Chapter 10: Transportation

A. INTRODUCTION

This chapter examines the potential effects of the proposed Lenox Hill Hospital (LHH) Redevelopment project (the Proposed Project) on the study area transportation systems and compares the future With the Proposed Project (the With Action condition) to the future Without the Proposed Project (the No Action condition). Aside from the standard comparison of the No Action and With Action conditions for the purpose of environmental assessment, these two conditions are also compared to the existing condition to demonstrate whether either condition would generate the same amount or less vehicular and pedestrian activity than the current facility. The assessments consider the 2036 analysis year to identify potential transportation impacts, and if warranted, determine feasible mitigation measures that would be appropriate to address those impacts. The travel demand projections contained in this chapter were conducted pursuant to the methodologies outlined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*.

As described in Chapter 1, "Project Description," Lenox Hill Hospital (the Applicant) is requesting a series of discretionary actions from the City Planning Commission (CPC) to facilitate the enlargement and modernization of the existing LHH on Block 1411, Lots 1 and 113 (Projected Development Site 1), bounded by Park and Lexington Avenues and East 76th and East 77th Streets in Manhattan. The Proposed Project would include a new building fronting on Lexington Avenue, as well as additions and modifications to portions of the existing hospital complex on Projected Development Site 1 and connections between the new hospital building and the renovated buildings. Two building envelopes are proposed, each of which would accommodate the Proposed Project's program. Envelope 1 would include a new approximately 771,000-gross-square-foot (gsf) building on Lexington Avenue and 56,000 gsf of additions to the existing hospital. Envelope 2 would include a new approximately 867,000-gsf building and 8,000 gsf of additions to the existing hospital. With the existing buildings to remain, the overall gross floor area of the Proposed Project on Projected Development Site 1 would be approximately 1.4 million gsf with either envelope. The program, project population (staff, patients, visitors), site access, zoning actions, and construction duration would be the same for both Envelope 1 and Envelope 2.

This Environmental Impact Statement (EIS) also considers the as-of-right development of a building with hospital support functions at 111-115 East 77th Street between Lexington and Park Avenues (Block 1412, Lots 9, 10, and 11) (Projected Development Site 1a) as part of the Proposed Project. It would be connected to Projected Development Site 1 by a utility tunnel under East 77th Street. In addition, the Applicant proposes to provide improvements to the 77th Street subway station of the Lexington Avenue (No. 6) line, providing Americans with Disabilities Act (ADA) access to the downtown platform and improving sidewalk conditions in the immediate area.

Currently, the Project Site consists of the hospital block (Projected Development Site 1) with 10 interconnected hospital buildings and the 77th Street site (Projected Development Site 1a) with 3

buildings for inpatient and ambulatory services, totaling approximately 804,700 (gsf[1]). The ambulatory services on the Project Site consist of the emergency department (ED) and outpatient treatment, procedures, and care. The remaining services are inpatient and part of the hospital. In the No Action condition, no buildings would be demolished or reconstructed, and the Project Site would continue to operate; however, independent of the Proposed Actions, LHH would relocate most ambulatory services to ancillary sites (including Projected Development Site 1a). Under the No Action condition at the Project Site, there would be 2,615 average weekday daily hospital (inpatient) staff members, 226 average weekday daily ambulatory care staff members, 1,462 average weekday daily hospital patients/visitors, and 407 average weekday daily ambulatory care patients/visitors. In the With Action condition, the Project Site would be redeveloped to a total of approximately 1.44 million gsf with a population of 2,965 average weekday daily hospital (inpatient) staff members, 215 average weekday daily ambulatory care staff members, 1,544 average weekday daily hospital patients/visitors, and 387 average weekday daily ambulatory care patients/visitors. The Project Site plan is shown in **Figure 10-1**. Portions of the existing hospital complex would be renovated to accommodate connections to the new hospital building and create four new truck docks and a new ambulance bay for six ambulances inside the structure. There would be a potential removal of up to four on-street parking spaces along the south curb of East 76th Street between Park Avenue and Lexington Avenue to accommodate the turn sweeps of trucks using the proposed new truck docks. The Proposed Project would also establish a new primary public entrance and patient discharge exit facing Lexington Avenue and provide a new entrance and lobby for the Mother-Baby Hospital on Park Avenue as well as a new emergency stairway on the Park Avenue frontage.

