**	**F**	**EB**	**LT**	**1.13**	**485.9**	**F**
	NB	TR	0.83	15.1	B	NB	TR	0.84	15.4	B	NB	TR	0.88	18.6	B
Sixth Ave & 33rd St	NB	L	0.76	50.0	mid-D	NB	L	0.78	51.7	mid-D	NB	L	0.78	51.7	mid-D
		T	0.69	11.7	B		T	0.69	11.8	B		T	0.69	11.8	B
Sixth Ave & 34th St	EB	T	0.96	61.7	E	EB	T	0.96	61.7	E	EB	T	0.96	61.7	E
	WB	T	0.72	30.5	C	WB	T	0.74	31.1	C	WB	T	0.74	31.1	C
		R	0.69	57.0	E		R	0.69	57.0	E		R	0.69	57.0	E
	NB	T	0.66	11.3	B	NB	T	0.67	11.4	B	NB	T	0.67	11.4	B
Sixth Ave & 35th St	**WB**	**TR**	**1.26**	**470.8**	**F**	**WB**	**TR**	**1.27**	**478.0**	**F**	**WB**	**TR**	**1.24**	**452.5**	**F**
	NB	LT	0.78	16.5	B	NB	LT	0.78	16.6	B	NB	LT	0.80	17.9	B
Fifth Ave & 30th St	*EB*	*TR*	*1.36*	*413.4*	*F*	*EB*	*TR*	*1.37*	*414.4*	*F*	*EB*	*TR*	*1.37*	*414.4*	*F*
	SB	LT	0.78	14.5	B	SB	LT	0.78	14.5	B	SB	LT	0.78	14.5	B
Fifth Ave & 31st St	WB	L	0.36	26.1	C	WB	L	0.36	26.1	C	WB	L	0.36	26.1	C
		T	0.89	50.4	mid-D		T	0.89	50.4	mid-D		T	0.89	50.4	mid-D
	SB	TR	0.84	16.6	B	SB	TR	0.84	16.6	B	SB	TR	0.84	16.6	B
Fifth Ave & 32nd St	EB	T	0.50	27.8	C	EB	T	0.51	28.1	C	EB	T	0.51	28.1	C
		R	0.74	46.8	mid-D		R	0.74	46.8	mid-D		R	0.74	46.8	mid-D
	SB	LT	1.00	35.3	D	SB	LT	1.00	35.3	D	SB	LT	1.00	35.3	D
Fifth Ave & 33rd St	WB	LT	0.89	64.8	E	WB	LT	0.91	68.2	E	WB	LT	0.91	68.2	E
	SB	TR	0.76	10.2	B	SB	TR	0.78	10.8	B	SB	TR	0.78	10.8	B

Table 22-2 (cont'd)
2014 Future with the Proposed Project – Single-Tenant Office Scenario:
Weekday AM Peak Hour Intersection Approach Movements
With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.60	23.6	C	EB	T	0.60	23.6	C	EB	T	0.60	23.6	C
		R	0.43	22.3	C		R	0.43	22.3	C		R	0.43	22.3	C
	WB	T	0.52	19.6	B	WB	T	0.53	19.8	B	WB	T	0.53	19.8	B
	SB	LT	0.77	20.5	C	SB	LT	0.78	20.8	C	SB	LT	0.78	20.8	C
		R	0.59	26.2	C		R	0.59	26.2	C		R	0.59	26.2	C
Fifth Ave & 35th St	**WB**	**L**	**0.81**	**68.1**	**E**	**WB**	**L**	**0.90**	**82.3**	**F**	**WB**	**L**	**0.79**	**61.3**	**E**
		T	**1.12**	**253.9**	**F**		**T**	**1.18**	**279.2**	**F**		**T**	**1.12**	**245.4**	**F**
	SB	T	0.65	14.2	B	SB	T	0.66	14.3	B	SB	T	0.69	16.3	B
		R	0.38	16.7	B		R	0.40	17.2	B		R	0.43	20.3	C
Madison Ave & 30th St	EB	L	0.56	32.2	C	EB	L	0.56	32.2	C	EB	L	0.56	32.2	C
		T	1.07	250.0	F		T	1.07	250.7	F		T	1.07	250.7	F
	NB	TR	0.74	15.2	B	NB	TR	0.74	15.2	B	NB	TR	0.74	15.2	B
Madison Ave & 31st St	WB	TR	0.61	27.8	C	WB	TR	0.62	28.2	C	WB	TR	0.62	28.2	C
	NB	LT	0.78	16.3	B	NB	LT	0.78	16.3	B	NB	LT	0.78	16.3	B
Madison Ave & 32nd St	EB	L	0.56	31.3	C	EB	L	0.58	31.9	C	EB	L	0.58	31.9	C
		T	0.79	39.4	D		T	0.80	39.6	D		T	0.80	39.6	D
	NB	TR	0.62	13.0	B	NB	TR	0.62	13.1	B	NB	TR	0.62	13.1	B
Madison Ave & 33rd St	WB	T	0.23	19.6	B	WB	T	0.23	19.6	B	WB	T	0.23	19.6	B
		R	0.22	20.2	C		R	0.22	20.2	C		R	0.22	20.2	C
	NB	LT	0.60	14.1	B	NB	LT	0.61	14.3	B	NB	LT	0.61	14.3	B
Madison Ave & 34th St	**EB**	**L**	**0.76**	**69.5**	**E**	**EB**	**L**	**0.80**	**80.0**	**E**	**EB**	**L**	**0.73**	**63.8**	**E**
		T	0.84	40.0	D		T	0.84	40.0	D		T	0.81	37.0	D
	WB	**T**	**0.94**	**51.2**	**mid-D**	**WB**	**T**	**0.96**	**56.2**	**E**	**WB**	**T**	**0.94**	**49.9**	**mid-D**
		R	0.34	22.9	C		R	0.41	24.8	C		R	0.39	23.6	C
	NB	LTR	0.59	14.0	B	NB	LTR	0.59	14.0	B	NB	LTR	0.61	15.0	B
Madison Ave & 35th St	**WB**	**T**	**1.25**	**281.7**	**F**	**WB**	**T**	**1.31**	**306.7**	**F**	**WB**	**T**	**1.24**	**269.4**	**F**
		R	0.88	81.0	F		R	0.88	81.0	F		R	0.77	60.5	E
	NB	LT	0.39	11.2	B	NB	LT	0.40	11.3	B	NB	LT	0.42	12.9	B
Park Ave & 34th St	EB	T	0.81	37.3	D	EB	T	0.81	37.6	D	EB	T	0.77	32.9	C
		R	0.28	22.3	C		R	0.28	22.3	C		R	0.26	20.4	C
	WB	**T**	**1.13**	**229.4**	**F**	**WB**	**T**	**1.19**	**252.8**	**F**	**WB**	**T**	**1.13**	**217.8**	**F**
		R	0.26	21.1	C		R	0.26	21.1	C		R	0.24	19.5	B
	NB	TR	0.60	18.1	B	NB	TR	0.60	18.1	B	NB	TR	0.63	20.0	B
	SB	TR	0.71	20.5	C	SB	TR	0.71	20.5	C	SB	TR	0.74	22.7	C
Lexington Ave & 34th St	EB	T	0.71	30.2	C	EB	T	0.71	30.3	C	EB	T	0.67	27.3	C
		R	0.47	26.6	C		R	0.47	26.6	C		R	0.43	23.8	C
	WB	**T**	**1.22**	**263.2**	**F**	**WB**	**T**	**1.29**	**289.1**	**F**	**WB**	**T**	**1.22**	**252.2**	**F**
	SB	LT	1.06	129.2	F	SB	LT	1.06	129.2	F	SB	LT	1.00	40.5	D
		R	0.38	17.3	B		R	0.38	17.3	B		R	0.39	19.6	B
Third Ave & 34th St	EB	L	0.43	22.0	C	EB	L	0.43	22.5	C	EB	L	0.42	21.5	C
		T	0.72	27.5	C		T	0.73	27.7	C		T	0.71	26.1	C
	WB	**TR**	**0.88**	**45.2**	**mid-D**	**WB**	**TR**	**0.93**	**50.5**	**mid-D**	**WB**	**TR**	**0.89**	**44.9**	**D**
	NB	LTR	0.73	19.4	B	NB	LTR	0.74	19.4	B	NB	LTR	0.75	20.6	C
Ramp from I-495 & 34th St	EB	T	0.31	4.5	A	EB	T	0.31	4.5	A	EB	T	0.31	4.5	A
	WB	T	0.41	23.8	C	WB	T	0.43	24.1	C	WB	T	0.43	24.1	C
	SB	L	0.85	81.6	F	SB	L	0.85	81.6	F	SB	L	0.85	81.6	F
		R	0.23	11.2	B		R	0.24	11.2	B		R	0.24	11.2	B
Second Ave & 34th St	EB	T	0.76	36.7	D	EB	T	0.77	36.8	D	EB	T	0.77	36.8	D
		R	1.16	615.2	F		R	1.16	615.2	F		R	1.16	615.2	F
	WB	DefL	0.73	45.0	D	WB	DefL	0.73	45.3	mid-D	WB	DefL	0.73	45.3	mid-D
		T	0.44	20.6	C		T	0.48	21.4	C		T	0.48	21.4	C
	SB	L	0.41	13.9	B	SB	L	0.41	13.9	B	SB	L	0.41	13.9	B
		T	1.03	104.1	F		T	1.03	104.1	F		T	1.03	104.1	F
		R	0.48	19.2	B		R	0.48	19.2	B		R	0.48	19.2	B
Ramp to I-495 & 34th St	EB	L	0.32	13.4	B	EB	L	0.32	13.5	B	EB	L	0.33	13.6	B
		LTR	0.74	19.4	B		LTR	0.75	19.7	B		LTR	0.75	19.8	B
	WB	**LT**	**0.95**	**65.2**	**E**	**WB**	**LT**	**1.00**	**75.6**	**E**	**WB**	**LT**	**0.94**	**62.1**	**E**
		R	1.03	227.6	F		R	1.03	227.6	F		R	0.96	99.9	F
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	*EB*	*LT*	*1.08*	*254.9*	*F*	*EB*	*LT*	*1.10*	*263.1*	*F*	*EB*	*LT*	*1.10*	*263.1*	*F*
	WB	T	0.68	35.5	D	WB	T	0.72	36.6	D	WB	T	0.72	36.6	D
		R	0.89	80.1	F		R	0.89	80.1	F		R	0.89	80.1	F
	NB	L	0.33	16.9	B	NB	L	0.34	16.9	B	NB	L	0.34	16.9	B
		T	0.93	30.9	C		T	0.93	30.9	C		T	0.93	30.9	C
		R	0.54	21.7	C		R	0.54	21.7	C		R	0.54	21.7	C
FDR Drive & 34th St		*L*	*1.07*	*347.9*	*F*		*L*	*1.08*	*349.2*	*F*		*L*	*1.08*	*349.2*	*F*
	EB	LTR	0.94	73.8	E	*EB*	LTR	0.94	74.6	E	*EB*	LTR	0.94	74.6	E
		R	0.87	39.1	D		R	0.87	39.1	D		R	0.82	33.4	C
	WB	LTR	0.09	26.8	C	WB	LTR	0.09	26.8	C	WB	LTR	0.09	26.8	C
	NB	**L**	**1.15**	**212.1**	**F**	**NB**	**L**	**1.19**	**230.9**	**F**	**NB**	**L**	**1.13**	**202.6**	**F**
		TR	0.29	7.7	A		TR	0.29	7.7	A		TR	0.29	7.7	A
	SB	LTR	0.86	30.4	C	SB	LTR	0.87	31.2	C	SB	LTR	0.92	37.1	D

Shading and Bold denotes approach movements that required mitigation
Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.
Movements that do not exist during a particular peak period have been blacked out

Table 22-3
2014 Future with the Proposed Project – Single-Tenant Office Scenario: Weekday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.68	34.4	C	EB	T	0.68	34.4	C	EB	T	0.68	34.4	C
		R	0.90	68.1	E		R	0.90	68.1	E		R	0.90	68.1	E
	WB	DefL				WB	DefL				WB	DefL			
		T	0.70	22.0	C		T	0.70	22.0	C		T	0.70	22.0	C
	SB	LT	0.92	32.6	C	SB	LT	0.92	32.7	C	SB	LT	0.92	32.7	C
		R					R					R			
Eighth Ave & 30th St	*EB*	L	0.51	21.9	C	*EB*	L	0.51	21.9	C	*EB*	L	0.51	21.9	C
		T	*0.72*	*310.6*	*F*		*T*	*0.72*	*312.3*	*F*		*T*	*0.72*	*312.3*	*F*
	NB	TR	0.65	18.0	B	NB	TR	0.65	18.0	B	NB	TR	0.65	18.0	B
Eighth Ave & 31st St	WB	TR	1.37	467.0	F	WB	TR	1.37	467.0	F	WB	TR	1.37	467.0	F
	NB	LT	0.70	18.9	B	NB	LT	0.70	18.9	B	NB	LT	0.70	18.9	B
Eighth Ave & 33rd St	WB	TR	0.50	17.3	B	WB	TR	0.50	17.3	B	WB	TR	0.50	17.3	B
	NB	LT	0.96	40.4	D	NB	LT	0.96	40.4	D	NB	LT	0.96	40.4	D
Eighth Ave & 34th St	EB	T	0.58	22.5	C	EB	T	0.58	22.5	C	EB	T	0.58	22.5	C
	WB	T	0.41	18.1	B	WB	T	0.41	18.1	B	WB	T	0.41	18.1	B
		R	0.65	30.1	C		R	0.65	30.1	C		R	0.65	30.1	C
	NB	LTR	0.85	29.2	C	NB	LTR	0.85	29.2	C	NB	LTR	0.85	29.2	C
Eighth Ave & 35th St	WB	TR	0.92	50.7	mid-D	WB	TR	0.92	50.7	mid-D	WB	TR	0.92	50.7	mid-D
	NB	LT	0.72	19.3	B	NB	LT	0.72	19.3	B	NB	LT	0.72	19.3	B
Seventh Ave & 30th St	EB	T	0.79	35.6	D	EB	T	0.79	36.0	D	EB	T	0.79	36.0	D
		R	0.43	23.7	C		R	0.43	23.7	C		R	0.43	23.7	C
	SB	LT	0.73	24.4	C	SB	LT	0.73	24.4	C	SB	LT	0.73	24.4	C
Seventh Ave & 31st St	WB	LT	0.68	25.0	C	WB	LT	0.68	25.0	C	WB	LT	0.68	25.0	C
	SB	T	0.74	24.5	C	SB	T	0.75	24.6	C	SB	T	0.75	24.6	C
		R					R					R			
Seventh Ave & 32nd St	SB	LT	0.81	10.4	B	SB	LT	0.81	10.4	B	SB	LT	0.81	10.4	B
Seventh Ave & 33rd St	*WB*	*LT*	*1.19*	*681.2*	*F*	*WB*	*LT*	*1.20*	*690.4*	*F*	*WB*	*LT*	*1.20*	*690.4*	*F*
	SB	T	0.69	7.9	A	SB	T	0.69	7.9	A	SB	T	0.69	7.9	A
		R					R					R			
Seventh Ave & 34th St	EB	T	0.71	30.8	C	EB	T	0.71	30.8	C	EB	T	0.71	30.8	C
		R	0.09	18.8	B		R	0.09	18.8	B		R	0.09	18.8	B
	WB	LT	0.65	21.7	C	WB	LT	0.65	21.7	C	WB	LT	0.65	21.7	C
	SB	T	0.91	27.7	C	SB	T	0.91	27.7	C	SB	T	0.91	27.7	C
Seventh Ave & 35th St	WB	L	0.62	34.2	C	WB	L	0.62	34.2	C	WB	L	0.62	34.2	C
		T	0.37	23.4	C		T	0.37	23.4	C		T	0.37	23.4	C
	SB	T	0.73	17.3	B	SB	T	0.73	17.3	B	SB	T	0.73	17.3	B
		R					R					R			
Broadway & 30th St	EB	TR	0.50	19.6	B	EB	TR	0.50	19.6	B	EB	TR	0.50	19.6	B
	SB	L	0.40	38.1	D	SB	L	0.40	38.1	D	SB	L	0.40	38.1	D
		T	0.08	14.7	B		T	0.08	14.7	B		T	0.08	14.7	B
Broadway & 31st St	WB	LT	1.02	146.2	F	WB	LT	1.02	146.2	F	WB	LT	1.02	146.2	F
	SB	TR	0.90	56.6	E	SB	TR	0.90	56.6	E	SB	TR	0.90	56.6	E
Broadway & 32nd St	EB	TR	0.40	18.1	B	EB	TR	0.40	18.1	B	EB	TR	0.40	18.1	B
	SB	L	0.20	17.1	B	SB	L	0.20	17.1	B	SB	L	0.20	17.1	B
		T	0.20	15.9	B		T	0.20	15.9	B		T	0.20	15.9	B
Broadway & 33rd St	WB	L	0.77	55.2	E	WB	L	0.77	55.2	E	WB	L	0.77	55.2	E
Broadway & 35th St	WB	T	0.26	21.7	C	WB	T	0.26	21.7	C	WB	T	0.26	21.7	C
	SB	R	0.38	32.1	C	SB	R	0.38	32.1	C	SB	R	0.38	32.1	C
Sixth Ave & 30th St	*EB*	*L*	*0.93*	*516.1*	*F*	*EB*	*L*	*0.94*	*524.1*	*F*	*EB*	*L*	*0.94*	*524.1*	*F*
		T	0.79	170.8	F		T	0.79	170.8	F		T	0.79	170.8	F
	NB	TR	0.70	16.8	B	NB	TR	0.70	16.8	B	NB	TR	0.70	16.8	B
Sixth Ave & 31st St	WB	TR	0.82	36.7	D	WB	TR	0.82	36.7	D	WB	TR	0.82	36.7	D
	NB	LT	0.75	18.7	B	NB	LT	0.75	18.8	B	NB	LT	0.75	18.8	B
Sixth Ave & 32nd St	EB	LT	1.13	492.3	F	EB	LT	1.13	492.3	F	EB	LT	1.13	492.3	F
	NB	TR	0.77	13.4	B	NB	TR	0.77	13.4	B	NB	TR	0.77	13.4	B
Sixth Ave & 33rd St	NB	L	0.92	69.2	E	NB	L	0.93	71.0	E	NB	L	0.93	71.0	E
		T	0.60	10.5	B		T	0.60	10.5	B		T	0.60	10.5	B
Sixth Ave & 34th St	EB	T	0.95	61.2	E	EB	T	0.95	61.2	E	EB	T	0.95	61.2	E
	WB	T	0.75	31.2	C	WB	T	0.75	31.2	C	WB	T	0.75	31.2	C
		R	0.21	25.6	C		R	0.21	25.6	C		R	0.21	25.6	C
	NB	T	0.54	9.8	A	NB	T	0.54	9.8	A	NB	T	0.54	9.8	A
Sixth Ave & 35th St	WB	TR	0.99	67.2	E	WB	TR	0.99	67.2	E	WB	TR	0.99	67.2	E
	NB	LT	0.61	13.4	B	NB	LT	0.61	13.4	B	NB	LT	0.61	13.4	B
Fifth Ave & 30th St	EB	TR	1.22	378.9	F	EB	TR	1.22	378.9	F	EB	TR	1.22	378.9	F
	SB	LT	0.71	12.8	B	SB	LT	0.71	12.8	B	SB	LT	0.71	12.8	B
Fifth Ave & 31st St	WB	L	0.33	25.3	C	WB	L	0.33	25.3	C	WB	L	0.33	25.3	C
		T	0.78	40.0	D		T	0.78	40.0	D		T	0.78	40.0	D
	SB	TR	0.78	14.4	B	SB	TR	0.78	14.4	B	SB	TR	0.78	14.4	B
Fifth Ave & 32nd St	EB	T	0.41	25.1	C	EB	T	0.41	25.1	C	EB	T	0.41	25.1	C
		R	0.63	36.8	D		R	0.63	36.8	D		R	0.63	36.8	D
	SB	LT	0.92	22.5	C	SB	LT	0.92	22.5	C	SB	LT	0.92	22.5	C
Fifth Ave & 33rd St	WB	LT	1.10	389.2	F	WB	LT	1.10	389.2	F	WB	LT	1.10	389.2	F
	SB	TR	0.67	8.5	A	SB	TR	0.67	8.5	A	SB	TR	0.67	8.5	A

Table 22-3 (cont'd)
2014 Future with the Proposed Project – Single-Tenant Office Scenario: Weekday MD Peak HourIntersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.51	21.1	C	EB	T	0.51	21.1	C	EB	T	0.51	21.1	C
		R	0.41	21.7	C		R	0.41	21.7	C		R	0.41	21.7	C
	WB	T	0.54	20.0	B	WB	T	0.54	20.0	B	WB	T	0.54	20.0	B
	SB	LT	0.74	19.8	B	SB	LT	0.74	19.8	B	SB	LT	0.74	19.8	B
		R	0.44	20.6	C		R	0.44	20.6	C		R	0.44	20.6	C
Fifth Ave & 35th St	WB	L	0.97	97.4	F	WB	L	0.97	97.4	F	WB	L	0.97	97.4	F
		T	0.75	34.4	C		T	0.75	34.4	C		T	0.75	34.4	C
	SB	T	0.57	12.9	B	SB	T	0.57	12.9	B	SB	T	0.57	12.9	B
		R	0.35	15.1	B		R	0.35	15.1	B		R	0.35	15.1	B
Madison Ave & 30th St	EB	L	0.69	38.6	D	EB	L	0.69	38.6	D	EB	L	0.69	38.6	D
		T	0.74	36.2	D		T	0.74	36.2	D		T	0.74	36.2	D
	NB	TR	0.77	15.5	B	NB	TR	0.77	15.5	B	NB	TR	0.77	15.5	B
Madison Ave & 31st St	WB	TR	0.59	27.6	C	WB	TR	0.59	27.6	C	WB	TR	0.59	27.6	C
	NB	LT	0.82	17.7	B	NB	LT	0.82	17.7	B	NB	LT	0.82	17.7	B
Madison Ave & 32nd St	EB	L	0.61	32.2	C	EB	L	0.61	32.2	C	EB	L	0.61	32.2	C
		T	0.67	30.9	C		T	0.67	30.9	C		T	0.67	30.9	C
	NB	TR	0.61	12.5	B	NB	TR	0.61	12.5	B	NB	TR	0.61	12.5	B
Madison Ave & 33rd St	WB	T	0.31	20.9	C	WB	T	0.31	20.9	C	WB	T	0.31	20.9	C
		R	0.56	29.5	C		R	0.56	29.5	C		R	0.56	29.5	C
	NB	LT	0.69	15.4	B	NB	LT	0.69	15.4	B	NB	LT	0.69	15.4	B
Madison Ave & 34th St	EB	L	0.17	17.7	B	EB	L	0.17	17.7	B	EB	L	0.17	17.7	B
		T	0.70	27.2	C		T	0.70	27.2	C		T	0.70	27.2	C
	WB	T	0.80	31.3	C	WB	T	0.80	31.3	C	WB	T	0.80	31.3	C
		R	0.28	17.9	B		R	0.28	17.9	B		R	0.28	17.9	B
	NB	LTR	0.92	32.4	C	NB	LTR	0.92	32.4	C	NB	LTR	0.92	32.4	C
Madison Ave & 35th St	WB	T	0.80	33.4	C	WB	T	0.80	33.4	C	WB	T	0.80	33.4	C
		R	0.80	58.2	E		R	0.80	58.2	E		R	0.80	58.2	E
	NB	LT	0.50	15.9	B	NB	LT	0.50	15.9	B	NB	LT	0.50	15.9	B
Park Ave & 34th St	EB	T	0.80	37.2	D	EB	T	0.80	37.2	D	EB	T	0.80	37.2	D
		R	0.34	23.7	C		R	0.34	23.7	C		R	0.34	23.7	C
	WB	T	1.07	217.8	F	WB	T	1.07	217.8	F	WB	T	1.07	217.8	F
		R	0.26	21.5	C		R	0.26	21.5	C		R	0.26	21.5	C
	NB	TR	0.67	19.7	B	NB	TR	0.67	19.7	B	NB	TR	0.67	19.7	B
	SB	TR	0.77	22.7	C	SB	TR	0.77	22.7	C	SB	TR	0.77	22.7	C
Lexington Ave & 34th St	EB	T	0.79	34.3	C	EB	T	0.79	34.3	C	EB	T	0.79	34.3	C
		R	0.40	24.6	C		R	0.40	24.6	C		R	0.40	24.6	C
	WB	T	0.55	23.7	C	WB	T	0.55	23.7	C	WB	T	0.55	23.7	C
	SB	LT	0.77	17.6	B	SB	LT	0.77	17.6	B	SB	LT	0.77	17.6	B
		R	0.32	12.7	B		R	0.32	12.7	B		R	0.32	12.7	B
Third Ave & 34th St	EB	L	0.53	23.9	C	EB	L	0.53	23.9	C	EB	L	0.53	23.9	C
		T	0.69	26.3	C		T	0.69	26.3	C		T	0.69	26.3	C
	WB	TR	0.77	37.1	D	WB	TR	0.77	37.1	D	WB	TR	0.77	37.1	D
	NB	LTR	0.78	20.4	C	NB	LTR	0.78	20.4	C	NB	LTR	0.78	20.4	C
Ramp from I-495 & 34th St	EB	T	0.30	4.5	A	EB	T	0.30	4.5	A	EB	T	0.30	4.5	A
	WB	T	0.34	22.8	C	WB	T	0.34	22.8	C	WB	T	0.34	22.8	C
	SB	L	0.66	58.6	E	SB	L	0.66	58.6	E	SB	L	0.66	58.6	E
		R	0.20	10.9	B		R	0.20	10.9	B		R	0.20	10.9	B
Second Ave & 34th St	EB	T	0.77	36.8	D	EB	T	0.77	36.8	D	EB	T	0.77	36.8	D
		R	0.86	77.5	E		R	0.86	77.5	E		R	0.86	77.5	E
	WB	DefL	0.48	32.7	C	WB	DefL	0.48	32.7	C	WB	DefL	0.48	32.7	C
		T	0.38	19.6	B		T	0.38	19.6	B		T	0.38	19.6	B
	SB	L	0.23	12.1	B	SB	L	0.23	12.1	B	SB	L	0.23	12.1	B
		T	0.85	21.1	C		T	0.85	21.1	C		T	0.85	21.1	C
		R	0.36	16.1	B		R	0.36	16.1	B		R	0.36	16.1	B
Ramp to I-495 & 34th St	EB	L	0.39	14.0	B	EB	L	0.39	14.0	B	EB	L	0.39	14.0	B
		LTR	0.53	14.7	B		LTR	0.53	14.7	B		LTR	0.53	14.7	B
	WB	LT	0.73	43.3	D	WB	LT	0.73	43.3	D	WB	LT	0.73	43.3	D
		R	1.06	342.0	F		R	1.06	342.0	F		R	1.06	342.0	F
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	EB	LT	0.83	34.9	C	EB	LT	0.83	34.9	C	EB	LT	0.83	34.9	C
	WB	T	0.55	32.0	C	WB	T	0.55	32.0	C	WB	T	0.55	32.0	C
		R	0.55	42.6	D		R	0.55	42.6	D		R	0.55	42.6	D
	NB	L	0.32	16.7	B	NB	L	0.32	16.7	B	NB	L	0.32	16.7	B
		T	0.82	23.8	C		T	0.82	23.8	C		T	0.82	23.8	C
		R	0.67	27.0	C		R	0.67	27.0	C		R	0.67	27.0	C
FDR Drive & 34th St	EB	L	0.99	91.4	F	EB	L	0.99	91.4	F	EB	L	0.99	91.4	F
		LTR	0.75	48.6	mid-D		LTR	0.75	48.6	mid-D		LTR	0.75	48.6	mid-D
		R	0.67	26.2	C		R	0.67	26.2	C		R	0.67	26.2	C
	WB	LTR	0.04	26.2	C	WB	LTR	0.04	26.2	C	WB	LTR	0.04	26.2	C
	NB	L	0.67	15.9	B	NB	L	0.67	15.9	B	NB	L	0.67	15.9	B
		TR	0.11	6.4	A		TR	0.11	6.4	A		TR	0.11	6.4	A
	SB	LTR	0.53	19.9	B	SB	LTR	0.53	19.9	B	SB	LTR	0.53	19.9	B

Shading and Bold denotes approach movements that required mitigation
Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.
Movements that do not exist during a particular peak period have been blacked out

Table 22-4

2014 Future with the Proposed Project – Single-Tenant **Office** Scenario: Weekday PM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.59	30.6	C	EB	T	0.59	30.6	C	EB	T	0.59	30.6	C
		R	1.26	405.4	F		R	1.26	405.4	F		R	1.26	405.4	F
	WB	DefL	0.81	42.4	D	WB	DefL				WB	DefL			
		T	0.77	27.7	C		T	0.89	34.3	C		T	0.89	34.3	C
	SB	LT	0.81	26.3	C	SB	LT	0.81	26.3	C	SB	LT	0.81	26.3	C
		R	0.82	41.1	D		R	0.82	41.1	D		R	0.82	41.1	D
Eighth Ave & 30th St	*EB*	L	0.66	29.4	C	*EB*	L	0.66	29.5	C	*EB*	L	0.66	29.5	C
		T	*0.73*	*330.9*	*F*		*T*	*0.73*	*332.7*	*F*		*T*	*0.73*	*332.7*	*F*
	NB	TR	0.71	17.4	B	NB	TR	0.71	17.5	B	NB	TR	0.71	17.5	B
Eighth Ave & 31st St	**WB**	**TR**	**1.29**	**417.8**	**F**	**WB**	**TR**	**1.31**	**427.1**	**F**	**WB**	**TR**	**1.28**	**407.4**	**F**
	NB	LT	0.85	23.2	C	NB	LT	0.85	23.3	C	NB	LT	0.87	25.4	C
Eighth Ave & 33rd St	WB	TR	0.67	22.1	C	WB	TR	0.67	22.1	C	WB	TR	0.68	23.4	C
	NB	**LT**	**1.01**	**89.7**	**F**	**NB**	**LT**	**1.02**	**128.5**	**F**	**NB**	**LT**	**0.99**	**44.9**	**D**
Eighth Ave & 34th St	EB	T	0.57	22.1	C	EB	T	0.57	22.1	C	EB	T	0.57	22.1	C
	WB	T	0.48	19.0	B	WB	T	0.49	19.2	B	WB	T	0.49	19.2	B
		R	0.76	37.5	D		R	0.83	44.2	D		R	0.83	44.2	D
	NB	LTR	0.80	27.2	C	NB	LTR	0.80	27.4	C	NB	LTR	0.80	27.4	C
Eighth Ave & 35th St	WB	TR	1.35	521.7	F	WB	TR	1.35	521.7	F	WB	TR	1.35	521.7	F
	NB	LT	0.56	10.1	B	NB	LT	0.57	10.2	B	NB	LT	0.57	10.2	B
Seventh Ave & 30th St	*EB*	*T*	*0.79*	*166.8*	*F*	*EB*	*T*	*0.79*	*169.8*	*F*	*EB*	*T*	*0.79*	*169.8*	*F*
		R	0.53	212.9	F		R	0.53	212.9	F		R	0.53	212.9	F
	SB	LT	0.70	15.7	B	SB	LT	0.70	15.8	B	SB	LT	0.70	15.8	B
Seventh Ave & 31st St	WB	LT	0.59	22.7	C	WB	LT	0.60	23.1	C	WB	LT	0.62	24.2	C
	SB	T	0.77	19.2	B	**SB**	T	0.77	19.4	B	**SB**	T	0.75	18.1	B
		R	**0.90**	**55.2**	**E**		**R**	**0.93**	**59.9**	**E**		**R**	**0.90**	**53.3**	**mid-D**
Seventh Ave & 32nd St	SB	LT	0.82	10.7	B	SB	LT	0.83	11.0	B	SB	LT	0.83	11.0	B
Seventh Ave & 33rd St	*WB*	*LT*	*0.95*	*79.6*	*E*	*WB*	*LT*	*0.98*	*85.8*	*F*	*WB*	*LT*	*0.98*	*85.8*	*F*
	SB	T	0.60	6.7	A	SB	T	0.60	6.7	A	SB	T	0.60	6.7	A
		R	1.08	283.7	F		R	1.08	283.7	F		R	1.08	283.7	F
Seventh Ave & 34th St	EB	T	0.70	30.2	C	EB	T	0.75	32.3	C	EB	T	0.75	32.3	C
		R	0.13	19.8	B		R	0.13	19.8	B		R	0.13	19.8	B
	WB	LT	0.73	24.0	C	WB	LT	0.73	24.3	C	WB	LT	0.73	24.3	C
	SB	T	0.94	30.6	C	SB	T	0.95	31.6	C	SB	T	0.95	31.6	C
Seventh Ave & 35th St	WB	L	0.64	36.7	D	WB	L	0.67	38.4	D	WB	L	0.67	38.4	D
		T	0.57	27.0	C		T	0.57	27.0	C		T	0.57	27.0	C
	SB	T	0.69	11.7	B	SB	T	0.69	11.7	B	SB	T	0.69	11.7	B
		R	0.18	11.5	B		R	0.18	11.5	B		R	0.18	11.5	B
Broadway & 30th St	EB	TR	0.53	19.9	B	EB	TR	0.53	19.9	B	EB	TR	0.53	19.9	B
	SB	L	0.29	35.2	D	SB	L	0.32	36.0	D	SB	L	0.32	36.0	D
		T	0.21	16.1	B		T	0.23	16.3	B		T	0.23	16.3	B
Broadway & 31st St	WB	LT	0.78	32.5	C	WB	LT	0.78	32.5	C	WB	LT	0.78	32.5	C
	SB	TR	0.89	50.3	mid-D	SB	TR	0.90	52.6	mid-D	SB	TR	0.90	52.6	mid-D
Broadway & 32nd St	EB	TR	0.49	19.7	B	EB	TR	0.50	19.7	B	EB	TR	0.50	19.7	B
	SB	L	0.22	34.0	C	SB	L	0.33	36.3	D	SB	L	0.33	36.3	D
		T	0.39	29.7	C		T	0.42	30.4	C		T	0.42	30.4	C
Broadway & 33rd St	**WB**	**L**	**0.81**	**56.8**	**E**	**WB**	**L**	**0.95**	**80.0**	**E**	**WB**	**L**	**0.83**	**54.1**	**mid-D**
Broadway & 35th St	WB	T	0.34	22.6	C	WB	T	0.34	22.6	C	WB	T	0.34	22.6	C
	SB	R	0.52	36.3	D	SB	R	0.53	36.6	D	SB	R	0.53	36.6	D
Sixth Ave & 30th St	*EB*	*L*	*0.81*	*418.2*	*F*	*EB*	*L*	*0.82*	*424.7*	*F*	*EB*	*L*	*0.82*	*424.7*	*F*
		T	*0.86*	*200.4*	*F*		*T*	*0.86*	*202.5*	*F*		*T*	*0.86*	*202.5*	*F*
	NB	TR	0.71	12.0	B	NB	TR	0.71	12.0	B	NB	TR	0.71	12.0	B
Sixth Ave & 31st St	WB	TR	0.68	30.0	C	WB	TR	0.68	30.0	C	WB	TR	0.68	30.0	C
	NB	LT	0.73	12.5	B	NB	LT	0.73	12.5	B	NB	LT	0.73	12.5	B
Sixth Ave & 32nd St	**EB**	**LT**	**1.38**	**608.8**	**F**	**EB**	**LT**	**1.40**	**617.9**	**F**	**EB**	**LT**	**1.35**	**581.7**	**F**
	NB	TR	0.80	14.3	B	NB	TR	0.81	14.4	B	NB	TR	0.82	15.7	B
Sixth Ave & 33rd St	NB	L	0.77	51.4	mid-D	NB	L	0.79	52.6	mid-D	NB	L	0.79	52.6	mid-D
		T	0.64	11.1	B		T	0.65	11.1	B		T	0.65	11.1	B
Sixth Ave & 34th St	EB	T	0.79	38.8	D	EB	T	0.84	42.8	D	EB	T	0.84	42.8	D
	WB	T	0.83	35.3	D	WB	T	0.83	35.3	D	WB	T	0.83	35.3	D
		R	0.32	29.8	C		R	0.32	29.8	C		R	0.32	29.8	C
	NB	T	0.58	10.2	B	NB	T	0.58	10.2	B	NB	T	0.58	10.2	B
Sixth Ave & 35th St	**WB**	**TR**	**1.13**	**421.7**	**F**	**WB**	**TR**	**1.23**	**466.8**	**F**	**WB**	**TR**	**1.16**	**419.7**	**F**
	NB	LT	0.67	14.3	B	NB	LT	0.67	14.3	B	NB	LT	0.71	16.4	B
Fifth Ave & 30th St	**EB**	**TR**	**1.32**	**402.0**	**F**	**EB**	**TR**	**1.35**	**413.8**	**F**	**EB**	**TR**	**1.27**	**363.7**	**F**
	SB	LT	0.82	15.9	B	SB	LT	0.82	16.0	B	SB	LT	0.85	19.3	B
Fifth Ave & 31st St	WB	L	0.42	27.5	C	WB	L	0.42	27.5	C	WB	L	0.42	27.5	C
		T	0.64	31.9	C		T	0.64	31.9	C		T	0.64	31.9	C
	SB	TR	0.80	15.2	B	SB	TR	0.80	15.2	B	SB	TR	0.80	15.2	B
Fifth Ave & 32nd St	EB	T	0.57	29.2	C	EB	T	0.65	32.2	C	EB	T	0.65	32.2	C
		R	0.50	30.8	C		R	0.51	31.3	C		R	0.51	31.3	C
	SB	LT	0.97	30.1	C	SB	LT	0.97	30.1	C	SB	LT	0.97	30.1	C
Fifth Ave & 33rd St	WB	LT	1.00	86.6	F	WB	LT	1.00	86.6	F	WB	LT	1.00	86.6	F
	SB	TR	0.76	10.3	B	SB	TR	0.76	10.3	B	SB	TR	0.76	10.3	B

Table 22-4 (cont'd)

2014 Future with the Proposed Project – Single-Tenant **Office** Scenario: Weekday PM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.47	20.3	C	EB	T	0.51	21.3	C	EB	T	0.51	21.3	C
		R	0.50	24.4	C		R	0.50	24.4	C		R	0.50	24.4	C
	WB	T	0.63	21.8	C	WB	T	0.63	21.8	C	WB	T	0.63	21.8	C
	SB	LT	0.67	18.3	B	SB	LT	0.67	18.3	B	SB	LT	0.67	18.3	B
		R	0.40	19.3	B		R	0.40	19.3	B		R	0.40	19.3	B
Fifth Ave & 35th St	WB	L	0.58	47.3	mid-D	WB	L	0.58	47.3	mid-D	WB	L	0.58	47.3	mid-D
		T	0.91	49.6	mid-D		T	0.92	50.9	mid-D		T	0.92	50.9	mid-D
	SB	T	0.59	13.3	B	SB	T	0.59	13.3	B	SB	T	0.59	13.3	B
		R	0.49	20.7	C		R	0.49	20.9	C		R	0.49	20.9	C
Madison Ave & 30th St	EB	L	0.61	34.1	C	EB	L	0.61	34.1	C	EB	L	0.61	34.1	C
		T	0.86	46.2	mid-D		T	0.87	47.4	mid-D		T	0.87	47.4	mid-D
	NB	TR	0.79	16.6	B	NB	TR	0.79	16.6	B	NB	TR	0.79	16.6	B
Madison Ave & 31st St	WB	TR	0.51	25.9	C	WB	TR	0.51	25.9	C	WB	TR	0.51	25.9	C
	NB	LT	0.90	23.2	C	NB	LT	0.90	23.2	C	NB	LT	0.90	23.2	C
Madison Ave & 32nd St	EB	L	0.67	35.9	D	EB	L	0.76	42.3	D	EB	L	0.76	42.3	D
		T	0.71	33.2	C		T	0.74	34.6	C		T	0.74	34.6	C
	NB	TR	0.64	13.1	B	NB	TR	0.64	13.1	B	NB	TR	0.64	13.1	B
Madison Ave & 33rd St	WB	T	0.26	20.1	C	WB	T	0.26	20.1	C	WB	T	0.26	20.1	C
		R	0.36	23.0	C		R	0.36	23.0	C		R	0.36	23.0	C
	NB	LT	0.77	17.6	B	NB	LT	0.78	18.0	B	NB	LT	0.78	18.0	B
Madison Ave & 34th St	EB	L	0.41	35.0	C	EB	L	0.41	35.0	C	EB	L	0.41	35.0	C
		T	0.63	27.9	C		T	0.67	29.7	C		T	0.67	29.7	C
	WB	T	1.05	182.6	F	WB	T	1.05	182.6	F	WB	T	1.05	182.6	F
		R	0.54	29.3	C		R	0.55	29.6	C		R	0.55	29.6	C
	NB	LTR	0.83	20.5	C	NB	LTR	0.85	21.7	C	NB	LTR	0.85	21.7	C
Madison Ave & 35th St	**WB**	**T**	**1.00**	**68.2**	**E**	**WB**	**T**	**1.01**	**106.7**	**F**	**WB**	**T**	**0.98**	**61.7**	**E**
		R	1.08	427.2	F		R	1.08	427.2	F		R	1.01	146.7	F
	NB	LT	0.47	12.0	B	NB	LT	0.48	12.0	B	NB	LT	0.49	12.8	B
Park Ave & 34th St	EB	T	0.64	28.8	C	EB	T	0.71	31.5	C	EB	T	0.71	31.5	C
		R	0.26	21.8	C		R	0.26	21.8	C		R	0.26	21.8	C
	WB	*T*	*1.05*	*203.4*	*F*	*WB*	*T*	*1.05*	*204.5*	*F*	*WB*	*T*	*1.05*	*204.5*	*F*
		R	0.49	27.5	C		R	0.49	27.5	C		R	0.49	27.5	C
	NB	TR	0.70	20.4	C	NB	TR	0.70	20.4	C	NB	TR	0.70	20.4	C
	SB	TR	0.88	29.2	C	SB	TR	0.88	29.2	C	SB	TR	0.88	29.2	C
Lexington Ave & 34th St	EB	T	0.63	27.2	C	EB	T	0.69	29.4	C	EB	T	0.69	29.4	C
		R	0.30	22.0	C		R	0.30	22.0	C		R	0.30	22.0	C
	WB	*T*	*1.11*	*226.9*	*F*	*WB*	*T*	*1.11*	*228.3*	*F*	*WB*	*T*	*1.11*	*228.3*	*F*
	SB	LT	0.73	16.6	B	SB	LT	0.73	16.6	B	SB	LT	0.73	16.6	B
		R	0.96	77.1	E		R	0.96	77.1	E		R	0.96	77.1	E
Third Ave & 34th St	EB	L	0.43	21.3	C	EB	L	0.43	21.3	C	EB	L	0.43	21.3	C
		T	0.54	21.6	C		T	0.60	23.1	C		T	0.60	23.1	C
	WB	TR	0.75	36.4	D	WB	TR	0.75	36.4	D	WB	TR	0.75	36.4	D
	NB	LTR	0.89	24.5	C	NB	LTR	0.89	24.7	C	NB	LTR	0.89	24.7	C
Ramp from I-495 & 34th St	EB	T	0.25	4.2	A	EB	T	0.27	4.3	A	EB	T	0.27	4.3	A
	WB	T	0.38	24.1	C	WB	T	0.38	24.1	C	WB	T	0.38	24.1	C
	SB	L	0.58	52.2	mid-D	SB	L	0.58	52.2	mid-D	SB	L	0.58	52.2	mid-D
		R	0.15	10.0	A		R	0.15	10.0	A		R	0.15	10.0	A
Second Ave & 34th St	EB	T	0.63	32.3	C	EB	T	0.68	33.6	C	EB	T	0.68	33.6	C
		R	0.76	62.6	E		R	0.76	62.6	E		R	0.76	62.6	E
	WB	DefL	0.46	29.2	C	WB	DefL	0.47	30.6	C	WB	DefL	0.47	30.6	C
		T	0.35	19.2	B		T	0.35	19.2	B		T	0.35	19.2	B
	SB	L	0.27	12.5	B	SB	L	0.27	12.5	B	SB	L	0.27	12.5	B
		T	0.95	28.3	C		T	0.95	28.3	C		T	0.95	28.3	C
		R	0.52	20.5	C		R	0.52	20.5	C		R	0.52	20.5	C
Ramp to I-495 & 34th St	EB	L	0.25	12.1	B	EB	L	0.25	12.1	B	EB	L	0.25	12.1	B
		LTR	0.53	14.7	B		LTR	0.56	15.1	B		LTR	0.56	15.1	B
	WB	LT	0.66	40.1	D	WB	LT	0.66	40.2	D	WB	LT	0.66	40.2	D
		R	1.12	578.8	F		R	1.12	578.8	F		R	1.12	578.8	F
	NB	LTR	0.18	39.5	D	NB	LTR	0.18	39.5	D	NB	LTR	0.18	39.5	D
First Ave & 34th St	EB	LT	0.87	37.8	D	EB	LT	0.92	42.9	D	EB	LT	0.92	42.9	D
	WB	T	0.59	32.8	C	WB	T	0.59	32.8	C	WB	T	0.59	32.8	C
		R	0.70	53.2	mid-D		R	0.70	53.2	mid-D		R	0.70	53.2	mid-D
	NB	L	0.25	15.5	B	NB	L	0.25	15.5	B	NB	L	0.25	15.5	B
		T	0.96	36.2	D		T	0.96	36.2	D		T	0.96	36.2	D
		R	0.56	22.6	C		R	0.56	22.6	C		R	0.56	22.6	C
FDR Drive & 34th St	**EB**	**L**	**1.04**	**243.2**	**F**	**EB**	**L**	**1.11**	**384.2**	**F**	**EB**	**L**	**1.00**	**91.6**	**F**
		LTR	**0.78**	**51.9**	**mid-D**		**LTR**	**0.82**	**56.3**	**E**		**LTR**	**0.74**	**45.9**	**mid-D**
		R	0.68	26.4	C		R	0.69	27.0	C		R	0.61	20.7	C
	WB	LTR	0.14	27.5	C	WB	LTR	0.14	27.5	C	WB	LTR	0.13	25.8	C
	NB	L	0.97	55.7	E	NB	L	0.97	56.4	E	NB	L	0.94	53.6	mid-D
		TR	0.18	6.9	A		TR	0.18	6.9	A		TR	0.19	7.7	A
	SB	LTR	0.74	25.0	C	SB	LTR	0.74	25.0	C	SB	LTR	0.85	33.7	C

Shading and Bold denotes approach movements that required mitigation

Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.