Person trip generation is based on the population of staff, patients, and visitors. Delivery trip generation is based on the square footage of the space. **Table 10-1** provides a comparison of the development programs between existing, No Action, and With Action conditions for Envelope 1. As previously stated, only the comparison of No Action to With Action conditions is used for the purpose of environmental assessment; existing conditions are presented for informational purposes.

Table 10-1
Comparison of Existing, No Action, and With Action Condition Scenarios

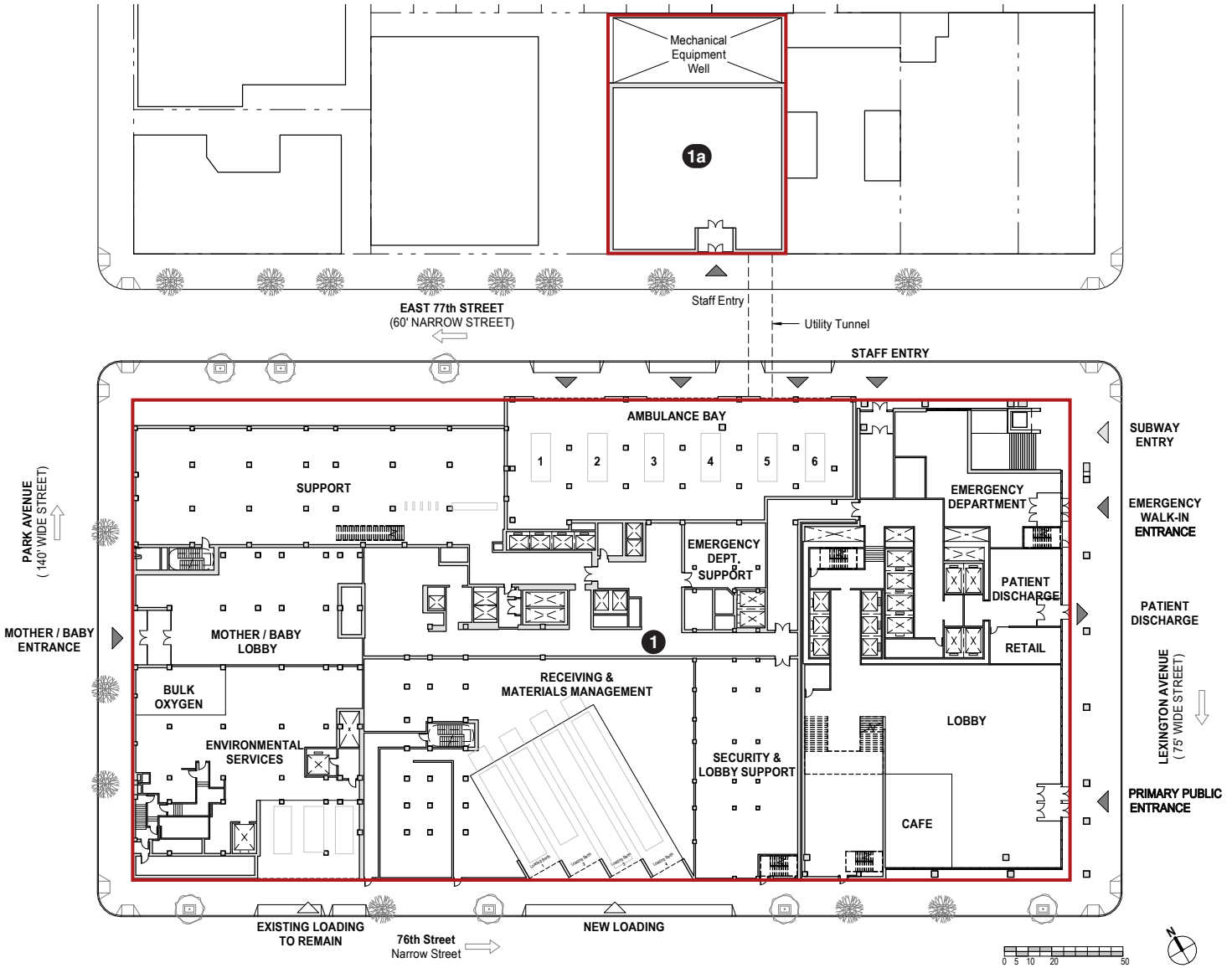
Components	Existing Condition	No Action Condition	With Action Condition	Increment*
Project Site (gsf)	804,700	804,700	1,444,000	639,300
Hospital Staff	2,591	2,615	2,965	+350
Hospital Patients / Visitors	1,463	1,462	1,544	+82
Ambulatory Care Staff	507	226	215	-11
Ambulatory Care Patients / Visitors	2,000	407	387	-20

Notes: gsf = gross square feet; square footages shown are approximate
*No Action Condition subtracted from With Action Condition
Source: Northwell/LHH counts and projections

PRINCIPAL CONCLUSIONS

The Proposed Project would not result in significant adverse impacts to transportation from the operation of the Proposed Project; the preliminary assessment found that the Proposed Project

[1] All gross square footage in this document includes above-grade and below-grade square footage.



Source: Ennead Architects

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

1 *Projected Development Site*

Proposed Ground Floor Plan—(Envelope 1 and Envelope 2)

would not exceed any CEQR thresholds warranting a detailed analysis. The incremental increase in person and vehicle trips would fall below the CEQR Level 1 threshold for traffic, transit (subway and bus), and pedestrians; therefore, detailed traffic, transit, and pedestrian analyses are not warranted.

B. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

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

As described above, both proposed building envelopes for Projected Development Site 1 would have similar square footage, and the program, project population, site access, zoning actions, and construction duration would be the same. Both envelopes would have the same numbers of hospital and ambulatory staff, patients, and visitors, and would also have pedestrian and vehicular access in the same locations. The incremental difference in trips generated in comparison to the No Action condition would be identical for either envelope. Therefore, the Proposed Project would have the same effect on transportation with either Envelope 1 or Envelope 2.

LEVEL 1 SCREENING ASSESSMENT

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

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Project were developed based on information from the 2008 *Hospital for Special Surgery Final Environmental Impact Statement (FEIS)*, the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS*, and the U.S. Census Bureau—as summarized in **Table 10-2**.

Table 10-2
Travel Demand Factors

Use	Hospital – Staff			Hospital – Patients and Visitors			Ambulatory Care – Staff			Ambulatory Care – Patients and Visitors		
Total Daily Staff or Person Trips	(1) Weekday 2,591 (Existing) 2,615 (No Action) 2,965 (With Action) Staff			(2) Weekday 2.0 Trips / Person			(4) Weekday 3.0 Trips / Person			(4) Weekday 2.0 Trips / Person		
Temporal	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**
		(2)			(2)			(4)			(4)	
	52%	27%	55%	3.7%	11.3%	9.3%	12.1%	8.1%	12.2%	4%	10%	8%
Direction		(2)			(2)			(4)			(4)	
In	95%	35%	15%	85%	65%	60%	97%	52%	12%	100%	60%	20%
Out	5%	65%	85%	15%	35%	40%	3%	48%	88%	0%	40%	80%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split		(2,3)			(2)			(3)			(4)	
	AM	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**	**AM**	**MD**	**PM**
Auto	16.0%	0.0%	16.0%	32.0%	32.0%	32.0%	16.0%	16.0%	16.0%	53.0%	53.0%	53.0%
Taxi	2.0%	0.0%	2.0%	11.0%	11.0%	11.0%	2.0%	2.0%	2.0%	18.0%	18.0%	18.0%
Subway	58.0%	0.0%	58.0%	35.0%	35.0%	35.0%	58.0%	58.0%	58.0%	16.0%	16.0%	16.0%
Bus	12.0%	0.0%	12.0%	17.0%	17.0%	17.0%	12.0%	12.0%	12.0%	6.0%	6.0%	6.0%
Walk	12.0%	100.0%	12.0%	5.0%	5.0%	5.0%	12.0%	12.0%	12.0%	7.0%	7.0%	7.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2,3) Weekday			(2) Weekday			(3,4) Weekday			(4) Weekday		
Auto	1.12			1.60			1.12			3.00		
Taxi	1.35			1.40			1.35			3.00		
Daily Delivery Trip Generation Rate	(4) Weekday 0.20 Delivery Trips / KSF						(4) Weekday 0.20 Delivery Trips / KSF					
	AM	**MD**	**PM**				**AM**	**MD**	**PM**			
Delivery Temporal		(4)						(4)				
	10%	9%	5%				10.0%	9.0%	5.0%			
Delivery Direction		(4)						(4)				
In	50%	50%	50%				50%	50%	50%			
Out	50%	50%	50%				50%	50%	50%			
Total	100%	100%	100%				100%	100%	100%			