Movements that do not exist during a particular peak period have been blacked out

Table 22-5

2014 Future with the Proposed Project – Single-Tenant **Office** Scenario: Saturday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.61	42.0	D	EB	T	0.61	42.0	D	EB	T	0.61	42.0	D
		R	0.76	42.0	D		R	0.76	42.0	D		R	0.76	42.0	D
	WB	DefL	0.58	21.7	C	WB	DefL	0.58	21.7	C	WB	DefL	0.58	21.7	C
		T	0.28	13.6	B		T	0.28	13.6	B		T	0.28	13.6	B
	SB	LT	0.77	24.6	C	SB	LT	0.77	24.6	C	SB	LT	0.77	24.6	C
		R					R					R			
Eighth Ave & 30th St	EB	L	0.59	25.7	C	EB	L	0.59	25.7	C	EB	L	0.59	25.7	C
		T	0.59	24.7	C		T	0.59	24.7	C		T	0.59	24.7	C
	NB	TR	0.61	20.1	C	NB	TR	0.61	20.1	C	NB	TR	0.61	20.1	C
Eighth Ave & 31st St	WB	TR	1.34	639.3	F	WB	TR	1.34	639.3	F	WB	TR	1.34	639.3	F
	NB	LT	0.77	27.6	C	NB	LT	0.77	27.6	C	NB	LT	0.77	27.6	C
Eighth Ave & 33rd St	WB	TR	0.51	17.3	B	WB	TR	0.51	17.3	B	WB	TR	0.51	17.3	B
	NB	LT	0.90	58.1	E	NB	LT	0.90	58.1	E	NB	LT	0.90	58.1	E
Eighth Ave & 34th St	EB	T	0.56	21.8	C	EB	T	0.56	21.8	C	EB	T	0.56	21.8	C
	WB	T	0.48	18.8	B	WB	T	0.48	18.8	B	WB	T	0.48	18.8	B
		R					R					R			
	NB	LTR	0.84	42.3	D	NB	LTR	0.84	42.3	D	NB	LTR	0.84	42.3	D
Eighth Ave & 35th St	WB	TR	1.02	153.1	F	WB	TR	1.02	153.1	F	WB	TR	1.02	153.1	F
	NB	LT	0.58	10.3	B	NB	LT	0.58	10.3	B	NB	LT	0.58	10.3	B
Seventh Ave & 30th St	EB	T	0.35	20.8	C	EB	T	0.35	20.8	C	EB	T	0.35	20.8	C
		R	0.74	36.0	D		R	0.74	36.0	D		R	0.74	36.0	D
	SB	LT	0.59	13.9	B	SB	LT	0.59	13.9	B	SB	LT	0.59	13.9	B
Seventh Ave & 31st St	WB	LT	0.65	24.0	C	WB	LT	0.65	24.0	C	WB	LT	0.65	24.0	C
	SB	T	0.61	15.8	B	SB	T	0.61	15.8	B	SB	T	0.61	15.8	B
		R					R					R			
Seventh Ave & 32nd St	SB	LT	0.64	7.4	A	SB	LT	0.64	7.4	A	SB	LT	0.64	7.4	A
Seventh Ave & 33rd St	WB	LT	0.94	72.8	E	WB	LT	0.94	72.8	E	WB	LT	0.94	72.8	E
	SB	T	0.59	6.7	A	SB	T	0.59	6.7	A	SB	T	0.59	6.7	A
		R					R					R			
Seventh Ave & 34th St	EB	T	0.71	274.4	F	EB	T	0.71	274.4	F	EB	T	0.71	274.4	F
		R	0.18	21.1	C		R	0.18	21.1	C		R	0.18	21.1	C
	WB	LT	0.44	17.5	B	WB	LT	0.44	17.5	B	WB	LT	0.44	17.5	B
	SB	T	0.75	20.6	C	SB	T	0.75	20.6	C	SB	T	0.75	20.6	C
Seventh Ave & 35th St	WB	L	0.84	53.1	mid-D	WB	L	0.84	53.1	mid-D	WB	L	0.84	53.1	mid-D
		T	0.33	22.9	C		T	0.33	22.9	C		T	0.33	22.9	C
	SB	T	0.58	10.3	B	SB	T	0.58	10.3	B	SB	T	0.58	10.3	B
		R					R					R			
Broadway & 30th St	EB	TR	0.37	17.6	B	EB	TR	0.37	17.6	B	EB	TR	0.37	17.6	B
	SB	L	0.48	40.3	D	SB	L	0.48	40.3	D	SB	L	0.48	40.3	D
		T	0.10	14.9	B		T	0.10	14.9	B		T	0.10	14.9	B
Broadway & 31st St	WB	LT	1.22	344.9	F	WB	LT	1.22	344.9	F	WB	LT	1.22	344.9	F
	SB	TR	1.17	269.4	F	SB	TR	1.17	269.4	F	SB	TR	1.17	269.4	F
Broadway & 32nd St	EB	TR	0.24	16.1	B	EB	TR	0.24	16.1	B	EB	TR	0.24	16.1	B
	SB	L	0.17	16.3	B	SB	L	0.17	16.3	B	SB	L	0.17	16.3	B
		T	0.28	16.9	B		T	0.28	16.9	B		T	0.28	16.9	B
Broadway & 33rd St	WB	L	0.99	88.8	F	WB	L	0.99	88.8	F	WB	L	0.99	88.8	F
Broadway & 35th St	WB	T	0.27	21.7	C	WB	T	0.27	21.7	C	WB	T	0.27	21.7	C
	SB	R	0.42	33.5	C	SB	R	0.42	33.5	C	SB	R	0.42	33.5	C
Sixth Ave & 30th St	EB	L	0.46	231.3	F	EB	L	0.46	231.3	F	EB	L	0.46	231.3	F
		T	0.37	69.3	E		T	0.37	69.3	E		T	0.37	69.3	E
	NB	TR	0.72	12.3	B	NB	TR	0.72	12.3	B	NB	TR	0.72	12.3	B
Sixth Ave & 31st St	WB	TR	0.91	75.2	E	WB	TR	0.91	75.2	E	WB	TR	0.91	75.2	E
	NB	LT	0.67	11.5	B	NB	LT	0.67	11.5	B	NB	LT	0.67	11.5	B
Sixth Ave & 32nd St	EB	LT	0.89	56.1	E	EB	LT	0.89	56.1	E	EB	LT	0.89	56.1	E
	NB	TR	0.70	11.9	B	NB	TR	0.70	11.9	B	NB	TR	0.70	11.9	B
Sixth Ave & 33rd St	NB	L	0.79	51.9	mid-D	NB	L	0.79	51.9	mid-D	NB	L	0.79	51.9	mid-D
		T	0.58	10.3	B		T	0.58	10.3	B		T	0.58	10.3	B
Sixth Ave & 34th St	EB	T	0.94	272.4	F	EB	T	0.94	272.4	F	EB	T	0.94	272.4	F
	WB	T	0.72	30.0	C	WB	T	0.72	30.0	C	WB	T	0.72	30.0	C
		R	0.04	20.2	C		R	0.04	20.2	C		R	0.04	20.2	C
	NB	T	0.54	9.8	A	NB	T	0.54	9.8	A	NB	T	0.54	9.8	A
Sixth Ave & 35th St	WB	TR	0.94	55.9	E	WB	TR	0.94	55.9	E	WB	TR	0.94	55.9	E
	NB	LT	0.62	13.5	B	NB	LT	0.62	13.5	B	NB	LT	0.62	13.5	B
Fifth Ave & 30th St	EB	TR	1.15	354.4	F	EB	TR	1.15	354.4	F	EB	TR	1.15	354.4	F
	SB	LT	0.76	13.8	B	SB	LT	0.76	13.8	B	SB	LT	0.76	13.8	B
Fifth Ave & 31st St	WB	L	0.33	25.1	C	WB	L	0.33	25.1	C	WB	L	0.33	25.1	C
		T	0.99	69.5	E		T	0.99	69.5	E		T	0.99	69.5	E
	SB	TR	0.81	15.4	B	SB	TR	0.81	15.4	B	SB	TR	0.81	15.4	B
Fifth Ave & 32nd St	EB	T	0.44	25.7	C	EB	T	0.44	25.7	C	EB	T	0.44	25.7	C
		R	0.07	20.4	C		R	0.07	20.4	C		R	0.07	20.4	C
	SB	LT	0.85	16.6	B	SB	LT	0.85	16.6	B	SB	LT	0.85	16.6	B
Fifth Ave & 33rd St	WB	LT	0.78	48.3	mid-D	WB	LT	0.78	48.3	mid-D	WB	LT	0.78	48.3	mid-D
	SB	TR	0.76	10.0	A	SB	TR	0.76	10.0	A	SB	TR	0.76	10.0	A

Table 22-5 (cont'd)

2014 Future with the Proposed Project – Single-Tenant **Office** Scenario: Saturday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.43	19.3	B	EB	T	0.43	19.3	B	EB	T	0.43	19.3	B
		R	0.63	29.9	C		R	0.63	29.9	C		R	0.63	29.9	C
	WB	T	0.53	19.7	B	WB	T	0.53	19.7	B	WB	T	0.53	19.7	B
	SB	LT	0.75	19.7	B	SB	LT	0.75	19.7	B	SB	LT	0.75	19.7	B
		R	0.24	15.0	B		R	0.24	15.0	B		R	0.24	15.0	B
Fifth Ave & 35th St	WB	L	0.81	66.7	E	WB	L	0.81	66.7	E	WB	L	0.81	66.7	E
		T	0.66	29.3	C		T	0.66	29.3	C		T	0.66	29.3	C
	SB	T	0.62	13.6	B	SB	T	0.62	13.6	B	SB	T	0.62	13.6	B
		R	0.51	19.9	B		R	0.51	19.9	B		R	0.51	19.9	B
Madison Ave & 30th St	EB	L	0.56	31.5	C	EB	L	0.56	31.5	C	EB	L	0.56	31.5	C
		T	0.58	29.1	C		T	0.58	29.1	C		T	0.58	29.1	C
	NB	TR	0.51	10.2	B	NB	TR	0.51	10.2	B	NB	TR	0.51	10.2	B
Madison Ave & 31st St	WB	TR	0.63	28.5	C	WB	TR	0.63	28.5	C	WB	TR	0.63	28.5	C
	NB	LT	0.63	12.0	B	NB	LT	0.63	12.0	B	NB	LT	0.63	12.0	B
Madison Ave & 32nd St	EB	L	0.77	42.0	D	EB	L	0.77	42.0	D	EB	L	0.77	42.0	D
		T	0.27	21.4	C		T	0.27	21.4	C		T	0.27	21.4	C
	NB	TR	0.43	10.4	B	NB	TR	0.43	10.4	B	NB	TR	0.43	10.4	B
Madison Ave & 33rd St	WB	T	0.20	19.1	B	WB	T	0.20	19.1	B	WB	T	0.20	19.1	B
		R	0.11	18.3	B		R	0.11	18.3	B		R	0.11	18.3	B
	NB	LT	0.54	13.0	B	NB	LT	0.54	13.0	B	NB	LT	0.54	13.0	B
Madison Ave & 34th St	EB	L	0.75	71.2	E	EB	L	0.75	71.2	E	EB	L	0.75	71.2	E
		T	0.62	27.3	C		T	0.62	27.3	C		T	0.62	27.3	C
	WB	T	0.97	55.5	E	WB	T	0.97	55.5	E	WB	T	0.97	55.5	E
		R	0.26	21.1	C		R	0.26	21.1	C		R	0.26	21.1	C
	NB	LTR	0.50	12.5	B	NB	LTR	0.50	12.5	B	NB	LTR	0.50	12.5	B
Madison Ave & 35th St	WB	T	0.86	42.2	D	WB	T	0.86	42.2	D	WB	T	0.86	42.2	D
		R	0.52	45.3	mid-D		R	0.52	45.3	mid-D		R	0.52	45.3	mid-D
	NB	LT	0.35	10.9	B	NB	LT	0.35	10.9	B	NB	LT	0.35	10.9	B
Park Ave & 34th St	EB	T	0.57	26.1	C	EB	T	0.57	26.1	C	EB	T	0.57	26.1	C
		R	0.21	20.8	C		R	0.21	20.8	C		R	0.21	20.8	C
	WB	T	1.06	194.9	F	WB	T	1.06	194.9	F	WB	T	1.06	194.9	F
		R	0.29	22.1	C		R	0.29	22.1	C		R	0.29	22.1	C
	NB	TR	0.57	17.7	B	NB	TR	0.57	17.7	B	NB	TR	0.57	17.7	B
	SB	TR	0.61	18.2	B	SB	TR	0.61	18.2	B	SB	TR	0.61	18.2	B
Lexington Ave & 34th St	EB	T	0.63	27.0	C	EB	T	0.63	27.0	C	EB	T	0.63	27.0	C
		R	0.27	21.3	C		R	0.27	21.3	C		R	0.27	21.3	C
	WB	T	1.12	216.8	F	WB	T	1.12	216.8	F	WB	T	1.12	216.8	F
	SB	LT	0.57	13.3	B	SB	LT	0.57	13.3	B	SB	LT	0.57	13.3	B
		R	0.50	22.9	C		R	0.50	22.9	C		R	0.50	22.9	C
Third Ave & 34th St	EB	L	0.42	21.9	C	EB	L	0.42	21.9	C	EB	L	0.42	21.9	C
		T	0.59	22.4	C		T	0.59	22.4	C		T	0.59	22.4	C
	WB	TR	0.94	52.7	mid-D	WB	TR	0.94	52.7	mid-D	WB	TR	0.94	52.7	mid-D
	NB	LTR	0.76	19.7	B	NB	LTR	0.76	19.7	B	NB	LTR	0.76	19.7	B
Ramp from I-495 & 34th St	EB	T	0.31	4.6	A	EB	T	0.31	4.6	A	EB	T	0.31	4.6	A
	WB	T	0.44	24.4	C	WB	T	0.44	24.4	C	WB	T	0.44	24.4	C
	SB	L	1.12	387.8	F	SB	L	1.12	387.8	F	SB	L	1.12	387.8	F
		R	0.27	11.6	B		R	0.27	11.6	B		R	0.27	11.6	B
Second Ave & 34th St	EB	T	0.77	36.8	D	EB	T	0.77	36.8	D	EB	T	0.77	36.8	D
		R	0.81	61.7	E		R	0.81	61.7	E		R	0.81	61.7	E
	WB	DefL	0.39	29.9	C	WB	DefL	0.39	29.9	C	WB	DefL	0.39	29.9	C
		T	0.41	20.2	C		T	0.41	20.2	C		T	0.41	20.2	C
	SB	L	0.30	13.3	B	SB	L	0.30	13.3	B	SB	L	0.30	13.3	B
		T	0.84	20.6	C		T	0.84	20.6	C		T	0.84	20.6	C
		R	0.34	14.6	B		R	0.34	14.6	B		R	0.34	14.6	B
Ramp to I-495 & 34th St	EB	L	0.42	14.4	B	EB	L	0.42	14.4	B	EB	L	0.42	14.4	B
		LTR	0.46	13.5	B		LTR	0.46	13.5	B		LTR	0.46	13.5	B
	WB	LT	0.75	44.2	D	WB	LT	0.75	44.2	D	WB	LT	0.75	44.2	D
		R	0.77	65.9	E		R	0.77	65.9	E		R	0.77	65.9	E
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	EB	LT	0.70	27.9	C	EB	LT	0.70	27.9	C	EB	LT	0.70	27.9	C
	WB	T	0.48	30.6	C	WB	T	0.48	30.6	C	WB	T	0.48	30.6	C
		R	0.53	41.3	D		R	0.53	41.3	D		R	0.53	41.3	D
	NB	L	0.34	16.8	B	NB	L	0.34	16.8	B	NB	L	0.34	16.8	B
		T	0.69	19.8	B		T	0.69	19.8	B		T	0.69	19.8	B
		R	0.41	18.4	B		R	0.41	18.4	B		R	0.41	18.4	B
FDR Drive & 34th St	EB	L	0.70	44.9	D	EB	L	0.70	44.9	D	EB	L	0.70	44.9	D
		LTR	0.35	31.2	C		LTR	0.35	31.2	C		LTR	0.35	31.2	C
		R	0.53	21.7	C		R	0.53	21.7	C		R	0.53	21.7	C
	WB	LTR	0.01	25.9	C	WB	LTR	0.01	25.9	C	WB	LTR	0.01	25.9	C
	NB	L	0.65	15.8	B	NB	L	0.65	15.8	B	NB	L	0.65	15.8	B
		TR	0.08	6.2	A		TR	0.08	6.2	A		TR	0.08	6.2	A
	SB	LTR	0.60	21.4	C	SB	LTR	0.60	21.4	C	SB	LTR	0.60	21.4	C

Shading and Bold denotes approach movements that required mitigation

Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.

Movements that do not exist during a particular peak period have been blacked out

Table 22-6

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Weekday AM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.77	39.6	D	EB	T	0.80	41.9	D	EB	T	0.80	41.9	D
		R	1.02	163.3	F		R	1.02	163.3	F		R	1.02	163.3	F
	WB	DefL	0.62	24.8	C	WB	DefL	0.64	25.6	C	WB	DefL	0.64	25.6	C
		T	0.53	18.3	B		T	0.53	18.3	B		T	0.53	18.3	B
	SB	LT	0.92	33.2	C	SB	LT	0.93	33.4	C	SB	LT	0.93	33.4	C
		R					R					R			
Eighth Ave & 30th St	**EB**	L	0.70	31.5	C	**EB**	L	0.71	32.3	C	**EB**	L	0.69	30.2	C
		T	**1.04**	**221.6**	**F**		**T**	**1.05**	**258.9**	**F**		**T**	**1.02**	**141.5**	**F**
	NB	TR	0.64	16.3	B	NB	TR	0.65	16.4	B	NB	TR	0.66	17.4	B
Eighth Ave & 31st St	*WB*	*TR*	*1.18*	*383.8*	*F*	*WB*	*TR*	*1.18*	*385.6*	*F*	*WB*	*TR*	*1.18*	*385.6*	*F*
	NB	LT	0.72	19.2	B	NB	LT	0.72	19.2	B	NB	LT	0.72	19.2	B
Eighth Ave & 33rd St	WB	TR	0.36	14.8	B	WB	TR	0.36	14.8	B	WB	TR	0.36	14.8	B
	NB	LT	0.94	36.7	D	NB	LT	0.94	37.4	D	NB	LT	0.94	37.4	D
Eighth Ave & 34th St	EB	T	0.70	26.6	C	EB	T	0.71	27.3	C	EB	T	0.71	27.3	C
	WB	T	0.38	17.6	B	WB	T	0.38	17.6	B	WB	T	0.38	17.6	B
		R	0.69	32.5	C		R	0.69	32.5	C		R	0.69	32.5	C
	NB	LTR	0.88	31.2	C	NB	LTR	0.88	31.4	C	NB	LTR	0.88	31.4	C
Eighth Ave & 35th St	WB	TR	1.10	437.8	F	WB	TR	1.10	437.8	F	WB	TR	1.10	437.8	F
	NB	LT	0.56	10.1	B	NB	LT	0.56	10.1	B	NB	LT	0.56	10.1	B
Seventh Ave & 30th St	EB	T	0.89	45.2	mid-D	EB	T	0.91	48.3	mid-D	EB	T	0.91	48.3	mid-D
		R	0.90	57.7	E		R	0.90	57.7	E		R	0.90	57.7	E
	SB	LT	0.81	18.8	B	SB	LT	0.82	18.9	B	SB	LT	0.82	18.9	B
Seventh Ave & 31st St	WB	LT	0.56	22.1	C	WB	LT	0.56	22.1	C	WB	LT	0.56	22.1	C
	SB	T	0.81	20.1	C	SB	T	0.82	20.3	C	SB	T	0.82	20.3	C
		R					R					R			
Seventh Ave & 32nd St	SB	LT	0.87	12.4	B	SB	LT	0.88	12.7	B	SB	LT	0.88	12.7	B
Seventh Ave & 33rd St	**WB**	L				**WB**	L				**WB**	L			
		LT	**1.06**	**318.7**	**F**		**LT**	**1.13**	**607.8**	**F**		**LT**	**1.05**	**283.6**	**F**
	SB	T	0.78	9.2	A	SB	T	0.78	9.3	A	SB	T	0.81	11.5	B
		R					R					R			
Seventh Ave & 34th St	EB	T	0.85	40.7	D	EB	T	0.85	40.7	D	EB	T	0.85	40.7	D
		R	0.35	27.1	C		R	0.35	27.1	C		R	0.35	27.1	C
	WB	LT	0.66	22.3	C	WB	LT	0.66	22.5	C	WB	LT	0.66	22.5	C
	SB	T	0.97	34.6	C	SB	T	0.97	35.6	D	SB	T	0.97	35.6	D
Seventh Ave & 35th St	WB	L	0.95	70.2	E	WB	L	0.96	70.9	E	WB	L	0.96	70.9	E
		T	0.41	45.3	mid-D		T	0.41	45.3	mid-D		T	0.41	45.3	mid-D
	SB	T	0.71	12.2	B	SB	T	0.71	12.2	B	SB	T	0.71	12.2	B
		R					R					R			
Broadway & 30th St	EB	TR	0.57	20.8	C	EB	TR	0.56	20.5	C	EB	TR	0.56	20.5	C
	SB	L	0.27	35.0	C	SB	L	0.27	35.0	C	SB	L	0.27	35.0	C
		T	0.18	15.8	B		T	0.18	15.8	B		T	0.18	15.8	B
Broadway & 31st St	WB	LT	1.04	217.3	F	WB	LT	1.04	217.3	F	WB	LT	1.04	217.3	F
	SB	TR	0.50	22.5	C	SB	TR	0.50	22.5	C	SB	TR	0.50	22.5	C
Broadway & 32nd St	EB	TR	0.40	18.1	B	EB	TR	0.40	18.2	B	EB	TR	0.40	18.2	B
	SB	L	0.23	34.2	C	SB	L	0.23	34.3	C	SB	L	0.23	34.3	C
		T	0.18	15.7	B		T	0.18	15.7	B		T	0.18	15.7	B
Broadway & 33rd St	WB	L	0.74	52.4	mid-D	WB	L	0.75	52.7	mid-D	WB	L	0.75	52.7	mid-D
Broadway & 35th St	WB	T	0.35	22.7	C	WB	T	0.35	22.7	C	WB	T	0.35	22.7	C
	SB	R	0.46	34.4	C	SB	R	0.46	34.6	C	SB	R	0.46	34.6	C
Sixth Ave & 30th St	**EB**	**L**	**0.87**	**59.3**	**E**	**EB**	**L**	**0.91**	**66.4**	**E**	**EB**	**L**	**0.88**	**58.7**	**E**
		T	1.00	68.5	E		T	1.00	68.5	E		T	0.97	60.3	E
	NB	TR	0.77	13.4	B	NB	TR	0.77	13.5	B	NB	TR	0.79	14.6	B
Sixth Ave & 31st St	WB	TR	0.75	32.8	C	WB	TR	0.75	32.8	C	WB	TR	0.75	32.8	C
	NB	LT	0.83	15.0	B	NB	LT	0.84	15.3	B	NB	LT	0.84	15.3	B
Sixth Ave & 32nd St	**EB**	**LT**	**1.14**	**515.8**	**F**	**EB**	**LT**	**1.16**	**525.2**	**F**	**EB**	**LT**	**1.12**	**494.5**	**F**
	NB	TR	0.83	15.1	B	NB	TR	0.84	15.3	B	NB	TR	0.86	16.8	B
Sixth Ave & 33rd St	NB	L	0.76	50.0	mid-D	NB	L	0.79	53.3	mid-D	NB	L	0.79	53.3	mid-D
		T	0.69	11.7	B		T	0.69	11.7	B		T	0.69	11.7	B
Sixth Ave & 34th St	EB	T	0.96	61.7	E	EB	T	0.96	61.7	E	EB	T	0.96	61.7	E
	WB	T	0.72	30.5	C	WB	T	0.73	30.7	C	WB	T	0.73	30.7	C
		R	0.69	57.0	E		R	0.69	57.0	E		R	0.69	57.0	E
	NB	T	0.66	11.3	B	NB	T	0.66	11.3	B	NB	T	0.66	11.3	B
Sixth Ave & 35th St	WB	TR	1.26	470.8	F	WB	TR	1.26	470.8	F	WB	TR	1.26	470.8	F
	NB	LT	0.78	16.5	B	NB	LT	0.78	16.5	B	NB	LT	0.78	16.5	B
Fifth Ave & 30th St	EB	TR	1.36	413.4	F	EB	TR	1.36	413.4	F	EB	TR	1.36	413.4	F
	SB	LT	0.78	14.5	B	SB	LT	0.78	14.5	B	SB	LT	0.78	14.5	B
Fifth Ave & 31st St	WB	L	0.36	26.1	C	WB	L	0.36	26.1	C	WB	L	0.36	26.1	C
		T	0.89	50.4	mid-D		T	0.89	50.4	mid-D		T	0.89	50.4	mid-D
	SB	TR	0.84	16.6	B	SB	TR	0.84	16.6	B	SB	TR	0.84	16.6	B
Fifth Ave & 32nd St	EB	T	0.50	27.8	C	EB	T	0.50	27.8	C	EB	T	0.50	27.8	C
		R	0.74	46.8	mid-D		R	0.74	46.8	mid-D		R	0.74	46.8	mid-D
	SB	LT	1.00	35.3	D	SB	LT	1.00	35.3	D	SB	LT	1.00	35.3	D
Fifth Ave & 33rd St	WB	LT	0.89	64.8	E	WB	LT	0.89	66.1	E	WB	LT	0.89	66.1	E
	SB	TR	0.76	10.2	B	SB	TR	0.77	10.4	B	SB	TR	0.77	10.4	B

Table 22-6 (cont'd)

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Weekday AM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.60	23.6	C	EB	T	0.60	23.6	C	EB	T	0.60	23.6	C
		R	0.43	22.3	C		R	0.43	22.3	C		R	0.43	22.3	C
	WB	T	0.52	19.6	B	WB	T	0.52	19.7	B	WB	T	0.52	19.7	B
	SB	LT	0.77	20.5	C	SB	LT	0.77	20.6	C	SB	LT	0.77	20.6	C
		R	0.59	26.2	C		R	0.59	26.2	C		R	0.59	26.2	C
Fifth Ave & 35th St	**WB**	**L**	**0.81**	**68.1**	**E**	**WB**	**L**	**0.85**	**73.7**	**E**	**WB**	**L**	**0.80**	**64.2**	**E**
		T	**1.12**	**253.9**	**F**		**T**	**1.14**	**261.0**	**F**		**T**	**1.10**	**244.7**	**F**
	SB	T	0.65	14.2	B	SB	T	0.66	14.2	B	SB	T	0.67	15.2	B
		R	0.38	16.7	B		R	0.38	16.7	B		R	0.40	18.1	B
Madison Ave & 30th St	EB	L	0.56	32.2	C	EB	L	0.56	32.2	C	EB	L	0.56	32.2	C
		T	1.07	250.0	F		T	1.07	250.0	F		T	1.07	250.0	F
	NB	TR	0.74	15.2	B	NB	TR	0.74	15.2	B	NB	TR	0.74	15.2	B
Madison Ave & 31st St	WB	TR	0.61	27.8	C	WB	TR	0.61	27.9	C	WB	TR	0.61	27.9	C
	NB	LT	0.78	16.3	B	NB	LT	0.78	16.3	B	NB	LT	0.78	16.3	B
Madison Ave & 32nd St	EB	L	0.56	31.3	C	EB	L	0.56	31.3	C	EB	L	0.56	31.3	C
		T	0.79	39.4	D		T	0.79	39.4	D		T	0.79	39.4	D
	NB	TR	0.62	13.0	B	NB	TR	0.62	13.0	B	NB	TR	0.62	13.0	B
Madison Ave & 33rd St	WB	T	0.23	19.6	B	WB	T	0.23	19.6	B	WB	T	0.23	19.6	B
		R	0.22	20.2	C		R	0.22	20.2	C		R	0.22	20.2	C
	NB	LT	0.60	14.1	B	NB	LT	0.61	14.2	B	NB	LT	0.61	14.2	B
Madison Ave & 34th St	EB	L	0.76	69.5	E	EB	L	0.77	73.4	E	EB	L	0.77	73.4	E
		T	0.84	40.0	D		T	0.84	40.0	D		T	0.84	40.0	D
	WB	T	0.94	51.2	mid-D	WB	T	0.95	52.8	mid-D	WB	T	0.95	52.8	mid-D
		R	0.34	22.9	C		R	0.36	23.5	C		R	0.36	23.5	C
	NB	LTR	0.59	14.0	B	NB	LTR	0.59	14.0	B	NB	LTR	0.59	14.0	B
Madison Ave & 35th St	**WB**	**T**	**1.25**	**281.7**	**F**	**WB**	**T**	**1.27**	**290.2**	**F**	**WB**	**T**	**1.23**	**272.3**	**F**
		R	0.88	81.0	F		R	0.88	81.0	F		R	0.88	81.0	F
	NB	LT	0.39	11.2	B	NB	LT	0.39	11.2	B	NB	LT	0.40	12.0	B
Park Ave & 34th St	EB	T	0.81	37.3	D	EB	T	0.81	37.3	D	EB	T	0.78	34.9	C
		R	0.28	22.3	C		R	0.28	22.3	C		R	0.27	21.3	C
	WB	**T**	**1.13**	**229.4**	**F**	**WB**	**T**	**1.15**	**236.1**	**F**	**WB**	**T**	**1.12**	**219.0**	**F**
		R	0.26	21.1	C		R	0.26	21.1	C		R	0.25	20.3	C
	NB	TR	0.60	18.1	B	NB	TR	0.60	18.1	B	NB	TR	0.62	19.0	B
	SB	TR	0.71	20.5	C	SB	TR	0.71	20.5	C	SB	TR	0.72	21.6	C
Lexington Ave & 34th St	EB	T	0.71	30.2	C	EB	T	0.71	30.2	C	EB	T	0.69	28.6	C
		R	0.47	26.6	C		R	0.47	26.6	C		R	0.45	25.1	C
	WB	**T**	**1.22**	**263.2**	**F**	**WB**	**T**	**1.24**	**271.5**	**F**	**WB**	**T**	**1.21**	**252.6**	**F**
	SB	LT	1.06	129.2	F	SB	LT	1.06	129.2	F	SB	LT	1.03	118.1	F
		R	0.38	17.3	B		R	0.38	17.3	B		R	0.40	19.1	B
Third Ave & 34th St	EB	L	0.43	22.0	C	EB	L	0.43	22.3	C	EB	L	0.43	22.3	C
		T	0.72	27.5	C		T	0.72	27.5	C		T	0.72	27.5	C
	WB	TR	0.88	45.2	mid-D	WB	TR	0.90	46.9	mid-D	WB	TR	0.90	46.9	mid-D
	NB	LTR	0.73	19.4	B	NB	LTR	0.73	19.4	B	NB	LTR	0.73	19.4	B
Ramp from I-495 & 34th St	EB	T	0.31	4.5	A	EB	T	0.31	4.5	A	EB	T	0.31	4.5	A
	WB	T	0.41	23.8	C	WB	T	0.42	23.9	C	WB	T	0.42	23.9	C
	SB	L	0.85	81.6	F	SB	L	0.85	81.6	F	SB	L	0.85	81.6	F
		R	0.23	11.2	B		R	0.23	11.2	B		R	0.23	11.2	B
Second Ave & 34th St	EB	T	0.76	36.7	D	EB	T	0.76	36.7	D	EB	T	0.76	36.7	D
		R	1.16	615.2	F		R	1.16	615.2	F		R	1.16	615.2	F
	WB	DefL	0.73	45.0	D	WB	DefL	0.73	45.0	D	WB	DefL	0.73	45.0	D
		T	0.44	20.6	C		T	0.45	20.9	C		T	0.45	20.9	C
	SB	L	0.41	13.9	B	SB	L	0.41	13.9	B	SB	L	0.41	13.9	B
		T	1.03	104.1	F		T	1.03	104.1	F		T	1.03	104.1	F
		R	0.48	19.2	B		R	0.48	19.2	B		R	0.48	19.2	B
Ramp to I-495 & 34th St	EB	L	0.32	13.4	B	EB	L	0.32	13.4	B	EB	L	0.32	13.4	B
		LTR	0.74	19.4	B		LTR	0.74	19.5	B		LTR	0.74	19.5	B
	WB	LT	0.95	65.2	E	WB	LT	0.96	68.0	E	WB	LT	0.96	68.0	E
		R	1.03	227.6	F		R	1.03	227.6	F		R	1.03	227.6	F
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	*EB*	*LT*	*1.08*	*254.9*	*F*	*EB*	*LT*	*1.09*	*256.9*	*F*	*EB*	*LT*	*1.09*	*256.9*	*F*
	WB	T	0.68	35.5	D	WB	T	0.69	35.8	D	WB	T	0.69	35.8	D
		R	0.89	80.1	F		R	0.89	80.1	F		R	0.89	80.1	F
	NB	L	0.33	16.9	B	NB	L	0.33	16.9	B	NB	L	0.33	16.9	B
		T	0.93	30.9	C		T	0.93	30.9	C		T	0.93	30.9	C
		R	0.54	21.7	C		R	0.54	21.7	C		R	0.54	21.7	C
FDR Drive & 34th St	EB	L	1.07	347.9	F	EB	L	1.07	347.9	F	EB	L	1.07	347.9	F
		LTR	0.94	73.8	E		LTR	0.94	73.8	E		LTR	0.94	73.8	E
		R	0.87	39.1	D		R	0.87	39.1	D		R	0.87	39.1	D
	WB	LTR	0.09	26.8	C	WB	LTR	0.09	26.8	C	WB	LTR	0.09	26.8	C
	NB	*L*	*1.15*	*212.1*	*F*	*NB*	*L*	*1.16*	*217.1*	*F*	*NB*	*L*	*1.16*	*217.1*	*F*
		TR	0.29	7.7	A		TR	0.29	7.7	A		TR	0.29	7.7	A
	SB	LTR	0.86	30.4	C	SB	LTR	0.86	30.7	C	SB	LTR	0.86	30.7	C

Shading and Bold denotes approach movements that required mitigation

Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.

Movements that do not exist during a particular peak period have been blacked out

Table 22-7

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Weekday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.68	34.4	C	EB	T	0.72	36.4	D	EB	T	0.72	36.4	D
		R	0.90	68.1	E		R	0.90	68.1	E		R	0.90	68.1	E
	WB	DefL				WB	DefL				WB	DefL			
		T	0.70	22.0	C		T	0.73	23.2	C		T	0.73	23.2	C
	SB	LT	0.92	32.6	C	SB	LT	0.92	33.0	C	SB	LT	0.92	33.0	C
		R					R					R			
Eighth Ave & 30th St	**EB**	L	0.51	21.9	C	**EB**	L	0.52	22.1	C	**EB**	L	0.50	21.0	C
		T	**0.72**	**310.6**	**F**		**T**	**0.74**	**322.6**	**F**		**T**	**0.72**	**303.5**	**F**
	NB	TR	0.65	18.0	B	NB	TR	0.66	18.1	B	NB	TR	0.67	19.2	B
Eighth Ave & 31st St	**WB**	**TR**	**1.37**	**467.0**	**F**	**WB**	**TR**	**1.45**	**501.2**	**F**	**WB**	**TR**	**1.37**	**452.7**	**F**
	NB	LT	0.70	18.9	B	NB	LT	0.71	19.0	B	NB	LT	0.75	21.5	C
Eighth Ave & 33rd St	WB	TR	0.50	17.3	B	WB	TR	0.50	17.3	B	WB	TR	0.51	18.2	B
	NB	**LT**	**0.96**	**40.4**	**D**	**NB**	**LT**	**0.99**	**45.4**	**mid-D**	**NB**	**LT**	**0.96**	**38.7**	**D**
Eighth Ave & 34th St	EB	T	0.58	22.5	C	EB	T	0.60	22.9	C	EB	T	0.60	22.9	C
	WB	T	0.41	18.1	B	WB	T	0.42	18.1	B	WB	T	0.42	18.1	B
		R	0.65	30.1	C		R	0.68	31.9	C		R	0.68	31.9	C
	NB	LTR	0.85	29.2	C	NB	LTR	0.87	30.3	C	NB	LTR	0.87	30.3	C
Eighth Ave & 35th St	WB	TR	0.92	50.7	mid-D	WB	TR	0.92	50.7	mid-D	WB	TR	0.92	50.7	mid-D
	NB	LT	0.72	19.3	B	NB	LT	0.74	19.6	B	NB	LT	0.74	19.6	B
Seventh Ave & 30th St	EB	T	0.79	35.6	D	EB	T	0.82	37.9	D	EB	T	0.82	37.9	D
		R	0.43	23.7	C		R	0.43	23.7	C		R	0.43	23.7	C
	SB	LT	0.73	24.4	C	SB	LT	0.75	24.9	C	SB	LT	0.75	24.9	C
Seventh Ave & 31st St	WB	LT	0.68	25.0	C	WB	LT	0.68	25.2	C	WB	LT	0.68	25.2	C
	SB	T	0.74	24.5	C	SB	T	0.77	26.2	C	SB	T	0.77	26.2	C
		R					R					R			
Seventh Ave & 32nd St	SB	LT	0.81	10.4	B	SB	LT	0.85	11.7	B	SB	LT	0.85	11.7	B
Seventh Ave & 33rd St	**WB**	L				**WB**	L				**WB**	L			
		LT	**1.19**	**681.2**	**F**		**LT**	**1.30**	**739.2**	**F**		**LT**	**1.20**	**658.4**	**F**
	SB	T	0.69	7.9	A	SB	T	0.72	8.2	A	SB	T	0.75	10.0	A
		R					R					R			
Seventh Ave & 34th St	EB	T	0.71	30.8	C	EB	T	0.74	32.1	C	EB	T	0.74	32.1	C
		R	0.09	18.8	B		R	0.09	18.8	B		R	0.09	18.8	B
	WB	LT	0.65	21.7	C	WB	LT	0.66	22.0	C	WB	LT	0.66	22.0	C
	SB	T	0.91	27.7	C	SB	T	0.94	31.2	C	SB	T	0.94	31.2	C
Seventh Ave & 35th St	WB	L	0.62	34.2	C	WB	L	0.72	39.9	D	WB	L	0.72	39.9	D
		T	0.37	23.4	C		T	0.37	23.4	C		T	0.37	23.4	C
	SB	T	0.73	17.3	B	SB	T	0.75	17.9	B	SB	T	0.75	17.9	B
		R					R					R			
Broadway & 30th St	EB	TR	0.50	19.6	B	EB	TR	0.51	19.7	B	EB	TR	0.51	19.7	B
	SB	L	0.40	38.1	D	SB	L	0.41	38.4	D	SB	L	0.41	38.4	D
		T	0.08	14.7	B		T	0.10	14.9	B		T	0.10	14.9	B
Broadway & 31st St	WB	LT	1.02	146.2	F	WB	LT	1.02	146.7	F	WB	LT	1.02	146.7	F
	SB	TR	0.90	56.6	E	SB	TR	0.90	56.3	E	SB	TR	0.90	56.3	E
Broadway & 32nd St	EB	TR	0.40	18.1	B	EB	TR	0.42	18.4	B	EB	TR	0.42	18.4	B
	SB	L	0.20	17.1	B	SB	L	0.26	18.4	B	SB	L	0.26	18.4	B
		T	0.20	15.9	B		T	0.21	16.0	B		T	0.21	16.0	B
Broadway & 33rd St	**WB**	**L**	**0.77**	**55.2**	**E**	**WB**	**L**	**0.86**	**66.2**	**E**	**WB**	**L**	**0.78**	**52.8**	**mid-D**
Broadway & 35th St	WB	T	0.26	21.7	C	WB	T	0.27	21.8	C	WB	T	0.27	21.8	C
	SB	R	0.38	32.1	C	SB	R	0.40	32.7	C	SB	R	0.40	32.7	C
Sixth Ave & 30th St	**EB**	**L**	**0.93**	**516.1**	**F**	**EB**	**L**	**0.99**	**557.6**	**F**	**EB**	**L**	**0.95**	**510.4**	**F**
		T	**0.79**	**170.8**	**F**		**T**	**0.80**	**175.7**	**F**		**T**	**0.78**	**156.0**	**F**
	NB	TR	0.70	16.8	B	NB	TR	0.71	17.0	B	NB	TR	0.72	18.4	B
Sixth Ave & 31st St	WB	TR	0.82	36.7	D	WB	TR	0.82	36.8	D	WB	TR	0.82	36.8	D
	NB	LT	0.75	18.7	B	NB	LT	0.77	19.4	B	NB	LT	0.77	19.4	B
Sixth Ave & 32nd St	**EB**	**LT**	**1.13**	**492.3**	**F**	**EB**	**LT**	**1.23**	**529.1**	**F**	**EB**	**LT**	**1.11**	**441.3**	**F**
	NB	TR	0.77	13.4	B	NB	TR	0.78	13.6	B	NB	TR	0.83	17.5	B
Sixth Ave & 33rd St	**NB**	**L**	**0.92**	**69.2**	**E**	**NB**	**L**	**0.98**	**81.7**	**F**	**NB**	**L**	**0.88**	**60.7**	**E**
		T	0.60	10.5	B		T	0.61	10.6	B		T	0.61	10.6	B
Sixth Ave & 34th St	**EB**	**T**	**0.95**	**61.2**	**E**	**EB**	**T**	**0.98**	**68.6**	**E**	**EB**	**T**	**0.95**	**60.9**	**E**
	WB	T	0.75	31.2	C	WB	T	0.76	31.6	C	WB	T	0.73	30.0	C
		R	0.21	25.6	C		R	0.21	25.6	C		R	0.20	24.3	C
	NB	T	0.54	9.8	A	NB	T	0.54	9.8	A	NB	T	0.55	10.6	B
Sixth Ave & 35th St	**WB**	**TR**	**0.99**	**67.2**	**E**	**WB**	**TR**	**1.08**	**376.9**	**F**	**WB**	**TR**	**0.99**	**64.2**	**E**
	NB	LT	0.61	13.4	B	NB	LT	0.62	13.5	B	NB	LT	0.66	16.4	B
Fifth Ave & 30th St	**EB**	**TR**	**1.22**	**378.9**	**F**	**EB**	**TR**	**1.24**	**386.0**	**F**	**EB**	**TR**	**1.20**	**361.8**	**F**
	SB	LT	0.71	12.8	B	SB	LT	0.72	12.9	B	SB	LT	0.73	13.9	B
Fifth Ave & 31st St	WB	L	0.33	25.3	C	WB	L	0.33	25.3	C	WB	L	0.33	25.3	C
		T	0.78	40.0	D		T	0.78	40.2	D		T	0.78	40.2	D
	SB	TR	0.78	14.4	B	SB	TR	0.78	14.5	B	SB	TR	0.78	14.5	B
Fifth Ave & 32nd St	EB	T	0.41	25.1	C	EB	T	0.47	26.4	C	EB	T	0.47	26.4	C
		R	0.63	36.8	D		R	0.65	38.0	D		R	0.65	38.0	D
	SB	LT	0.92	22.5	C	SB	LT	0.92	22.5	C	SB	LT	0.92	22.5	C
Fifth Ave & 33rd St	*WB*	*LT*	*1.10*	*389.2*	*F*	*WB*	*LT*	*1.12*	*393.2*	*F*	*WB*	*LT*	*1.12*	*393.2*	*F*
	SB	TR	0.67	8.5	A	SB	TR	0.68	8.7	A	SB	TR	0.68	8.7	A

Table 22-7 (cont'd)

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Weekday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.51	21.1	C	EB	T	0.53	21.7	C	EB	T	0.53	21.7	C
		R	0.41	21.7	C		R	0.41	21.7	C		R	0.41	21.7	C
	WB	T	0.54	20.0	B	WB	T	0.55	20.1	C	WB	T	0.55	20.1	C
	SB	LT	0.74	19.8	B	SB	LT	0.75	19.9	B	SB	LT	0.75	19.9	B
		R	0.44	20.6	C		R	0.44	20.6	C		R	0.44	20.6	C
Fifth Ave & 35th St	**WB**	**L**	**0.97**	**97.4**	**F**	**WB**	**L**	**1.02**	**188.4**	**F**	**WB**	**L**	**0.95**	**89.1**	**F**
		T	0.75	34.4	C		T	0.82	39.4	D		T	0.80	36.6	D
	SB	T	0.57	12.9	B	SB	T	0.57	12.9	B	SB	T	0.58	13.8	B
		R	0.35	15.1	B		R	0.38	15.9	B		R	0.40	17.3	B
Madison Ave & 30th St	EB	L	0.69	38.6	D	EB	L	0.69	38.6	D	EB	L	0.69	38.6	D
		T	0.74	36.2	D		T	0.75	37.0	D		T	0.75	37.0	D
	NB	TR	0.77	15.5	B	NB	TR	0.77	15.5	B	NB	TR	0.77	15.5	B
Madison Ave & 31st St	WB	TR	0.59	27.6	C	WB	TR	0.59	27.8	C	WB	TR	0.59	27.8	C
	NB	LT	0.82	17.7	B	NB	LT	0.82	17.7	B	NB	LT	0.82	17.7	B
Madison Ave & 32nd St	EB	L	0.61	32.2	C	EB	L	0.67	35.3	D	EB	L	0.67	35.3	D
		T	0.67	30.9	C		T	0.69	31.7	C		T	0.69	31.7	C
	NB	TR	0.61	12.5	B	NB	TR	0.61	12.5	B	NB	TR	0.61	12.5	B
Madison Ave & 33rd St	WB	T	0.31	20.9	C	WB	T	0.31	20.9	C	WB	T	0.31	20.9	C
		R	0.56	29.5	C		R	0.56	29.5	C		R	0.56	29.5	C
	NB	LT	0.69	15.4	B	NB	LT	0.70	15.7	B	NB	LT	0.70	15.7	B
Madison Ave & 34th St	EB	L	0.17	17.7	B	EB	L	0.17	18.0	B	EB	L	0.17	18.0	B
		T	0.70	27.2	C		T	0.73	28.3	C		T	0.73	28.3	C
	WB	T	0.80	31.3	C	WB	T	0.82	32.5	C	WB	T	0.82	32.5	C
		R	0.28	17.9	B		R	0.32	18.5	B		R	0.32	18.5	B
	NB	LTR	0.92	32.4	C	NB	LTR	0.95	35.5	D	NB	LTR	0.95	35.5	D
Madison Ave & 35th St	WB	T	0.80	33.4	C	WB	T	0.86	38.1	D	WB	T	0.86	38.1	D
		R	0.80	58.2	E		R	0.80	58.2	E		R	0.80	58.2	E
	NB	LT	0.50	15.9	B	NB	LT	0.51	16.1	B	NB	LT	0.51	16.1	B
Park Ave & 34th St	EB	T	0.80	37.2	D	EB	T	0.86	41.6	D	EB	T	0.81	35.7	D
		R	0.34	23.7	C		R	0.34	23.7	C		R	0.31	21.5	C
	WB	**T**	**1.07**	**217.8**	**F**	**WB**	**T**	**1.11**	**232.8**	**F**	**WB**	**T**	**1.05**	**202.6**	**F**
		R	0.26	21.5	C		R	0.26	21.5	C		R	0.24	19.7	B
	NB	TR	0.67	19.7	B	NB	TR	0.67	19.7	B	NB	TR	0.70	21.8	C
	SB	TR	0.77	22.7	C	SB	TR	0.77	22.7	C	SB	TR	0.81	25.6	C
Lexington Ave & 34th St	EB	T	0.79	34.3	C	EB	T	0.83	37.8	D	EB	T	0.83	37.8	D
		R	0.40	24.6	C		R	0.40	24.6	C		R	0.40	24.6	C
	WB	T	0.55	23.7	C	WB	T	0.58	24.2	C	WB	T	0.58	24.2	C
	SB	LT	0.77	17.6	B	SB	LT	0.77	17.6	B	SB	LT	0.69	15.5	B
		R	0.32	12.7	B		R	0.32	12.7	B		R	0.30	12.2	B
Third Ave & 34th St	EB	L	0.53	23.9	C	EB	L	0.57	25.5	C	EB	L	0.57	25.5	C
		T	0.69	26.3	C		T	0.73	27.7	C		T	0.73	27.7	C
	WB	TR	0.77	37.1	D	WB	TR	0.79	38.5	D	WB	TR	0.79	38.5	D
	NB	LTR	0.78	20.4	C	NB	LTR	0.78	20.5	C	NB	LTR	0.78	20.5	C
Ramp from I-495 & 34th St	EB	T	0.30	4.5	A	EB	T	0.31	4.6	A	EB	T	0.31	4.6	A
	WB	T	0.34	22.8	C	WB	T	0.35	23.0	C	WB	T	0.35	23.0	C
	SB	L	0.66	58.6	E	SB	L	0.67	59.2	E	SB	L	0.67	59.2	E
		R	0.20	10.9	B		R	0.20	10.9	B		R	0.20	10.9	B
Second Ave & 34th St	EB	T	0.77	36.8	D	EB	T	0.79	38.1	D	EB	T	0.79	38.1	D
		R	0.86	77.5	E		R	0.87	78.8	E		R	0.87	78.8	E
	WB	DefL	0.48	32.7	C	WB	DefL	0.49	33.5	C	WB	DefL	0.49	33.5	C
		T	0.38	19.6	B		T	0.40	20.0	B		T	0.40	20.0	B
	SB	L	0.23	12.1	B	SB	L	0.23	12.1	B	SB	L	0.23	12.1	B
		T	0.85	21.1	C		T	0.85	21.1	C		T	0.85	21.1	C
		R	0.36	16.1	B		R	0.36	16.1	B		R	0.36	16.1	B
Ramp to I-495 & 34th St	EB	L	0.39	14.0	B	EB	L	0.39	14.0	B	EB	L	0.39	14.0	B
		LTR	0.53	14.7	B		LTR	0.55	15.1	B		LTR	0.55	15.1	B
	WB	LT	0.73	43.3	D	WB	LT	0.76	45.0	D	WB	LT	0.76	45.0	D
		R	1.06	342.0	F		R	1.06	342.0	F		R	1.06	342.0	F
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	EB	LT	0.83	34.9	C	EB	LT	0.87	37.7	D	EB	LT	0.87	37.7	D
	WB	T	0.55	32.0	C	WB	T	0.57	32.4	C	WB	T	0.57	32.4	C
		R	0.55	42.6	D		R	0.55	42.6	D		R	0.55	42.6	D
	NB	L	0.32	16.7	B	NB	L	0.32	16.7	B	NB	L	0.32	16.7	B
		T	0.82	23.8	C		T	0.82	23.8	C		T	0.82	23.8	C
		R	0.67	27.0	C		R	0.67	27.0	C		R	0.67	27.0	C
FDR Drive & 34th St		**L**	**0.99**	**91.4**	**F**		**L**	**1.04**	**254.8**	**F**		**L**	**0.98**	**88.2**	**F**
	EB	LTR	0.75	48.6	mid-D	**EB**	LTR	0.77	50.8	mid-D	**EB**	LTR	0.73	46.3	mid-D
		R	0.67	26.2	C		R	0.68	26.7	C		R	0.67	25.3	C
	WB	LTR	0.04	26.2	C	WB	LTR	0.04	26.2	C	WB	LTR	0.04	25.4	C
	NB	L	0.67	15.9	B	NB	L	0.69	16.9	B	NB	L	0.70	18.1	B
		TR	0.11	6.4	A		TR	0.11	6.4	A		TR	0.11	6.8	A
	SB	LTR	0.53	19.9	B	SB	LTR	0.53	20.0	B	SB	LTR	0.55	20.9	C

Shading and Bold denotes approach movements that required mitigation

Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.