Sources:
(1) Northwell/LHH counts and projections
(2) Hospital for Special Surgery FEIS (2008); subway and walk modes for hospital patients and visitors adjusted as per New York City Department of Transportation (DOT) recommendations
(3) U.S. Census Bureau, ACS 2012–2016 Five-Year Estimates – Reverse Journey-to-Work (RJTW) Data: New York County census tracts 120, 122, 126, 128, 130, 134, 138, 140, 142, 146.01, 148.01, 150.01
(4) *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS* (2013)

Hospital Staff

Hospital staff includes those hospital employees dedicated to inpatient services, including doctors, nurses, and clinicians. In addition, hospital staff includes hospital administration and a wide range of employees dedicated to hospital support functions (e.g., lab technicians, food service workers and building maintenance staff).

The daily staff are from Northwell/LHH counts and projections. Temporal distribution, directional distribution, midday peak hour modal splits, and taxi occupancy are from the 2008 *Hospital for Special Surgery FEIS.* The AM and PM peak hour modal split and the auto occupancy are from the U.S. Census Bureau American Community Survey (ACS) Reverse Journey-to-Work (RJTW) Estimates for New York County census tracts 120, 122, 126, 128, 130, 134, 138, 140, 142, 146.01, 148.01, and 150.01. The daily delivery trip rate, temporal distribution, and directional distribution are from the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS.*

Hospital Patients / Visitors

The daily person trip rate, temporal distribution, directional distribution, modal splits, and vehicle occupancies are from the 2008 *Hospital for Special Surgery FEIS,* with subway and walk modal splits adjusted based on New York City Department of Transportation (DOT) recommendations.

Ambulatory Care Staff

Ambulatory care staff include those hospital employees dedicated to outpatient services, including primary care and specialty outpatient clinics, in addition to other outpatient programs and services.

The daily person trip rate, temporal distribution, directional distribution, and taxi occupancy, and daily delivery trip rate, temporal distribution, and directional distribution are from the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS.* The modal split and auto occupancy are from the U.S. Census Bureau ACS RJTW Estimates for New York County census tracts 120, 122, 126, 128, 130, 134, 138, 140, 142, 146.01, 148.01, and 150.01.

Ambulatory Care Patients / Visitors

The daily person trip rate, temporal distribution, directional distribution, modal splits, and vehicle occupancies are from the 2013 *Memorial Sloan Kettering/CUNY-Hunter Project at 74th Street FEIS.*

Ambulances

The average weekday daily population of ambulance staff is included in the Ambulatory Care Staff population numbers and travel demand factors. There would be no incremental difference between No Action and With Action conditions for ambulance staff. However, it is estimated that over a typical 24-hour period, there would be an increase of four ambulances per day and one ambulette per day when comparing No Action and With Action conditions. When applied to the weekday AM, midday, and PM peak hours, this would amount to either no additional trips per hour, or up to one additional trip per hour. The location of the ambulance access point is on the south side of East 77th Street on the hospital block and would remain on that blockface under No Action and With Action conditions, so no diversion of ambulance or ambulette trips would occur.

There would be improvements under the With Action condition for the ambulances and ambulettes. Currently, and under the No Action condition, there is no curb cut or layby lane at the ambulance entrance. These vehicles occupy curbside space, and occasionally need to double park when curbside space is fully occupied. Ambulance staff load and unload patients in the parking lane or in the street, conflicting with vehicular traffic and foot traffic on the sidewalk. Under the With Action condition, it is proposed that a series of curb cuts be provided to facilitate off-street loading and unloading of patients for ambulances and ambulettes. Up to six ambulances or ambulettes could be accommodated simultaneously within the off-street area. This would improve traffic flow on East 77th Street and increase the safety of patients and hospital staff.

TRIP GENERATION SUMMARY

As summarized in **Table 10-3**, the existing condition generates 1,798, 1,555, and 2,182 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 362, 256, and 463 vehicle trips are generated during the same respective peak hours. As summarized in **Table 10-4**, the No Action condition would result in 1,580, 1,171, and 1,853 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 310, 155, and 378 vehicle trips would be generated during the same peak hours. The net incremental difference in trips between the existing and No Action conditions are shown in **Table 10-5**.