Movements that do not exist during a particular peak period have been blacked out

Table 22-8

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Weekday PM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.59	30.6	C	EB	T	0.62	31.6	C	EB	T	0.62	31.6	C
		R	1.26	405.4	F		R	1.26	405.4	F		R	1.26	405.4	F
	WB	DefL	0.81	42.4	D	WB	DefL	0.84	46.3	mid-D	WB	DefL	0.80	40.7	D
		T	0.77	27.7	C		T	0.83	31.6	C		T	0.81	29.4	C
	SB	LT	0.81	26.3	C	SB	LT	0.81	26.4	C	SB	LT	0.84	28.3	C
		R	0.82	41.1	D		R	0.82	41.1	D		R	0.85	46.4	mid-D
Eighth Ave & 30th St	**EB**	L	0.66	29.4	C	**EB**	L	0.67	30.0	C	**EB**	L	0.65	28.3	C
		T	**0.73**	**330.9**	**F**		**T**	**0.74**	**335.3**	**F**		**T**	**0.72**	**314.0**	**F**
	NB	TR	0.71	17.4	B	NB	TR	0.71	17.5	B	NB	TR	0.73	18.7	B
Eighth Ave & 31st St	**WB**	**TR**	**1.29**	**417.8**	**F**	**WB**	**TR**	**1.35**	**444.1**	**F**	**WB**	**TR**	**1.28**	**401.3**	**F**
	NB	LT	0.85	23.2	C	NB	LT	0.85	23.6	C	NB	LT	0.90	28.1	C
Eighth Ave & 33rd St	WB	TR	0.67	22.1	C	WB	TR	0.67	22.1	C	WB	TR	0.70	24.8	C
	NB	**LT**	**1.01**	**89.7**	**F**	**NB**	**LT**	**1.03**	**139.0**	**F**	**NB**	**LT**	**0.97**	**40.5**	**D**
Eighth Ave & 34th St	EB	T	0.57	22.1	C	EB	T	0.58	22.4	C	EB	T	0.58	22.4	C
	WB	T	0.48	19.0	B	WB	T	0.49	19.2	B	WB	T	0.49	19.2	B
		R	0.76	37.5	D		R	0.82	43.8	D		R	0.82	43.8	D
	NB	LTR	0.80	27.2	C	NB	LTR	0.81	27.9	C	NB	LTR	0.81	27.9	C
Eighth Ave & 35th St	WB	TR	1.35	521.7	F	WB	TR	1.35	521.7	F	WB	TR	1.35	521.7	F
	NB	LT	0.56	10.1	B	NB	LT	0.58	10.3	B	NB	LT	0.58	10.3	B
Seventh Ave & 30th St	**EB**	**T**	**0.79**	**166.8**	**F**	**EB**	**T**	**0.79**	**171.8**	**F**	**EB**	**T**	**0.77**	**154.3**	**F**
		R	0.53	212.9	F		R	0.53	212.9	F		R	0.51	192.1	F
	SB	LT	0.70	15.7	B	SB	LT	0.71	16.0	B	SB	LT	0.73	17.1	B
Seventh Ave & 31st St	WB	LT	0.59	22.7	C	WB	LT	0.60	23.1	C	WB	LT	0.64	25.4	C
	SB	T	0.77	19.2	B	**SB**	T	0.78	19.6	B	**SB**	T	0.74	17.0	B
		R	**0.90**	**55.2**	**E**		**R**	**0.97**	**69.1**	**E**		**R**	**0.91**	**53.8**	**mid-D**
Seventh Ave & 32nd St	SB	LT	0.82	10.7	B	SB	LT	0.86	11.7	B	SB	LT	0.86	11.7	B
Seventh Ave & 33rd St	**WB**	L				**WB**	L				**WB**	**L**	**0.70**	**50.8**	**mid-D**
		LT	**0.95**	**79.6**	**E**		**LT**	**0.98**	**86.9**	**F**		**T**	**0.31**	**28.7**	**C**
	SB	T	0.60	6.7	A	**SB**	T	0.62	6.9	A	**SB**	T	0.61	6.2	A
		R	**1.08**	**283.7**	**F**		**R**	**1.10**	**291.7**	**F**		**R**	**1.06**	**272.2**	**F**
Seventh Ave & 34th St	EB	T	0.70	30.2	C	EB	T	0.75	32.3	C	EB	T	0.75	32.3	C
		R	0.13	19.8	B		R	0.13	19.8	B		R	0.13	19.8	B
	WB	LT	0.73	24.0	C	WB	LT	0.74	24.5	C	WB	LT	0.74	24.5	C
	SB	T	0.94	30.6	C	SB	T	0.97	35.1	D	SB	T	0.97	35.1	D
Seventh Ave & 35th St	WB	L	0.64	36.7	D	WB	L	0.74	43.4	D	WB	L	0.74	43.4	D
		T	0.57	27.0	C		T	0.57	27.0	C		T	0.57	27.0	C
	SB	T	0.69	11.7	B	SB	T	0.70	11.9	B	SB	T	0.70	11.9	B
		R	0.18	11.5	B		R	0.18	11.5	B		R	0.18	11.5	B
Broadway & 30th St	EB	TR	0.53	19.9	B	EB	TR	0.53	20.0	B	EB	TR	0.53	20.0	B
	SB	L	0.29	35.2	D	SB	L	0.32	36.0	D	SB	L	0.32	36.0	D
		T	0.21	16.1	B		T	0.23	16.4	B		T	0.23	16.4	B
Broadway & 31st St	WB	LT	0.78	32.5	C	WB	LT	0.78	32.5	C	WB	LT	0.78	32.5	C
	SB	TR	0.89	50.3	mid-D	SB	TR	0.90	52.6	mid-D	SB	TR	0.90	52.6	mid-D
Broadway & 32nd St	EB	TR	0.49	19.7	B	EB	TR	0.51	20.0	B	EB	TR	0.51	20.0	B
	SB	L	0.22	34.0	C	SB	L	0.33	36.4	D	SB	L	0.33	36.4	D
		T	0.39	29.7	C		T	0.42	30.3	C		T	0.42	30.3	C
Broadway & 33rd St	**WB**	**L**	**0.81**	**56.8**	**E**	**WB**	**L**	**0.95**	**80.0**	**E**	**WB**	**L**	**0.83**	**54.1**	**mid-D**
Broadway & 35th St	WB	T	0.34	22.6	C	WB	T	0.35	22.7	C	WB	T	0.35	22.7	C
	SB	R	0.52	36.3	D	SB	R	0.54	37.1	D	SB	R	0.54	37.1	D
Sixth Ave & 30th St	**EB**	**L**	**0.81**	**418.2**	**F**	**EB**	**L**	**0.83**	**431.3**	**F**	**EB**	**L**	**0.68**	**267.6**	**F**
		T	**0.86**	**200.4**	**F**		**T**	**0.87**	**206.7**	**F**		**T**	**0.84**	**184.2**	**F**
	NB	TR	0.71	12.0	B	NB	TR	0.71	12.1	B	NB	TR	0.72	13.1	B
Sixth Ave & 31st St	WB	TR	0.68	30.0	C	WB	TR	0.68	30.0	C	WB	TR	0.68	30.0	C
	NB	LT	0.73	12.5	B	NB	LT	0.74	12.6	B	NB	LT	0.74	12.6	B
Sixth Ave & 32nd St	**EB**	**LT**	**1.38**	**608.8**	**F**	**EB**	**LT**	**1.47**	**644.3**	**F**	**EB**	**LT**	**1.41**	**607.0**	**F**
	NB	TR	0.80	14.3	B	NB	TR	0.81	14.5	B	NB	TR	0.83	15.8	B
Sixth Ave & 33rd St	NB	L	0.77	51.4	mid-D	NB	L	0.79	53.3	mid-D	NB	L	0.79	53.3	mid-D
		T	0.64	11.1	B		T	0.65	11.2	B		T	0.65	11.2	B
Sixth Ave & 34th St	EB	T	0.79	38.8	D	EB	T	0.84	42.8	D	EB	T	0.84	42.8	D
	WB	T	0.83	35.3	D	WB	T	0.84	35.8	D	WB	T	0.84	35.8	D
		R	0.32	29.8	C		R	0.32	29.8	C		R	0.32	29.8	C
	NB	T	0.58	10.2	B	NB	T	0.58	10.2	B	NB	T	0.58	10.2	B
Sixth Ave & 35th St	**WB**	**TR**	**1.13**	**421.7**	**F**	**WB**	**TR**	**1.25**	**476.7**	**F**	**WB**	**TR**	**1.12**	**386.8**	**F**
	NB	LT	0.67	14.3	B	NB	LT	0.68	14.4	B	NB	LT	0.74	18.8	B
Fifth Ave & 30th St	**EB**	**TR**	**1.32**	**402.0**	**F**	**EB**	**TR**	**1.36**	**417.8**	**F**	**EB**	**TR**	**1.32**	**391.7**	**F**
	SB	LT	0.82	15.9	B	SB	LT	0.82	16.0	B	SB	LT	0.83	17.5	B
Fifth Ave & 31st St	WB	L	0.42	27.5	C	WB	L	0.42	27.5	C	WB	L	0.42	27.5	C
		T	0.64	31.9	C		T	0.64	31.9	C		T	0.64	31.9	C
	SB	TR	0.80	15.2	B	SB	TR	0.80	15.2	B	SB	TR	0.80	15.2	B
Fifth Ave & 32nd St	EB	T	0.57	29.2	C	EB	T	0.67	32.8	C	EB	T	0.67	32.8	C
		R	0.50	30.8	C		R	0.51	31.3	C		R	0.51	31.3	C
	SB	LT	0.97	30.1	C	SB	LT	0.97	30.1	C	SB	LT	0.97	30.1	C
Fifth Ave & 33rd St	**WB**	**LT**	**1.00**	**86.6**	**F**	**WB**	**LT**	**1.01**	**127.6**	**F**	**WB**	**LT**	**0.90**	**60.0**	**E**
	SB	TR	0.76	10.3	B	SB	TR	0.77	10.5	B	SB	TR	0.82	14.1	B

Table 22-8 (cont'd)

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Weekday PM Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.47	20.3	C	EB	T	0.51	21.3	C	EB	T	0.51	21.3	C
		R	0.50	24.4	C		R	0.50	24.4	C		R	0.50	24.4	C
	WB	T	0.63	21.8	C	WB	T	0.64	21.9	C	WB	T	0.64	21.9	C
	SB	LT	0.67	18.3	B	SB	LT	0.68	18.4	B	SB	LT	0.68	18.4	B
		R	0.40	19.3	B		R	0.40	19.3	B		R	0.40	19.3	B
Fifth Ave & 35th St	**WB**	L	0.58	47.3	mid-D	**WB**	L	0.61	48.9	mid-D	**WB**	L	0.53	42.4	D
		T	**0.91**	**49.6**	**mid-D**		**T**	**0.96**	**60.0**	**E**		**T**	**0.91**	**48.4**	**mid-D**
	SB	T	0.59	13.3	B	SB	T	0.60	13.4	B	SB	T	0.62	15.2	B
		R	0.49	20.7	C		R	0.50	21.2	C		R	0.55	25.8	C
Madison Ave & 30th St	EB	L	0.61	34.1	C	EB	L	0.61	34.1	C	EB	L	0.61	34.1	C
		T	0.86	46.2	mid-D		T	0.88	48.0	mid-D		T	0.88	48.0	mid-D
	NB	TR	0.79	16.6	B	NB	TR	0.79	16.6	B	NB	TR	0.79	16.6	B
Madison Ave & 31st St	WB	TR	0.51	25.9	C	WB	TR	0.52	26.1	C	WB	TR	0.52	26.1	C
	NB	LT	0.90	23.2	C	NB	LT	0.90	23.2	C	NB	LT	0.90	23.2	C
Madison Ave & 32nd St	EB	L	0.67	35.9	D	EB	L	0.77	43.6	D	EB	L	0.77	43.6	D
		T	0.71	33.2	C		T	0.74	34.8	C		T	0.74	34.8	C
	NB	TR	0.64	13.1	B	NB	TR	0.64	13.1	B	NB	TR	0.64	13.1	B
Madison Ave & 33rd St	WB	T	0.26	20.1	C	WB	T	0.26	20.1	C	WB	T	0.26	20.1	C
		R	0.36	23.0	C		R	0.36	23.0	C		R	0.36	23.0	C
	NB	LT	0.77	17.6	B	NB	LT	0.79	18.2	B	NB	LT	0.79	18.2	B
Madison Ave & 34th St	EB	L	0.41	35.0	C	EB	L	0.41	35.0	C	EB	L	0.41	34.4	C
		T	0.63	27.9	C		T	0.67	29.7	C		T	0.65	28.1	C
	WB	**T**	**1.05**	**182.6**	**F**	**WB**	**T**	**1.06**	**186.3**	**F**	**WB**	**T**	**1.03**	**173.3**	**F**
		R	0.54	29.3	C		R	0.57	30.6	C		R	0.55	28.8	C
	NB	LTR	0.83	20.5	C	NB	LTR	0.86	22.0	C	NB	LTR	0.88	24.4	C
Madison Ave & 35th St	**WB**	**T**	**1.00**	**68.2**	**E**	**WB**	**T**	**1.05**	**208.4**	**F**	**WB**	**T**	**1.00**	**65.1**	**E**
		R	1.08	427.2	F		R	1.08	427.2	F		R	0.95	89.0	F
	NB	LT	0.47	12.0	B	NB	LT	0.48	12.1	B	NB	LT	0.51	13.7	B
Park Ave & 34th St	EB	T	0.64	28.8	C	EB	T	0.72	31.9	C	EB	T	0.70	30.2	C
		R	0.26	21.8	C		R	0.26	21.8	C		R	0.25	20.9	C
	WB	**T**	**1.05**	**203.4**	**F**	**WB**	**T**	**1.08**	**212.6**	**F**	**WB**	**T**	**1.05**	**198.4**	**F**
		R	0.49	27.5	C		R	0.49	27.5	C		R	0.47	26.0	C
	NB	TR	0.70	20.4	C	NB	TR	0.70	20.4	C	NB	TR	0.72	21.5	C
	SB	TR	0.88	29.2	C	SB	TR	0.88	29.2	C	SB	TR	0.90	31.9	C
Lexington Ave & 34th St	EB	T	0.63	27.2	C	EB	T	0.70	29.7	C	EB	T	0.68	28.2	C
		R	0.30	22.0	C		R	0.30	22.0	C		R	0.29	21.0	C
	WB	**T**	**1.11**	**226.9**	**F**	**WB**	**T**	**1.14**	**238.3**	**F**	**WB**	**T**	**1.11**	**221.9**	**F**
	SB	LT	0.73	16.6	B	SB	LT	0.73	16.6	B	SB	LT	0.68	15.9	B
		R	0.96	77.1	E		R	0.96	77.1	E		R	0.94	74.6	E
Third Ave & 34th St	EB	L	0.43	21.3	C	EB	L	0.44	21.4	C	EB	L	0.44	21.4	C
		T	0.54	21.6	C		T	0.60	23.3	C		T	0.60	23.3	C
	WB	TR	0.75	36.4	D	WB	TR	0.77	37.1	D	WB	TR	0.77	37.1	D
	NB	LTR	0.89	24.5	C	NB	LTR	0.89	24.9	C	NB	LTR	0.89	24.9	C
Ramp from I-495 & 34th St	EB	T	0.25	4.2	A	EB	T	0.27	4.3	A	EB	T	0.27	4.3	A
	WB	T	0.38	24.1	C	WB	T	0.39	24.2	C	WB	T	0.39	24.2	C
	SB	L	0.58	52.2	mid-D	SB	L	0.58	52.2	mid-D	SB	L	0.58	52.2	mid-D
		R	0.15	10.0	A		R	0.16	10.1	B		R	0.16	10.1	B
Second Ave & 34th St	EB	T	0.63	32.3	C	EB	T	0.68	33.7	C	EB	T	0.68	33.7	C
		R	0.76	62.6	E		R	0.76	62.6	E		R	0.76	62.6	E
	WB	DefL	0.46	29.2	C	WB	DefL	0.47	30.7	C	WB	DefL	0.47	30.7	C
		T	0.35	19.2	B		T	0.36	19.4	B		T	0.36	19.4	B
	SB	L	0.27	12.5	B	SB	L	0.27	12.5	B	SB	L	0.27	12.5	B
		T	0.95	28.3	C		T	0.95	28.3	C		T	0.95	28.3	C
		R	0.52	20.5	C		R	0.52	20.5	C		R	0.52	20.5	C
Ramp to I-495 & 34th St	EB	L	0.25	12.1	B	EB	L	0.25	12.1	B	EB	L	0.25	12.1	B
		LTR	0.53	14.7	B		LTR	0.56	15.2	B		LTR	0.56	15.2	B
	WB	LT	0.66	40.1	D	WB	LT	0.68	40.7	D	WB	LT	0.68	40.7	D
		R	1.12	578.8	F		R	1.12	578.8	F		R	1.12	578.8	F
	NB	LTR	0.18	39.5	D	NB	LTR	0.18	39.5	D	NB	LTR	0.18	39.5	D
First Ave & 34th St	EB	LT	0.87	37.8	D	EB	LT	0.92	44.1	D	EB	LT	0.92	44.1	D
	WB	T	0.59	32.8	C	WB	T	0.60	33.1	C	WB	T	0.60	33.1	C
		R	0.70	53.2	mid-D		R	0.70	53.2	mid-D		R	0.70	53.2	mid-D
	NB	L	0.25	15.5	B	NB	L	0.25	15.5	B	NB	L	0.25	15.5	B
		T	0.96	36.2	D		T	0.96	36.2	D		T	0.96	36.2	D
		R	0.56	22.6	C		R	0.56	22.6	C		R	0.56	22.6	C
FDR Drive & 34th St		**L**	**1.04**	**243.2**	**F**		**L**	**1.12**	**387.4**	**F**		**L**	**1.01**	**124.3**	**F**
	EB	**LTR**	**0.78**	**51.9**	**mid-D**	**EB**	**LTR**	**0.82**	**56.3**	**E**	**EB**	**LTR**	**0.75**	**46.1**	**mid-D**
		R	0.68	26.4	C		R	0.70	27.2	C		R	0.61	19.8	B
	WB	LTR	0.14	27.5	C	WB	LTR	0.14	27.5	C	WB	LTR	0.13	25.8	C
	NB	**L**	**0.97**	**55.7**	**E**	**NB**	**L**	**0.99**	**60.1**	**E**	**NB**	**L**	**0.93**	**51.8**	**mid-D**
		TR	0.18	6.9	A		TR	0.18	6.9	A		TR	0.19	7.7	A
	SB	LTR	0.74	25.0	C	SB	LTR	0.75	25.1	C	SB	LTR	0.88	36.7	D

Shading and Bold denotes approach movements that required mitigation

Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.

Movements that do not exist during a particular peak period have been blacked out

Table 22-9

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Saturday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Ninth Ave & 34th St	EB	T	0.61	42.0	D	EB	T	0.65	42.0	D	EB	T	0.65	42.0	D
		R	0.76	42.0	D		R	0.76	42.0	D		R	0.76	42.0	D
	WB	DefL	0.58	21.7	C	WB	DefL	0.60	22.9	C	WB	DefL	0.60	22.9	C
		T	0.28	13.6	B		T	0.30	13.7	B		T	0.30	13.7	B
	SB	LT	0.77	24.6	C	SB	LT	0.77	24.6	C	SB	LT	0.77	24.6	C
		R					R					R			
Eighth Ave & 30th St	EB	L	0.59	25.7	C	EB	L	0.61	26.2	C	EB	L	0.61	26.2	C
		T	0.59	24.7	C		T	0.60	25.0	C		T	0.60	25.0	C
	NB	TR	0.61	20.1	C	NB	TR	0.61	20.2	C	NB	TR	0.61	20.2	C
Eighth Ave & 31st St	**WB**	**TR**	**1.34**	**639.3**	**F**	**WB**	**TR**	**1.39**	**661.7**	**F**	**WB**	**TR**	**1.36**	**633.2**	**F**
	NB	LT	0.77	27.6	C	NB	LT	0.78	28.1	C	NB	LT	0.80	30.6	C
Eighth Ave & 33rd St	WB	TR	0.51	17.3	B	WB	TR	0.51	17.3	B	WB	TR	0.52	18.2	B
	NB	**LT**	**0.90**	**58.1**	**E**	**NB**	**LT**	**0.92**	**66.4**	**E**	**NB**	**LT**	**0.90**	**53.8**	**mid-D**
Eighth Ave & 34th St	EB	T	0.56	21.8	C	EB	T	0.58	22.1	C	EB	T	0.58	22.1	C
	WB	T	0.48	18.8	B	WB	T	0.50	19.0	B	WB	T	0.50	19.0	B
		R					R					R			
	NB	LTR	0.84	42.3	D	NB	LTR	0.86	44.8	D	NB	LTR	0.86	44.8	D
Eighth Ave & 35th St	WB	TR	1.02	153.1	F	WB	TR	1.02	153.1	F	WB	TR	1.02	153.1	F
	NB	LT	0.58	10.3	B	NB	LT	0.59	10.4	B	NB	LT	0.59	10.4	B
Seventh Ave & 30th St	EB	T	0.35	20.8	C	EB	T	0.37	21.0	C	EB	T	0.37	21.0	C
		R	0.74	36.0	D		R	0.74	36.0	D		R	0.74	36.0	D
	SB	LT	0.59	13.9	B	SB	LT	0.59	14.0	B	SB	LT	0.59	14.0	B
Seventh Ave & 31st St	WB	LT	0.65	24.0	C	WB	LT	0.66	24.2	C	WB	LT	0.66	24.2	C
	SB	T	0.61	15.8	B	SB	T	0.63	16.1	B	SB	T	0.63	16.1	B
		R					R					R			
Seventh Ave & 32nd St	SB	LT	0.64	7.4	A	SB	LT	0.68	7.8	A	SB	LT	0.68	7.8	A
Seventh Ave & 33rd St	**WB**	L				**WB**	L				**WB**	L			
		LT	**0.94**	**72.8**	**E**		**LT**	**0.97**	**81.6**	**F**		**LT**	**0.94**	**72.0**	**E**
	SB	T	0.59	6.7	A	SB	T	0.61	6.9	A	SB	T	0.63	7.7	A
		R					R					R			
Seventh Ave & 34th St	**EB**	**T**	**0.71**	**274.4**	**F**	**EB**	**T**	**0.73**	**286.9**	**F**	**EB**	**T**	**0.71**	**266.8**	**F**
		R	0.18	21.1	C		R	0.18	21.1	C		R	0.17	20.2	C
	WB	LT	0.44	17.5	B	WB	LT	0.44	17.6	B	WB	LT	0.43	16.8	B
	SB	T	0.75	20.6	C	SB	T	0.78	21.5	C	SB	T	0.80	22.9	C
Seventh Ave & 35th St	**WB**	**L**	**0.84**	**53.1**	**mid-D**	**WB**	**L**	**0.96**	**73.2**	**E**	**WB**	**L**	**0.83**	**47.7**	**mid-D**
		T	0.33	22.9	C		T	0.33	22.9	C		T	0.30	20.5	C
	SB	T	0.58	10.3	B	SB	T	0.60	10.5	B	SB	T	0.64	13.1	B
		R					R					R			
Broadway & 30th St	EB	TR	0.37	17.6	B	EB	TR	0.37	17.6	B	EB	TR	0.37	17.6	B
	SB	L	0.48	40.3	D	SB	L	0.48	40.5	D	SB	L	0.48	40.5	D
		T	0.10	14.9	B		T	0.12	15.0	B		T	0.12	15.0	B
Broadway & 31st St	WB	LT	1.22	344.9	F	WB	LT	1.22	344.9	F	WB	LT	1.22	344.9	F
	SB	TR	1.17	269.4	F	SB	TR	1.16	260.6	F	SB	TR	1.16	260.6	F
Broadway & 32nd St	EB	TR	0.24	16.1	B	EB	TR	0.26	16.3	B	EB	TR	0.26	16.3	B
	SB	L	0.17	16.3	B	SB	L	0.21	17.1	B	SB	L	0.21	17.1	B
		T	0.28	16.9	B		T	0.29	17.0	B		T	0.29	17.0	B
Broadway & 33rd St	**WB**	**L**	**0.99**	**88.8**	**F**	**WB**	**L**	**1.06**	**321.2**	**F**	**WB**	**L**	**0.96**	**78.6**	**E**
Broadway & 35th St	WB	T	0.27	21.7	C	WB	T	0.28	21.9	C	WB	T	0.28	21.9	C
	SB	R	0.42	33.5	C	SB	R	0.45	34.2	C	SB	R	0.45	34.2	C
Sixth Ave & 30th St	**EB**	**L**	**0.46**	**231.3**	**F**	**EB**	**L**	**0.48**	**240.7**	**F**	**EB**	**L**	**0.47**	**218.1**	**F**
		T	0.37	69.3	E		T	0.38	70.1	E		T	0.37	65.7	E
	NB	TR	0.72	12.3	B	NB	TR	0.72	12.4	B	NB	TR	0.74	13.4	B
Sixth Ave & 31st St	WB	TR	0.91	75.2	E	WB	TR	0.91	75.2	E	WB	TR	0.91	75.2	E
	NB	LT	0.67	11.5	B	NB	LT	0.68	11.7	B	NB	LT	0.68	11.7	B
Sixth Ave & 32nd St	**EB**	**LT**	**0.89**	**56.1**	**E**	**EB**	**LT**	**0.99**	**77.1**	**E**	**EB**	**LT**	**0.89**	**52.0**	**mid-D**
	NB	TR	0.70	11.9	B	NB	TR	0.70	11.9	B	NB	TR	0.75	15.0	B
Sixth Ave & 33rd St	NB	L	0.79	51.9	mid-D	NB	L	0.81	54.1	mid-D	NB	L	0.81	54.1	mid-D
		T	0.58	10.3	B		T	0.59	10.3	B		T	0.59	10.3	B
Sixth Ave & 34th St	**EB**	**T**	**0.94**	**272.4**	**F**	**EB**	**T**	**0.98**	**294.6**	**F**	**EB**	**T**	**0.95**	**266.3**	**F**
	WB	T	0.72	30.0	C	WB	T	0.73	30.4	C	WB	T	0.71	28.9	C
		R	0.04	20.2	C		R	0.04	20.2	C		R	0.04	19.5	B
	NB	T	0.54	9.8	A	NB	T	0.55	9.9	A	NB	T	0.56	10.6	B
Sixth Ave & 35th St	**WB**	**TR**	**0.94**	**55.9**	**E**	**WB**	**TR**	**1.04**	**225.2**	**F**	**WB**	**TR**	**0.95**	**54.8**	**mid-D**
	NB	LT	0.62	13.5	B	NB	LT	0.62	13.6	B	NB	LT	0.67	16.5	B
Fifth Ave & 30th St	**EB**	**TR**	**1.15**	**354.4**	**F**	**EB**	**TR**	**1.16**	**360.1**	**F**	**EB**	**TR**	**1.13**	**337.5**	**F**
	SB	LT	0.76	13.8	B	SB	LT	0.76	13.9	B	SB	LT	0.78	15.1	B
Fifth Ave & 31st St	WB	L	0.33	25.1	C	WB	L	0.33	25.1	C	WB	L	0.33	25.1	C
		T	0.99	69.5	E		T	0.99	69.5	E		T	0.99	69.5	E
	SB	TR	0.81	15.4	B	SB	TR	0.82	15.5	B	SB	TR	0.82	15.5	B
Fifth Ave & 32nd St	EB	T	0.44	25.7	C	EB	T	0.50	27.1	C	EB	T	0.50	27.1	C
		R	0.07	20.4	C		R	0.09	20.8	C		R	0.09	20.8	C
	SB	LT	0.85	16.6	B	SB	LT	0.85	16.6	B	SB	LT	0.85	16.6	B
Fifth Ave & 33rd St	WB	LT	0.78	48.3	mid-D	WB	LT	0.78	49.0	mid-D	WB	LT	0.78	49.0	mid-D
	SB	TR	0.76	10.0	A	SB	TR	0.78	10.3	B	SB	TR	0.78	10.3	B

Table 22-9 (cont'd)

2014 Future with the Proposed Project – Multi-Tenant **Office** Scenario: Saturday MD Peak Hour Intersection Approach Movements With and Without Proposed Mitigation

	2014 Future Without the Proposed Project					2014 Future With the Proposed Project					2014 Future With the Proposed Project and Mitigation				
	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS	Approach	Movement	V/C Ratio	Delay (spv)	LOS
Fifth Ave & 34th St	EB	T	0.43	19.3	B	EB	T	0.45	19.7	B	EB	T	0.45	19.7	B
		R	0.63	29.9	C		R	0.63	29.9	C		R	0.63	29.9	C
	WB	T	0.53	19.7	B	WB	T	0.54	19.9	B	WB	T	0.54	19.9	B
	SB	LT	0.75	19.7	B	SB	LT	0.76	20.0	B	SB	LT	0.76	20.0	B
		R	0.24	15.0	B		R	0.24	15.0	B		R	0.24	15.0	B
Fifth Ave & 35th St	**WB**	**L**	**0.81**	**66.7**	**E**	**WB**	**L**	**0.87**	**74.2**	**E**	**WB**	**L**	**0.81**	**63.7**	**E**
		T	0.66	29.3	C		T	0.72	31.7	C		T	0.70	29.9	C
	SB	T	0.62	13.6	B	SB	T	0.63	13.6	B	SB	T	0.64	14.6	B
		R	0.51	19.9	B		R	0.54	21.2	C		R	0.56	23.4	C
Madison Ave & 30th St	EB	L	0.56	31.5	C	EB	L	0.56	31.5	C	EB	L	0.56	31.5	C
		T	0.58	29.1	C		T	0.59	29.4	C		T	0.59	29.4	C
	NB	TR	0.51	10.2	B	NB	TR	0.51	10.2	B	NB	TR	0.51	10.2	B
Madison Ave & 31st St	WB	TR	0.63	28.5	C	WB	TR	0.64	28.7	C	WB	TR	0.64	28.7	C
	NB	LT	0.63	12.0	B	NB	LT	0.63	12.0	B	NB	LT	0.63	12.0	B
Madison Ave & 32nd St	**EB**	**L**	**0.77**	**42.0**	**D**	**EB**	**L**	**0.83**	**47.8**	**mid-D**	**EB**	**L**	**0.77**	**39.8**	**D**
		T	0.27	21.4	C		T	0.30	21.7	C		T	0.28	20.1	C
	NB	TR	0.43	10.4	B	NB	TR	0.44	10.4	B	NB	TR	0.46	12.0	B
Madison Ave & 33rd St	WB	T	0.20	19.1	B	WB	T	0.20	19.1	B	WB	T	0.20	19.1	B
		R	0.11	18.3	B		R	0.11	18.3	B		R	0.11	18.3	B
	NB	LT	0.54	13.0	B	NB	LT	0.56	13.2	B	NB	LT	0.56	13.2	B
Madison Ave & 34th St	EB	L	0.75	71.2	E	EB	L	0.75	71.2	E	EB	L	0.75	70.6	E
		T	0.62	27.3	C		T	0.67	28.9	C		T	0.65	27.5	C
	WB	**T**	**0.97**	**55.5**	**E**	**WB**	**T**	**0.99**	**59.8**	**E**	**WB**	**T**	**0.96**	**52.9**	**mid-D**
		R	0.26	21.1	C		R	0.32	22.5	C		R	0.30	21.4	C
	NB	LTR	0.50	12.5	B	NB	LTR	0.51	12.7	B	NB	LTR	0.53	13.5	B
Madison Ave & 35th St	**WB**	**T**	**0.86**	**42.2**	**D**	**WB**	**T**	**0.91**	**47.9**	**mid-D**	**WB**	**T**	**0.86**	**39.8**	**D**
		R	0.52	45.3	mid-D		R	0.52	45.3	mid-D		R	0.49	42.6	D
	NB	LT	0.35	10.9	B	NB	LT	0.37	10.9	B	NB	LT	0.38	12.4	B
Park Ave & 34th St	EB	T	0.57	26.1	C	EB	T	0.63	28.0	C	EB	T	0.62	26.7	C
		R	0.21	20.8	C		R	0.21	20.8	C		R	0.20	19.9	B
	WB	**T**	**1.06**	**194.9**	**F**	**WB**	**T**	**1.10**	**209.4**	**F**	**WB**	**T**	**1.07**	**194.9**	**F**
		R	0.29	22.1	C		R	0.29	22.1	C		R	0.28	21.1	C
	NB	TR	0.57	17.7	B	NB	TR	0.57	17.7	B	NB	TR	0.58	18.6	B
	SB	TR	0.61	18.2	B	SB	TR	0.61	18.2	B	SB	TR	0.62	19.1	B
Lexington Ave & 34th St	EB	T	0.63	27.0	C	EB	T	0.69	29.0	C	EB	T	0.65	26.2	C
		R	0.27	21.3	C		R	0.27	21.3	C		R	0.25	19.4	B
	WB	**T**	**1.12**	**216.8**	**F**	**WB**	**T**	**1.17**	**234.0**	**F**	**WB**	**T**	**1.10**	**202.1**	**F**
	SB	LT	0.57	13.3	B	SB	LT	0.57	13.3	B	SB	LT	0.54	14.3	B
		R	0.50	22.9	C		R	0.50	22.9	C		R	0.52	25.9	C
Third Ave & 34th St	EB	L	0.42	21.9	C	EB	L	0.42	22.0	C	EB	L	0.41	21.2	C
		T	0.59	22.4	C		T	0.64	24.0	C		T	0.63	22.8	C
	WB	**TR**	**0.94**	**52.7**	**mid-D**	**WB**	**TR**	**0.97**	**57.7**	**E**	**WB**	**TR**	**0.93**	**50.1**	**mid-D**
	NB	LTR	0.76	19.7	B	NB	LTR	0.76	19.8	B	NB	LTR	0.78	21.1	C
Ramp from I-495 & 34th St	EB	T	0.31	4.6	A	EB	T	0.33	4.7	A	EB	T	0.33	4.7	A
	WB	T	0.44	24.4	C	WB	T	0.46	24.6	C	WB	T	0.46	24.6	C
	SB	L	1.12	387.8	F	SB	L	1.12	387.8	F	SB	L	1.12	387.8	F
		R	0.27	11.6	B		R	0.27	11.6	B		R	0.27	11.6	B
Second Ave & 34th St	EB	T	0.77	36.8	D	EB	T	0.82	39.2	D	EB	T	0.82	39.2	D
		R	0.81	61.7	E		R	0.82	62.4	E		R	0.82	62.4	E
	WB	DefL	0.39	29.9	C	WB	DefL	0.40	31.2	C	WB	DefL	0.40	31.2	C
		T	0.41	20.2	C		T	0.44	20.6	C		T	0.44	20.6	C
	SB	L	0.30	13.3	B	SB	L	0.30	13.3	B	SB	L	0.30	13.3	B
		T	0.84	20.6	C		T	0.84	20.6	C		T	0.84	20.6	C
		R	0.34	14.6	B		R	0.34	14.6	B		R	0.34	14.6	B
Ramp to I-495 & 34th St	EB	L	0.42	14.4	B	EB	L	0.44	14.7	B	EB	L	0.44	14.7	B
		LTR	0.46	13.5	B		LTR	0.48	13.9	B		LTR	0.48	13.9	B
	WB	LT	0.75	44.2	D	WB	LT	0.78	46.1	mid-D	WB	LT	0.78	46.1	mid-D
		R	0.77	65.9	E		R	0.77	65.9	E		R	0.77	65.9	E
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	EB	LT	0.70	27.9	C	EB	LT	0.73	29.4	C	EB	LT	0.73	29.4	C
	WB	T	0.48	30.6	C	WB	T	0.50	31.0	C	WB	T	0.50	31.0	C
		R	0.53	41.3	D		R	0.53	41.3	D		R	0.53	41.3	D
	NB	L	0.34	16.8	B	NB	L	0.34	16.8	B	NB	L	0.34	16.8	B
		T	0.69	19.8	B		T	0.69	19.8	B		T	0.69	19.8	B
		R	0.41	18.4	B		R	0.41	18.4	B		R	0.41	18.4	B
FDR Drive & 34th St	EB	L	0.70	44.9	D	EB	L	0.74	47.7	mid-D	EB	L	0.74	47.7	mid-D
		LTR	0.35	31.2	C		LTR	0.37	31.6	C		LTR	0.37	31.6	C
		R	0.53	21.7	C		R	0.55	22.1	C		R	0.55	22.1	C
	WB	LTR	0.01	25.9	C	WB	LTR	0.01	25.9	C	WB	LTR	0.01	25.9	C
	NB	L	0.65	15.8	B	NB	L	0.67	16.8	B	NB	L	0.67	16.8	B
		TR	0.08	6.2	A		TR	0.08	6.2	A		TR	0.08	6.2	A
	SB	LTR	0.60	21.4	C	SB	LTR	0.62	21.7	C	SB	LTR	0.62	21.7	C

Shading and Bold denotes approach movements that required mitigation

Italics denote No Action approach movements which operate at LOS F with delays over 120 seconds that project has added less than 5 trips and therefore is not considered a significant adverse impact.

Movements that do not exist during a particular peak period have been blacked out

Table 22-10
2014 Future with the Proposed Project – Single-Tenant Office Scenario
Weekday AM Peak Hour Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Ninth Avenue @ 34th Street	WBLT only: G=10 EBTR / WBLT: G=30 SBLTR: G=35	WBLT only: G=8 EBTR / WBLT: G=33 SBLTR: G=34
Eighth Avenue @ 30th Street	EBLT: G=38 NBTR: G=42	EBLT: G=39 NBTR: G=41
Seventh Avenue @ 33rd Street	WBLT: G=25 SBTR: G=55	WBLT: G=26 SBTR: G=54
Seventh Avenue @ 35th Street	WBLT: G=31 SBTR: G=49	WBLT: G=32 SBTR: G=48
Sixth Avenue @ 30th Street	EBLT: G=31 NBTR: G=49	EBLT: G=33 NBTR: G=47
Sixth Avenue @ 32nd Street	EBLT: G=31 NBTR: G=49	EBLT: G=33 NBTR: G=47
Sixth Avenue @ 35th Street	WBTR: G=35 NBLT: G=45	WBTR: G=36 NBLT: G=44
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=16 SBTR: G=43
Madison Avenue @ 34th Street	EBLT / WBTR: G=35 NBLTR: G=45	EBLT / WBTR: G=36 NBLTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=21 WBTR: G=16 NBLT: G=43
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=36 NBTR / SBTR: G=43
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES Approach: 3 T (10.5') + 1 R (11')	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes. Approach: 3 T (12') + 1 R (13')
	EBTR / WBTH: G=35 SBLTR: G=45	EBTR / WBTH: G=37 SBLTR: G=43
Third Avenue @ 34th Street	EBLT: G=11 WBTR / EBLT: G=26 NBLTR: G=40	EBLT: G=11 WBTR / EBLT: G=27 NBLTR: G=39
Ramp to I-495 @ 34th Street	EBLTR: G=29 WBLTR / EBLTR: G=17 NBLTR: G=10 Ped Only: G=20	EBLTR: G=28 WBLTR / EBLTR: G=18 NBLTR: G=10 Ped Only: G=20
FDR Drive @ 34th Street	EBLTR / WBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	EBLTR / WBLTR: G=22 EBRT / NBLTR: G=15 NBLTR / SBLTR: G=38

"G" indicates amount of green phase time, in seconds.

Table 22-11
2014 Future with the Proposed Project – Single Tenant Office Scenario
Weekday PM Peak Hour Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Eighth Avenue @ 31st Street	WBTR: G=40 NBLTR: G=40	WBTR: G=41 NBLTR: G=39
Eighth Avenue @ 33rd Street	WBTR: G=47 NBLT: G=33	WBTR: G=46 NBLT: G=34
Seventh Avenue @ 31st Street	WBLT: G=38 SBTR: G=42	WBLT: G=37 SBTR: G=43
Broadway / Sixth Avenue @ 33rd Street	WBL / NBLT: G=19 Ped / NBT: G=25 Ped-only: G=31	WBL / NBLT: G=22 Ped / NBT: G=22 Ped-only: G=31
Sixth Avenue @ 32nd St	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Sixth Avenue @ 35th Street	WBTR: G=35 NBLT: G=45	WBTR: G=37 NBLT: G=43
Fifth Avenue @ 30th Street	EBTR: G=31 SBLT: G=49	EBTR: G=33 SBLT: G=47
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=21 WBTR: G=15 NBLT: G=44
FDR Drive @ 34th Street	WBLTR / EBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	WBLTR / EBLTR: G=24 EBRT / NBLTR: G=16 NBLTR / SBLTR: G=35

"G" indicates amount of green phase time, in seconds.

Table 22-12
2014 Future with the Proposed Project – Multi-Tenant Office Scenario
Weekday AM Peak Hour Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Eighth Avenue @ 30th Street	EBLT: G=38 NBTR: G=42	EBLT: G=39 NBTR: G=41
Seventh Avenue @ 33rd Street	WBLT: G=25 SBTR: G=55	WBLT: G=27 SBTR: G=53
Sixth Avenue @ 30th Street	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Sixth Avenue @ 32nd Street	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=15 SBTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=22 WBTR: G=14 NBLT: G=44
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=35 NBTR / SBTR: G=44
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES EBTR / WBT: G=35 SBLTR: G=45	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave. EBTR / WBT: G=36 SBLTR: G=44

"G" indicates amount of green phase time, in seconds.

Table 22-13
2014 Future with the Proposed Project – Multi-Tenant Office Scenario
Weekday Midday Peak Hour Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Eighth Avenue @ 30th Street	EBLT: G=40 NBTR: G=40	EBLT: G=41 NBTR: G=39
Eighth Avenue @ 31st Street	WBTR: G=40 NBLTR: G=40	WBTR: G=42 NBLTR: G=38
Eighth Avenue @ 33rd Street	WBTR: G=47 NBLT: G=33	WBTR: G=46 NBLT: G=34
Seventh Avenue @ 33rd Street	WBLT: G=25 SBTR: G=55	WBLT: G=27 SBTR: G=53
Sixth Avenue @ 30th Street	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Sixth Avenue @ 32nd Street	EBLT: G=31 NBTR: G=49	EBLT: G=34 NBTR: G=46
Broadway / Sixth Avenue @ 33rd Street	WBL / NBLT: G=19 Ped / NBT: G=25 Ped-only: G=31	WBL / NBLT: G=21 Ped / NBT: G=23 Ped-only: G=31
Sixth Avenue @ 34th Street	EBTH / WBTR: G=31 NB: G=49	EBTH / WBTR: G=32 NB: G=48
Sixth Avenue @ 35th Street	WBTR: G=35 NBLT: G=45	WBTR: G=38 NBLT: G=42
Fifth Avenue @ 30th Street	EBTR: G=31 SBLT: G=49	EBTR: G=32 SBLT: G=48
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=15 SBTR: G=44
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=36 NBTR / SBTR: G=43
Lexington Avenue @ 34th Street*	SB Lexington Ave: Parking on the East Side: YES Approach: 3 T (10.5') + 1 R (11')	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes. Approach: 3 T (12') + 1 R (13')
FDR Drive @ 34th Street	WBLTR / EBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	WBLTR / EBLTR: G=23 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=39

"G" indicates amount of green phase time, in seconds.

(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

Table 22-14
2014 Future with the Proposed Project – Multi-Tenant Office Scenario
Weekday PM Peak Hour Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Eighth Avenue @ 30th Street	EBLT: G=38 NBTR: G=42	EBLT: G=39 NBTR: G=41
Eighth Avenue @ 31st Street	WBLT: G=40 NBTR: G=40	WBLT: G=42 NBTR: G=38
Eighth Avenue @ 33rd Street	WBTR: G=47 NBLT: G=33	WBTR: G=45 NBLT: G=35
Seventh Avenue @ 30th Street	EBTR: G=36 SBLT: G=44	EBTR: G=37 SBLT: G=43
Seventh Avenue @ 31st Street	WBLT: G=38 SBTR: G=42	WBLT: G=36 SBTR: G=44
Seventh Avenue @ 33rd Street	WB 33rd Street: Parking on the South Side: YES Approach: 1 T (12') WBLT: G=25 SBTR: G=55	WB 33rd Street: Parking on the South Side: NO (prohibit 4-7pm) Approach: 1 T (12'), 1 L (11') WBLT: G=24 SBTR: G=56
Broadway / Sixth Avenue @ 33rd Street	WBL / NBLT: G=19 Ped / NBT: G=25 Ped-only: G=31	WBL / NBLT: G=22 Ped / NBT: G=22 Ped-only: G=31
Sixth Avenue @ 30th Street	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Sixth Avenue @ 32nd St	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Sixth Avenue @ 35th Street	WBTR: G=35 NBLT: G=45	WBTR: G=39 NBLT: G=41
Fifth Avenue @ 30th Street	EBTR: G=31 SBLT: G=49	EBTR: G=32 SBLT: G=48
Fifth Avenue @ 33rd Street	WBLT: G=26 SBTR: G=54	WBLT: G=29 SBTR: G=51
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=16 SBTR: G=43
Madison Avenue @ 34th Street	EBLT / WBTR: G=35 NBLTR: G=45	EBLT / WBTR: G=36 NBLTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=21 WBTR: G=16 NBLT: G=43
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=35 NBTR / SBTR: G=44
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES Approach: 3 T (10.5') + 1 R (11') EBTR / WBTH: G=35 SBLTR: G=45	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes. Approach: 3 T (12') + 1 R (13') EBTR / WBTH: G=36 SBLTR: G=44
FDR Drive @ 34th Street	WBLTR / EBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	WBLTR / EBLTR: G=24 EBRT / NBLTR: G=17 NBLTR / SBLTR: G=34

"G" indicates amount of green phase time, in seconds.

Table 22-15
2014 Future with the Proposed Project – Multi-Tenant Office Scenario
Saturday Midday Peak Hour Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Eighth Avenue @ 31st Street	WBTR: G=40 NBLT: G=40	WBTR: G=41 NBLT: G=39
Eighth Avenue @ 33rd Street	WBTR: G=47 NBLT: G=33	WBTR: G=46 NBLT: G=34
Seventh Avenue @ 33rd Street	WBLT: G=25 SBTR: G=55	WBLT: G=26 SBTR: G=54
Seventh Avenue @ 34th Street	WBLT / EBTR: G=35 WBLT: G=6 SBTH: G=39	WBLT / EBTR: G=36 WBLT: G=6 SBTH: G=38
Seventh Avenue @ 35th Street	WBLT: G=31 SBTR: G=49	WBLT: G=34 SBTR: G=46
Broadway / Sixth Avenue @ 33rd Street	WBL / NBLT: G=19 Ped / NBT: G=25 Ped-only: G=31	WBL / NBLT: G=21 Ped / NBT: G=23 Ped-only: G=31
Sixth Avenue @ 30th Street	EBLT: G=31 NBTR: G=49	EBLT: G=32 NBTR: G=48
Sixth Avenue @ 32nd Street	EBLT: G=31 SBTR: G=49	EBLT: G=34 SBTR: G=46
Sixth Avenue @ 34th Street and B'way	EBTH / WBTR: G=31 NB: G=49	EBTH / WBTR: G=32 NB: G=48
Sixth Avenue @ 35th Street	WBTR: G=35 NBLT: G=45	WBTR: G=38 NBLT: G=42
Fifth Avenue @ 30th Street	EBTR: G=31 SBLT: G=49	EBTR: G=32 SBLT: G=48
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=15 SBTR: G=44
Madison Avenue @ 32nd Street	EBLT: G=33 NBTR: G=47	EBLT: G=35 NBTR: G=45
Madison Avenue @ 34th Street	EBLT / WBTR: G=35 NBLTR: G=45	EBLT / WBTR: G=36 NBLTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=22 WBTR: G=15 NBLT: G=43
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=35 NBTR / SBTR: G=44
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES Approach: 3 T (10.5') + 1 R (11')	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes. Approach: 3 T (12') + 1 R (13')
	EBTR / WBTH: G=35 SBLTR: G=45	EBTR / WBTH: G=37 SBLTR: G=43
Third Avenue @ 34th Street	EBLT: G=11 WBTR / EBLT: G=26 NBLTR: G=40	EBLT: G=11 WBTR / EBLT: G=27 NBLTR: G=39

"G" indicates amount of green phase time, in seconds.