As summarized in **Table 10-6**, under the With Action condition, the Proposed Project would generate 1,766, 1,276, and 2,052 person trips during the weekday AM, midday, and PM peak hours, respectively. Approximately 353, 172, and 421 vehicle trips would be generated during the

same peak hours. The net incremental difference in trips between the existing and With Action conditions are shown in **Table 10-7**.

As shown in **Tables 10-5 and 10-7**, when comparing the existing condition to the No Action and With Action conditions, the future conditions with or without the Proposed Project would have fewer vehicular and pedestrian trips than in the existing conditions.

Table 10-3
Project Site Trip Generation – Existing Conditions

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Hospital – Staff 2,591 persons	AM	In	205	25	742	154	154	1,280	183	18	8	209
		Out	11	1	39	8	8	67	10	18	8	36
		Total	216	26	781	162	162	1,347	193	36	16	245
	Midday	In	0	0	0	0	245	245	0	0	7	7
		Out	0	0	0	0	455	455	0	0	7	7
		Total	0	0	0	0	700	700	0	0	14	14
	PM	In	34	4	124	25	25	212	30	19	4	53
		Out	193	24	703	146	146	1,212	173	19	4	196
		Total	227	28	827	171	171	1,424	203	38	8	249
Hospital – Patients and Visitors 1,463 persons	AM	In	29	10	32	16	5	92	18	8	0	26
		Out	5	2	6	3	1	17	3	8	0	11
		Total	34	12	38	19	6	109	21	16	0	37
	Midday	In	69	24	75	37	11	216	43	22	0	65
		Out	37	13	41	20	6	117	23	22	0	45
		Total	106	37	116	57	17	333	66	44	0	110
	PM	In	52	18	57	28	8	163	33	20	0	53
		Out	35	12	38	19	5	109	22	20	0	42
		Total	87	30	95	47	13	272	55	40	0	95
Ambulatory Care Facility – Staff 507 persons	AM	In	28	4	103	21	21	177	25	3	0	28
		Out	1	0	3	1	1	6	1	3	0	4
		Total	29	4	106	22	22	183	26	6	0	32
	Midday	In	11	1	37	8	8	65	10	2	0	12
		Out	9	1	34	7	7	58	8	2	0	10
		Total	20	2	71	15	15	123	18	4	0	22
	PM	In	4	0	13	2	2	21	4	2	0	6
		Out	26	3	95	20	20	164	24	2	0	26
		Total	30	3	108	22	22	185	28	4	0	32
Ambulatory Care Facility – Patients and Visitors 2,000 persons	AM	In	84	29	25	10	11	159	28	10	0	38
		Out	0	0	0	0	0	0	0	10	0	10
		Total	84	29	25	10	11	159	28	20	0	48
	Midday	In	128	43	38	14	17	240	42	20	0	62
		Out	84	29	25	10	11	159	28	20	0	48
		Total	212	72	63	24	28	399	70	40	0	110
	PM	In	32	11	10	4	4	61	11	17	0	28
		Out	128	43	38	14	17	240	42	17	0	59
		Total	160	54	48	18	21	301	53	34	0	87
Total	AM	In	346	68	902	201	191	1,708	254	39	8	301
		Out	17	3	48	12	10	90	14	39	8	61
		Total	363	71	950	213	201	1,798	268	78	16	362
	Midday	In	208	68	150	59	281	766	95	44	7	146
		Out	130	43	100	37	479	789	59	44	7	110
		Total	338	111	250	96	760	1,555	154	88	14	256
	PM	In	122	33	204	59	39	457	78	58	4	140
		Out	382	82	874	199	188	1,725	261	58	4	323
		Total	504	115	1,078	258	227	2,182	339	116	8	463