(*) Mitigation not required during this period – intersection modified due to improvement in other time period.

34TH STREET BUS RAPID TRANSITWAY (BRT) AND FIRST AVENUE/SECOND AVENUE SELECT BUS SERVICE (SBS) CORRIDORS

As discussed in Chapter 16, "Traffic and Parking," since the DEIS was completed, NYCDOT announced a proposal for the construction of a new right-of-way for crosstown bus service along 34th Street—the 34th Street Transitway (Transitway). This proposal, which envisions a physically separate right-of-way for buses on 34th Street, as well as passenger boarding islands, a prepayment fare system, and other bus operations improvements, is described in Chapter 16. As further described in Chapter 16, it is not possible at this time to conduct a quantitative analysis that would accurately reflect traffic conditions in the study area with the proposed project if the Transitway is implemented nor is it possible to judge whether the total number of significant adverse impacts will increase or decrease as a result of the Transitway project. Therefore, if the Transitway is implemented, the applicant will undertake an additional traffic study to determine whether the mitigation identified in the FEIS for the proposed project would need to be adjusted due to a changed condition along 34th Street. This traffic study will utilize all recently collected data in the 34th Street corridor for the environmental review of the Transitway and will supplement these data with additional traffic counts and levels of service analysis, as necessary. The applicant's obligation to undertake an additional traffic study in the event that the Transitway is implemented will be set forth in the Restrictive Declaration.

After the certification of the DEIS, NYCDOT announced plans to implement Select Bus Service Corridors along First and Second Avenues, connecting South Ferry in Lower Manhattan to 125th Street. This SBS program, scheduled to be completed in 2011, is described in Chapter 16, "Traffic and Parking." To the extent that the geometry or signal timing/phasing on 34th Street intersections at First and Second Avenues and at the FDR Drive differ from that which is analyzed in this FEIS, and these geometric changes could cause project generated trips to create significant adverse traffic impacts not disclosed in the FEIS, such changes will be taken into account in the additional traffic study discussed above.

EFFECTS OF PROPOSED TRAFFIC MITIGATION MEASURES ON AIR QUALITY AND NOISE

AIR QUALITY

Chapter 18, "Air Quality," reported the maximum predicted carbon monoxide (CO) and particulate matter (PM_{10} and $PM_{2.5}$) concentrations from mobile sources (traffic) that would be generated by the proposed project, and concluded that there would be no potential for any significant adverse air quality impacts. Therefore, no air quality mitigation is required.

Since the proposed traffic mitigation measures described above would alter traffic conditions when compared to the proposed project, the localized air quality impacts with mitigation were modeled. The results (presented in **Table 22-10**) show that with the proposed traffic mitigation measures, as with the future with the proposed project, CO and particulate matter concentrations would not exceed the National Ambient Air Quality Standards (NAAQS), or the City's interim guidance criteria for $PM_{2.5}$. Therefore, no significant adverse air quality impacts would occur as a result of the proposed traffic mitigation measures.

Table 22-10
2014 Maximum Predicted 8-Hour Average No Action and Future with the Proposed Project CO Concentrations (with Traffic Mitigation)

Receptor Site	Location	Time Period	8-Hour Concentration (ppm)		
			No Action	Future with the Proposed Project	Future with the Proposed Project with Mitigation
1	Seventh Avenue and West 34th Street	Weekday PM	3.6	3.6	3.6
2	Third Avenue and East 34th Street	Saturday MD	3.5	3.5	3.5
Note: 8-hour standard is 9 ppm.					

Table 22-11
2014 Maximum Predicted 24-Hour Average No Action and Future with the Proposed Project PM_{10} Concentrations (with Traffic Mitigation)

Receptor Site	Location	24-Hour Concentration (ppm)		
		No Action	Future with the Proposed Project	Future with the Proposed Project with Mitigation
3	Seventh Avenue and West 32nd Street	91.9	92.9	92.8
Note: National Ambient Air Quality Standard—24-hour, 150 $\mu g/m^3$.				

Table 22-12
2014 Maximum Predicted 24-Hour Average $PM_{2.5}$ Concentrations (with Traffic Mitigation)

Receptor Site	Location	24-Hour Concentration (ppm)	
		Increment	Increment (with Mitigation)
3	Seventh Avenue and West 32nd Street	0.03	0.03
Note: $PM_{2.5}$ interim guidance criteria—24-hour average, 2 $\mu g/m^3$ (5 $\mu g/m^3$ not-to-exceed value).			

Table 22-13
2014 Maximum Predicted Annual Average $PM_{2.5}$ Concentrations (with Traffic Mitigation)

Receptor Site	Location	Annual Concentration ($\mu g/m^3$)	
		Increment	Increment (with Mitigation)
3	Seventh Avenue and West 32nd Street	0.009	0.006
Note: $PM_{2.5}$ interim guidance criteria—annual (neighborhood scale), 0.1 $\mu g/m^3$.			

NOISE

The proposed traffic mitigation measures would not substantially alter the vehicular speed, roadway geometry, or project-generated traffic routes to have any appreciable effect on noise levels at any of the three receptor sites used for the mobile source noise analysis. All three noise receptor locations used in the mobile source noise analysis are located adjacent to the development site. At the locations where traffic mitigation measures are proposed, the proposed traffic mitigation measures would not significantly affect noise levels.

D. TRANSIT AND PEDESTRIANS

In the discussion that follows, mitigation measures, consisting primarily of corner bulb outs, widening crosswalks, and relocating planters, are identified that would mitigate, either in part or in whole, the significant adverse pedestrian impacts for the 2014 future with the proposed project condition for both the Single-Tenant Office and Multi-Tenant Office Scenarios.

SUBWAY STATIONS

Both scenarios of the proposed project include a Subway Improvement Package designed to improve levels of service at both the 34th Street-Penn Station and 34th Street-Herald Square subway stations, as well as along the major east-west corridors between Penn Station and Herald Square. Due to this Subway Improvement Package, neither scenario would result in any significant adverse impacts at the station elements analyzed.

PEDESTRIAN ELEMENTS

The 2014 Single-Tenant Office Scenario would result in a total of 7 significant adverse impacts on crosswalks and/or corner locations within the pedestrian study area. These impacts include 2 corner locations during the AM peak hour, 1 corner location during the midday peak hour, and 2 crosswalk and 2 corner locations during the PM peak hour.

The 2014 Multi-Tenant Office Scenario would result in a total of 14 significant adverse impacts on crosswalks and/or corner locations within the pedestrian study area. These impacts include 2 corner locations during the AM peak hour, 2 crosswalk and 2 corner locations during the midday peak hour, 2 crosswalk and 2 corner locations during the PM peak hour, and 2 crosswalk and 2 corner locations during the Saturday peak hour.

A significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place or to acceptable levels. For a future without the proposed action condition LOS D, E or F, mitigation back to the future without the proposed action condition is required; for future without the proposed action condition LOS A, B, or C, mitigation to the LOS D/E threshold is required (15 square feet per pedestrian for corners and crosswalks, and 15 pedestrians per foot per minute for sidewalks and mid-block locations).

Standard mitigation for projected significant adverse impacts to pedestrian conditions includes relocation or removal of obstacles on sidewalks, construction of wider sidewalks and corners and repainting crosswalks for additional width.

The preceding section described traffic mitigation measures including adjustments to traffic signal timing at intersections within the pedestrian study area. Traffic signal adjustments necessitate the adjustment of pedestrian crossing signals at these intersections, and therefore were analyzed for their potential to cause significant adverse impacts or mitigate significant adverse impacts that have already been identified. It was found that none of these adjustments created any new significant adverse impacts and none of these adjustments was solely able to mitigate any of the already identified significant adverse impacts. The following mitigation measures incorporate all signal timing changes from the previous section.

As demonstrated below, most of the significant adverse impacts could be mitigated through the following pedestrian improvements, including:

- Create corner bulb outs on the avenue side of two intersections: the northwest corner at the Sixth Avenue and West 32nd Street intersection and the southwest corner of the Sixth Avenue and West 33rd Street intersection.
- Create a corner bulb out on the street side of one intersection: the southeast corner of the Broadway and West 33rd Street intersection.
- Widen the crosswalks at 4 impacted crosswalk locations.

SIDEWALKS

Of the 78 sidewalk locations analyzed for the weekday AM, Midday, PM and Saturday Midday peak hours, no significant adverse sidewalk impacts are anticipated for the 2014 future with the proposed project condition for either the Single-Tenant Office or the Multi-Tenant Office Scenario.

CROSSWALKS

For the 2014 future with the proposed project Single-Tenant Office Scenario, of the 47 crosswalks analyzed for the weekday AM, Midday, PM and Saturday Midday peak hours, significant adverse impacts are anticipated at 2 crosswalks during both the PM peak hour.

Upon incorporation of the mitigation measures, no unmitigated adverse impacts at crosswalk locations would remain for the 2014 future with the proposed project Single-Tenant Office Scenario during the weekday AM, MD, PM, and Saturday midday peak hours.

For the 2014 future with the proposed project Multi-Tenant Office Scenario, of the 47 crosswalks analyzed for the weekday AM, Midday, PM and Saturday Midday peak hours, significant adverse impacts are anticipated at 2 crosswalks during the weekday Midday peak hour, 2 crosswalks during the PM peak hour, and 2 crosswalks during the Saturday midday peak hour.

Upon incorporation of the mitigation measures, unmitigated adverse impacts would remain at 2 crosswalk locations during the weekday Midday peak period and 2 crosswalk locations during the Saturday midday peak period.

Significant adverse impacts at crosswalk locations have been identified below along with proposed mitigation measures.

- Sixth Avenue and West 33rd Street – significant adverse impacts would occur at the west crosswalk during the PM peak hour for both the Single-Tenant Office and the Multi-Tenant Office Scenarios. These impacts would be mitigated by widening the crosswalk from 15.75 feet to 17.25 feet.
- Sixth Avenue and West 34th Street – significant adverse impacts would occur at the east crosswalk during the PM peak hour for both the Single-Tenant Office and the Multi-Tenant Office Scenarios. These impacts would be mitigated by widening the crosswalk from 14 feet to 15.5 feet.
- Seventh Avenue and West 32nd Street – significant adverse impacts would occur at the north crosswalk during the weekday Midday and Saturday midday peak hours for the Multi-Tenant Office Scenario. These impacts would be partially mitigated by widening the crosswalk from 18.5 feet to 20 feet.

- Seventh Avenue and West 33rd Street – significant adverse impacts would occur at the south crosswalk during the weekday Midday and Saturday midday peak hours for the Multi-Tenant Office Scenario. These impacts would be partially mitigated by widening the crosswalk from 16 feet to 20 feet.

CORNERS

For the 2014 future with the proposed project Single-Tenant Office Scenario, of the 42 corner locations analyzed for the weekday AM, Midday, PM and Saturday Midday peak hours, significant adverse impacts are anticipated at 2 corner locations during the AM peak hour, 1 corner location during the weekday Midday peak hour, and 2 corner locations during the PM peak hour.

Upon incorporation of the mitigation measures, no unmitigated adverse impacts at corner locations would remain for the 2014 future with the proposed project Single-Tenant Office Scenario during the weekday AM, MD, PM, and Saturday midday peak hours.

For the 2014 future with the proposed project Multi-Tenant Office Scenario, of the 42 corner locations analyzed for the weekday AM, Midday, PM and Saturday Midday peak hours, significant adverse impacts are anticipated at 2 corner locations during the AM peak hour, 2 corner locations during the weekday Midday peak hour, 2 corner locations during the PM peak hour, and 2 corner locations during the Saturday midday peak hour.

Upon incorporation of the mitigation measures, no unmitigated adverse impacts at corner locations would remain for the 2014 future with the proposed project Multi-Tenant Office Scenario during the weekday AM, MD, PM, and Saturday midday peak hours.

Significant adverse impacts at corner locations have been identified below along with proposed mitigation measures.

- Sixth Avenue and West 32nd Street – significant adverse impacts would occur at the northwest corner during the Saturday Midday peak period for the Multi-Tenant Office Scenario. This impact would be mitigated through the addition of a 6' bulb out on Sixth Avenue, consistent with NYCDOT design guidelines.
- Sixth Avenue and West 33rd Street – significant adverse impacts would occur at the southwest corner during the weekday AM and weekday PM peak periods for the Single-Tenant Office and during the weekday AM, weekday Midday, weekday PM, and Saturday Midday peak periods for the Multi-Tenant Office Scenario. This impact would be mitigated through the addition of a 6' bulb out on Sixth Avenue, consistent with NYCDOT design guidelines.
- Broadway and West 33rd Street – significant adverse impacts would occur at the southeast corner during the weekday AM, weekday Midday, and weekday PM peak periods for both the Single-Tenant Office and Multi-Tenant Office Scenarios. This impact would be mitigated through the addition of a 6' bulb out on West 33rd Street, consistent with NYCDOT design guidelines.

Tables 22-16 and 22-17 present the sidewalk, crosswalk, and corner locations that would have significant adverse impacts for the 2014 future with the proposed project condition for both the Single-Tenant Office and Multi-Tenant Office Scenarios, proposed mitigation measures, and the effectiveness of the proposed mitigation measure for each location.

The sidewalk, corner, and crosswalk LOS results for the 2014 future with the proposed project condition with Mitigation are presented in **Figures 22-9 through 22-16**. Copies of the individual sidewalk, corner, crosswalk analysis tables, and proposed mitigation measures are provided in Appendix C, "Transportation Technical Memos and Analyses."

Table 22-16
2014 Future with the Proposed Project – Single-Tenant Office Scenario
Locations with Significant Adverse Impacts with Mitigation

Location			2014 Future without the Proposed Project			2014 Proposed Project Single Tenant Office Scenario			2014 Proposed Project - Mitigated Single Tenant Office Scenario			
			Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Result / Mitigation
AM Peak Hour												
6th Avenue & 33rd Street	Corner	Southwest	1562	7.5	F	1832	4.9	F	1832	13.4	E	Bulb out
Broadway & 33rd Street	Corner	Southeast	1170	14.0	E	1353	11.2	E	1353	22.1	D	Bulb out
Midday Peak Hour												
Broadway & 33rd Street	Corner	Southeast	1201	11.3	E	1327	9.4	E	1327	20.6	D	Bulb out
PM Peak Hour												
6th Avenue & 33rd Street	Corner	Southwest	2406	6.2	F	2633	5.0	F	2633	10.9	E	Bulb out
	Crosswalk	West	1728	10.6	E	1845	9.5	E	1845	10.7	E	Widen
Broadway & 33rd Street	Corner	Southeast	1300	6.8	F	1517	4.7	F	1517	14.5	E	Bulb out
6th Avenue & 34th Street	Crosswalk	East	1158	12.8	E	1266	11.4	E	1266	12.9	E	Widen

Table 22-17
2014 Future with the Proposed Project – Multi-Tenant Office Scenario
Locations with Significant Adverse Impacts with Mitigation

Location			2014 Future without the Proposed Project			2014 Proposed Project Multi-Tenant Office Scenario			2014 Proposed Project - Mitigated Multi-Tenant Office Scenario			
			Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Result / Mitigation
AM Peak Hour												
6th Avenue & 33rd Street	Corner	Southwest	1562	7.5	F	1809	5.0	F	1809	13.6	E	Bulb out
Broadway & 33rd Street	Corner	Southeast	1170	14.0	E	1347	11.3	E	1347	22.3	D	Bulb out
Midday Peak Hour												
7th Avenue & 32nd Street	Crosswalk	North	655	14.3	E	790	11.6	E	790	12.7	E	Partially mitigated
7th Avenue & 33rd Street	Crosswalk	South	656	9.9	E	950	6.3	F	950	9.4	E	Partially mitigated
6th Avenue & 33rd Street	Corner	Southwest	2114	7.2	F	2508	5.7	F	2508	11.9	E	Bulb out
Broadway & 33rd Street	Corner	Southeast	1201	11.3	E	1328	9.4	E	1328	20.6	D	Bulb out
PM Peak Hour												
6th Avenue & 33rd Street	Corner	Southwest	2406	6.2	F	2714	4.5	F	2714	10.2	E	Bulb out
	Crosswalk	West	1728	10.6	E	1848	9.5	E	1848	10.7	E	Widen
Broadway & 33rd Street	Corner	Southeast	1300	6.8	F	1593	3.9	F	1593	13.2	E	Bulb out
6th Avenue & 34th Street	Crosswalk	East	1158	12.8	E	1266	11.4	E	1266	12.9	E	Widen
Saturday Midday Peak Hour												
7th Avenue & 32nd Street	Crosswalk	North	976	8.0	F	1231	6.0	F	1231	6.7	F	Partially mitigated
7th Avenue & 33rd Street	Crosswalk	South	596	12.9	E	958	7.2	F	958	9.9	E	Partially mitigated
6th Avenue & 32nd Street	Corner	Northwest	1365	10.9	E	1688	9.0	E	1688	18.1	D	Bulb out
6th Avenue & 33rd Street	Corner	Southwest	1665	11.2	E	2080	8.3	E	2080	15.8	D	Bulb out

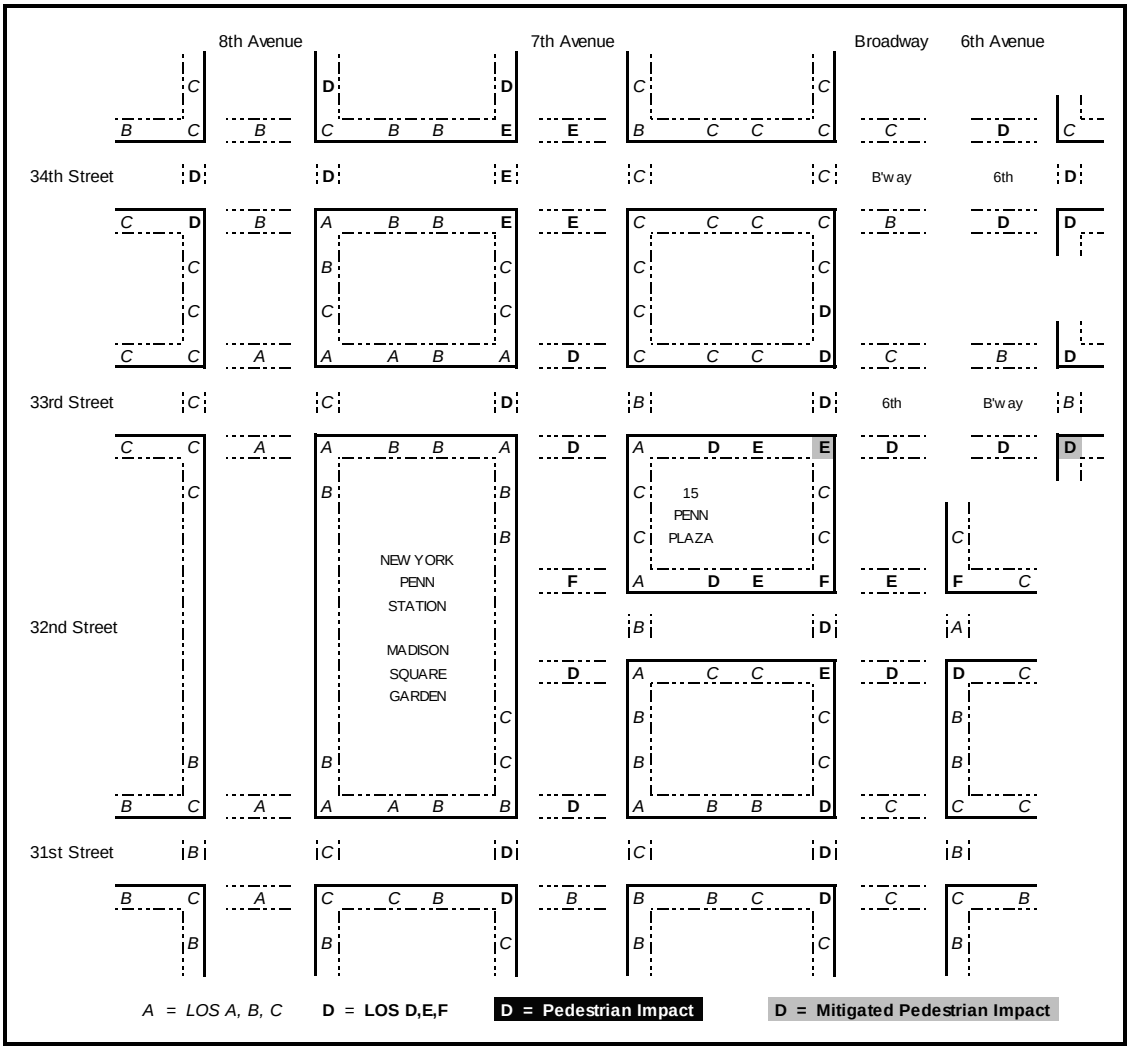


Figure 22-9
2014 Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
AM Peak Hour - Pedestrian LOS

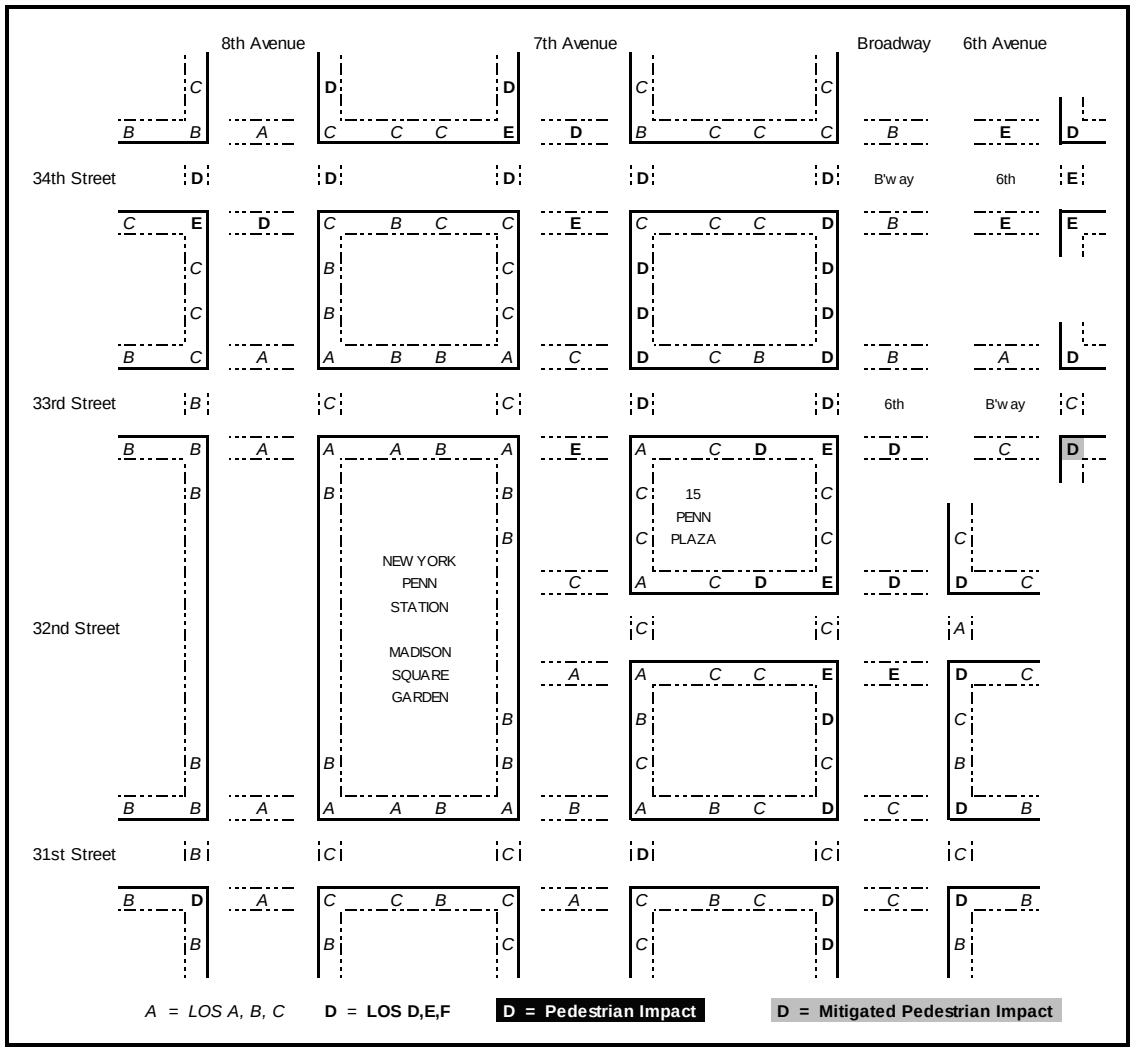


Figure 22-10
2014 Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
Weekday Midday Peak Hour - Pedestrian LOS

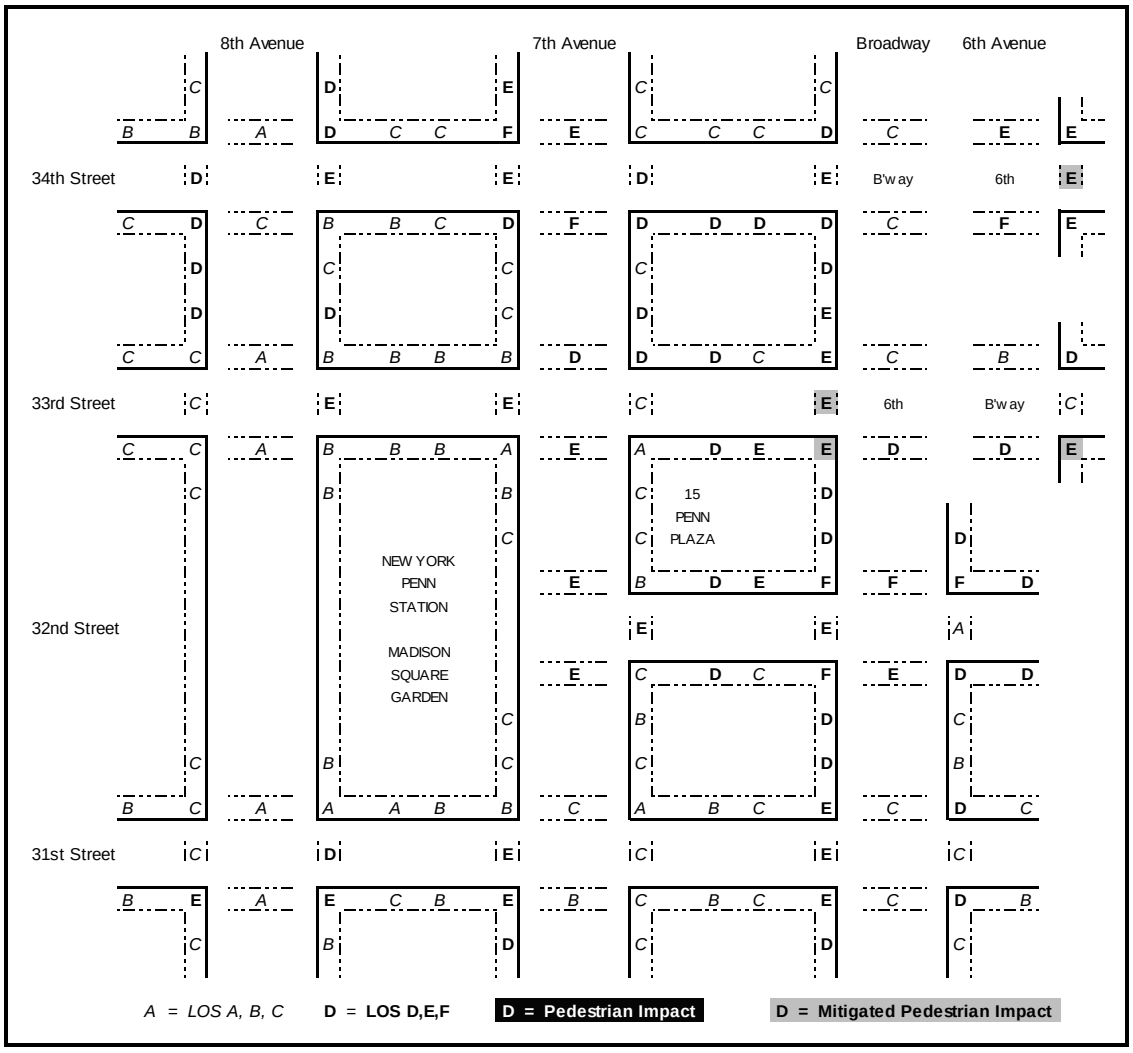


Figure 22-11
2014 Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
PM Peak Hour - Pedestrian LOS

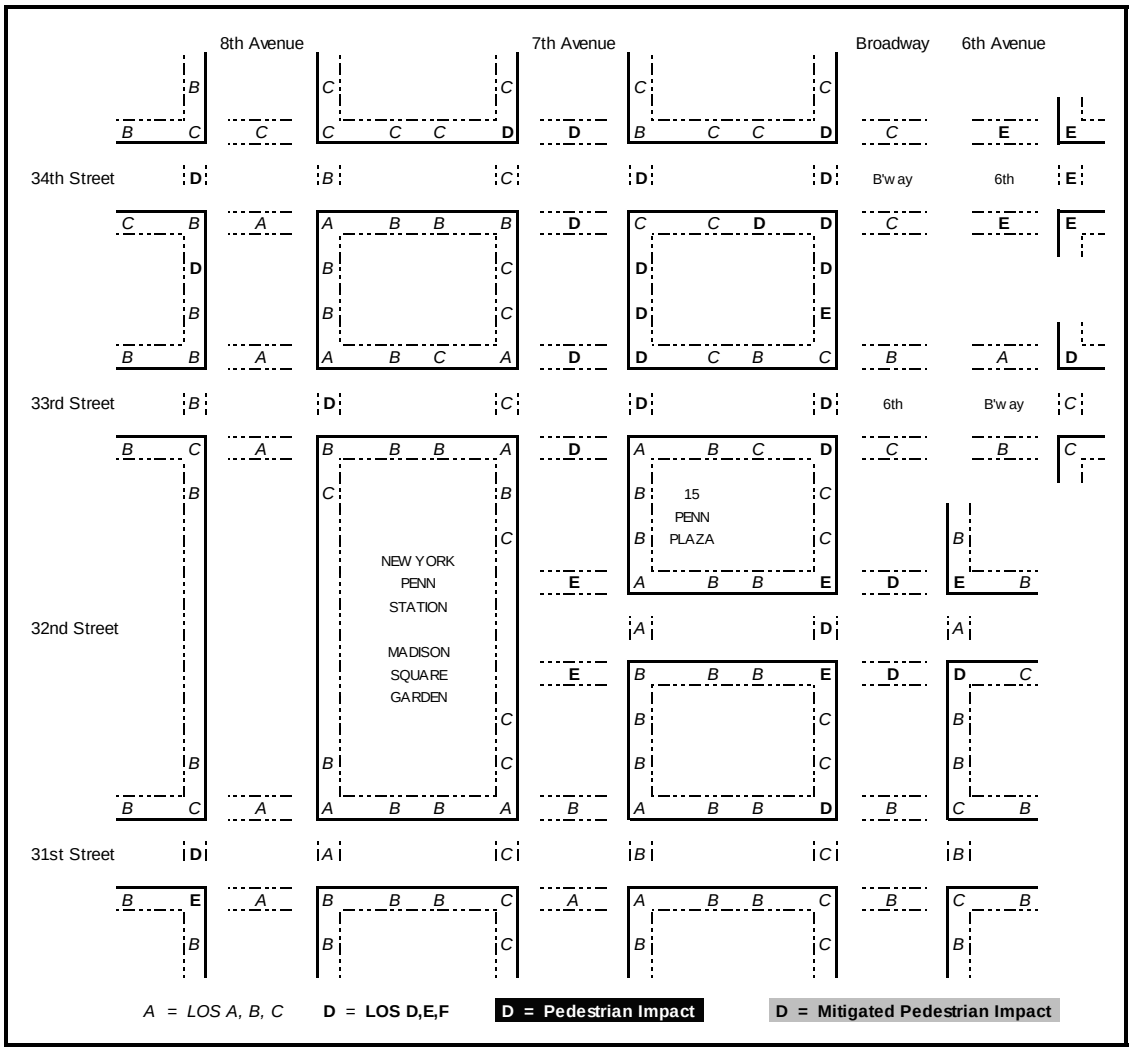


Figure 22-12
2014 Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
Saturday Midday Peak Hour - Pedestrian LOS

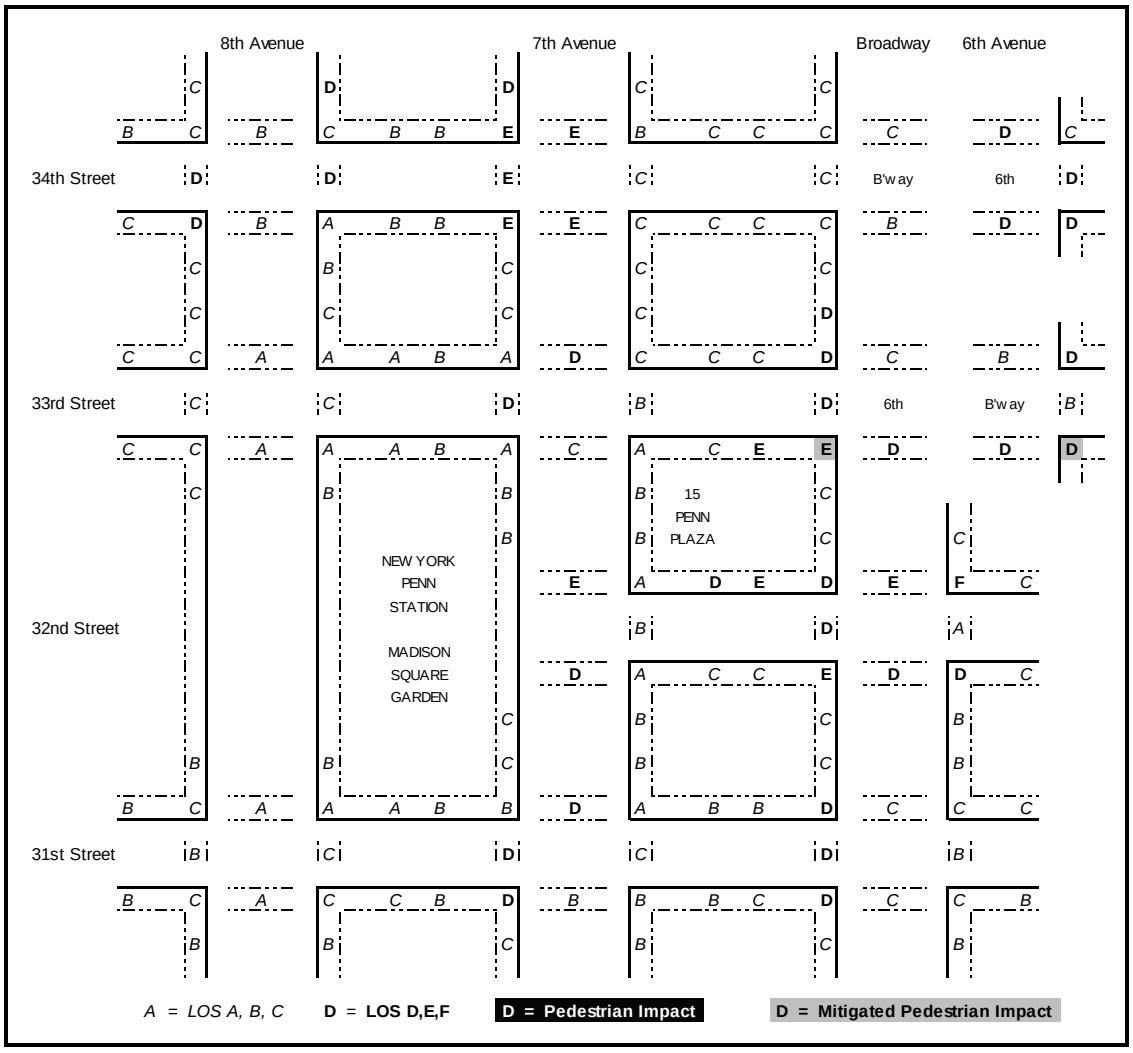


Figure 22-13
2014 Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
AM Peak Hour - Pedestrian LOS

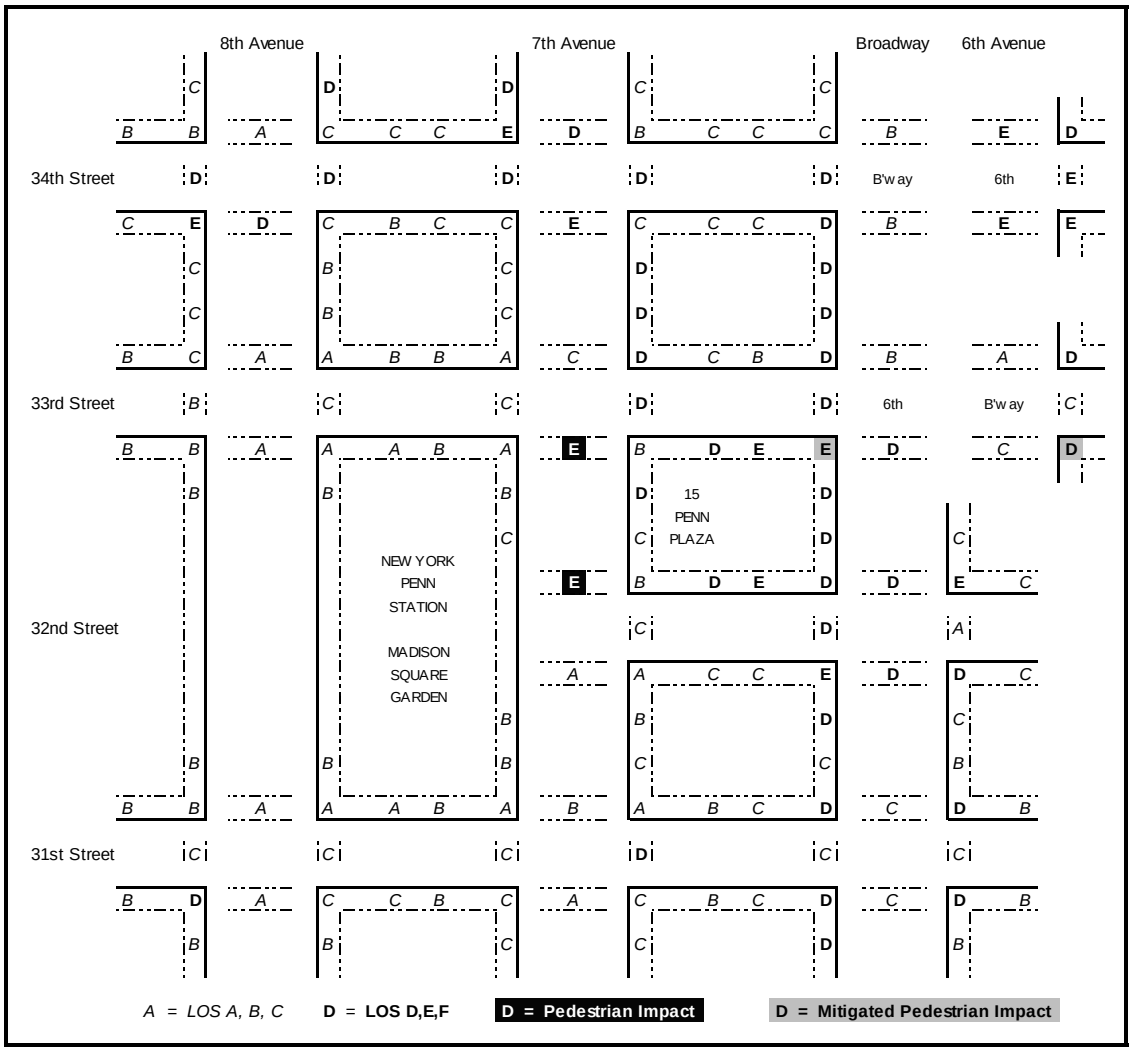


Figure 22-14
2014 Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
Weekday Midday Peak Hour - Pedestrian LOS

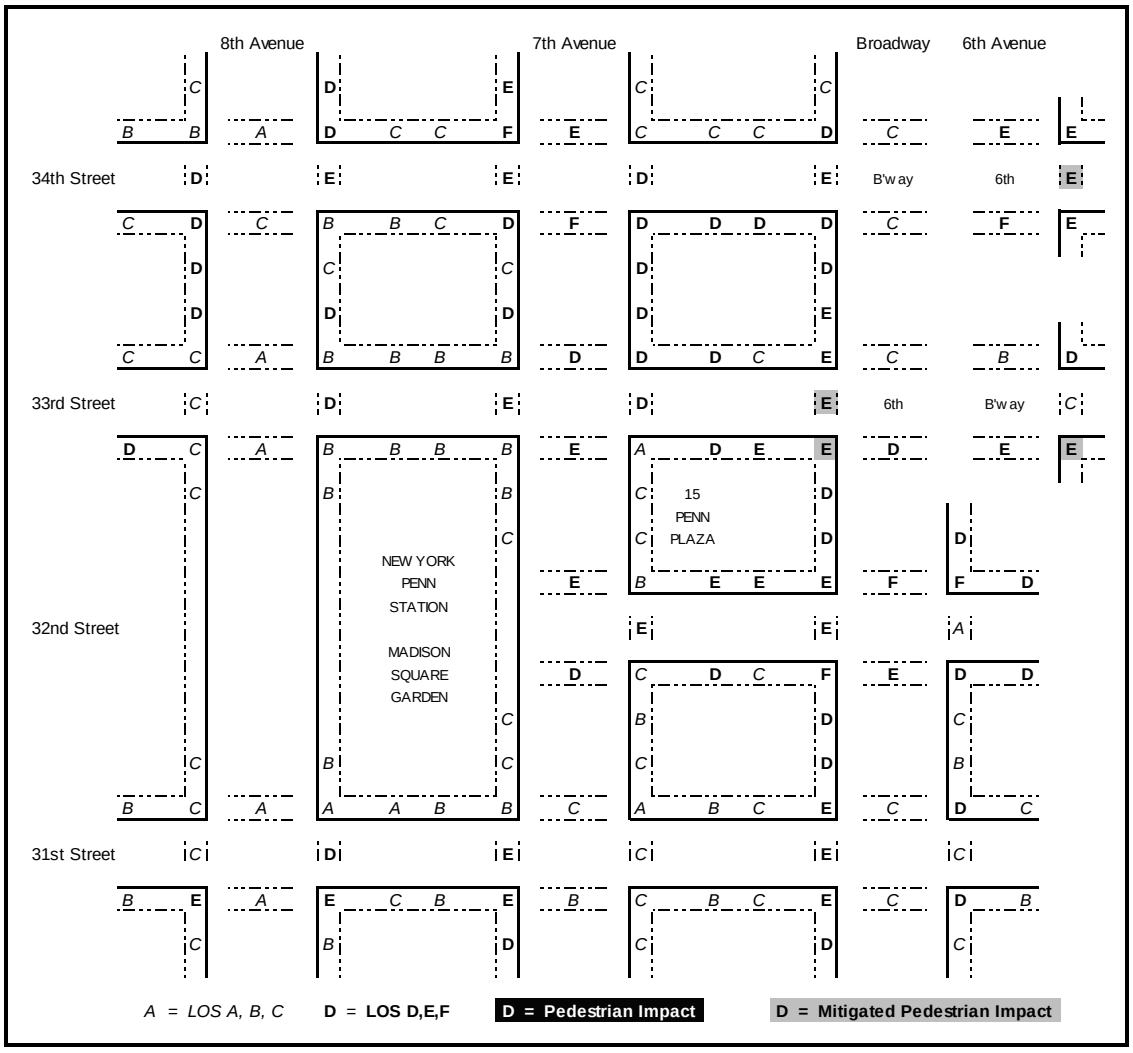


Figure 22-15
2014 Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
PM Peak Hour - Pedestrian LOS

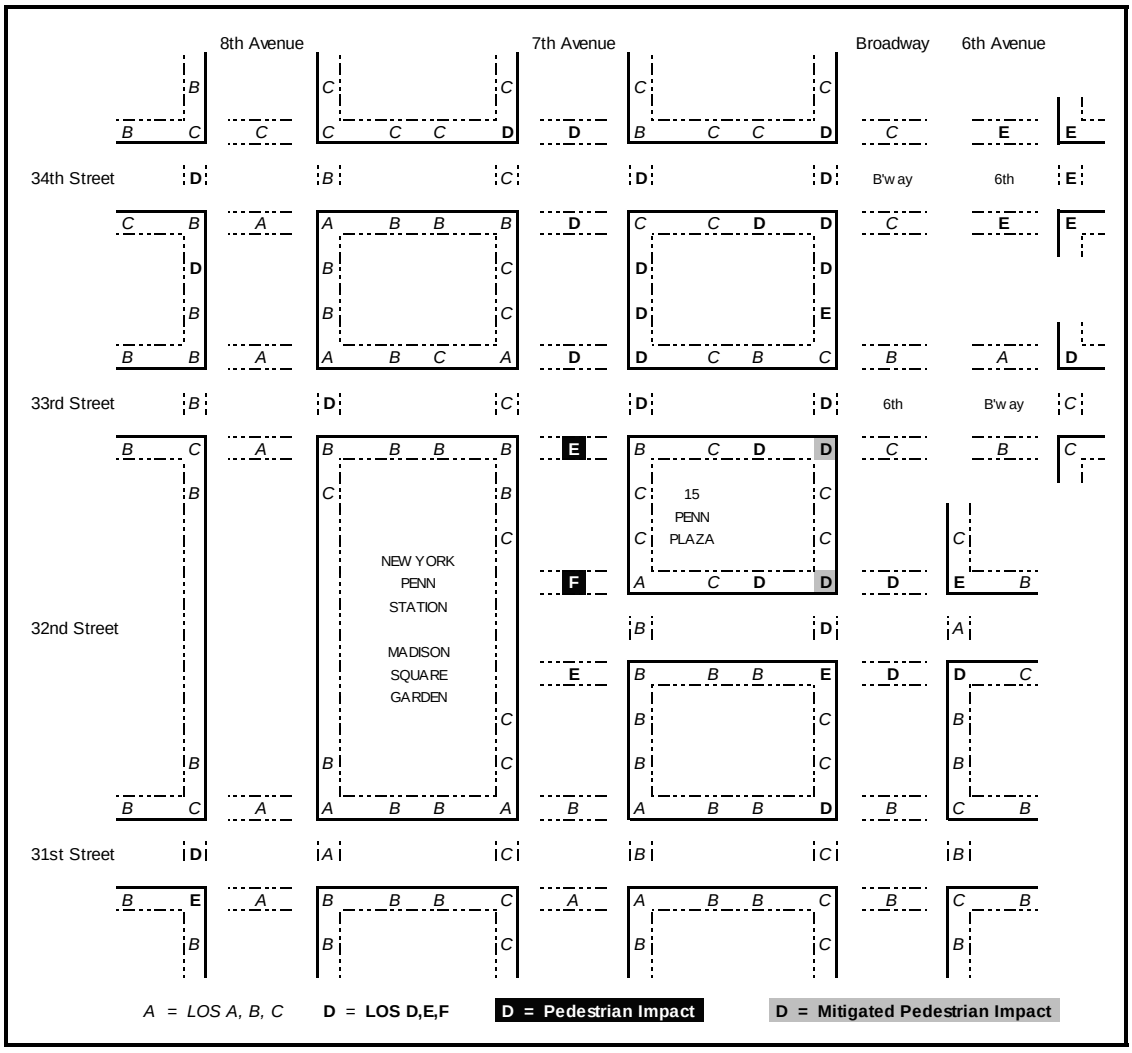


Figure 22-16
2014 Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
Saturday Midday Peak Hour - Pedestrian LOS

E. CONSTRUCTION-PERIOD NOISE

As discussed in Chapter 20, "Construction Impacts," noise impacts would occur at The Epic's terraces (where noise levels already exceed the acceptable CEQR range for outdoor areas requiring serenity and quiet). There are no feasible mitigation measures that could be implemented to eliminate the significant noise impacts at these locations. Therefore, at The Epic's terraces, a significant unmitigated adverse noise impact would occur. ✷