Table 10-4
Project Site Trip Generation – No Action Condition

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Hospital – Staff 2,615 persons	AM	In	207	26	749	155	155	1,292	185	18	8	211
		Out	11	1	39	8	8	67	10	18	8	36
		Total	218	27	788	163	163	1,359	195	36	16	247
	Midday	In	0	0	0	0	247	247	0	0	7	7
		Out	0	0	0	0	459	459	0	0	7	7
		Total	0	0	0	0	706	706	0	0	14	14
	PM	In	34	4	126	26	26	216	30	19	4	53
		Out	195	24	709	147	147	1,222	174	19	4	197
		Total	229	28	835	173	173	1,438	204	38	8	250
Hospital – Patients and Visitors 1,462 persons	AM	In	29	10	32	16	5	92	18	8	0	26
		Out	5	2	6	3	1	17	3	8	0	11
		Total	34	12	38	19	6	109	21	16	0	37
	Midday	In	69	24	75	37	11	216	43	22	0	65
		Out	37	13	40	20	6	116	23	22	0	45
		Total	106	37	115	57	17	332	66	44	0	110
	PM	In	52	18	57	28	8	163	33	20	0	53
		Out	35	12	38	18	5	108	22	20	0	42
		Total	87	30	95	46	13	271	55	40	0	95
Ambulatory Care Facility – Staff 226 persons	AM	In	13	2	46	9	9	79	12	2	0	14
		Out	0	0	1	0	0	1	0	2	0	2
		Total	13	2	47	9	9	80	12	4	0	16
	Midday	In	5	0	16	3	3	27	5	0	0	5
		Out	4	0	15	3	3	25	4	0	0	4
		Total	9	0	31	6	6	52	9	0	0	9
	PM	In	2	0	6	1	1	10	2	1	0	3
		Out	12	1	42	9	9	73	11	1	0	12
		Total	14	1	48	10	10	83	13	2	0	15
Ambulatory Care Facility – Patients and Visitors 407 persons	AM	In	17	6	5	2	2	32	6	2	0	8
		Out	0	0	0	0	0	0	0	2	0	2
		Total	17	6	5	2	2	32	6	4	0	10
	Midday	In	26	9	8	3	3	49	8	4	0	12
		Out	17	6	5	2	2	32	6	4	0	10
		Total	43	15	13	5	5	81	14	8	0	22
	PM	In	6	2	2	1	1	12	2	4	0	6
		Out	26	9	8	3	3	49	8	4	0	12
		Total	32	11	10	4	4	61	10	8	0	18
Total	AM	In	266	44	832	182	171	1,495	221	30	8	259
		Out	16	3	46	11	9	85	13	30	8	51
		Total	282	47	878	193	180	1,580	234	60	16	310
	Midday	In	100	33	99	43	264	539	56	26	7	89
		Out	58	19	60	25	470	632	33	26	7	66
		Total	158	52	159	68	734	1,171	89	52	14	155
	PM	In	94	24	191	56	36	401	67	44	4	115
		Out	268	46	797	177	164	1,452	215	44	4	263
		Total	362	70	988	233	200	1,853	282	88	8	378

Table 10-5
Incremental Trip Generation Summary: No Action Condition – Existing Conditions

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Total	AM	In	-80	-24	-70	-19	-20	-213	-33	-9	0	-42
		Out	-1	0	-2	-1	-1	-5	-1	-9	0	-10
		Total	-81	-24	-72	-20	-21	-218	-34	-18	0	-52
	Midday	In	-108	-35	-51	-16	-17	-227	-39	-18	0	-57
		Out	-72	-24	-40	-12	-9	-157	-26	-18	0	-44
		Total	-180	-59	-91	-28	-26	-384	-65	-36	0	-101
	PM	In	-28	-9	-13	-3	-3	-56	-11	-14	0	-25
		Out	-114	-36	-77	-22	-24	-273	-46	-14	0	-60
		Total	-142	-45	-90	-25	-27	-329	-57	-28	0	-85

Table 10-6
Project Site Trip Generation – With Action Condition

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Hospital – Staff 2,965 persons	AM	In	235	29	850	176	176	1,466	210	21	14	245
		Out	12	2	45	9	9	77	11	21	14	46
		Total	247	31	895	185	185	1,543	221	42	28	291
	Midday	In	0	0	0	0	280	280	0	0	13	13
		Out	0	0	0	0	520	520	0	0	13	13
		Total	0	0	0	0	800	800	0	0	26	26
	PM	In	39	5	142	29	29	244	35	22	7	64
		Out	222	27	803	166	166	1,384	199	22	7	228
		Total	261	32	945	195	195	1,628	234	44	14	292
Hospital – Patients and Visitors 1,544 persons	AM	In	31	11	34	17	5	98	19	8	0	27
		Out	5	2	6	3	1	17	3	8	0	11
		Total	36	13	40	20	6	115	22	16	0	38
	Midday	In	73	25	79	39	11	227	46	23	0	69
		Out	39	13	43	21	6	122	24	23	0	47
		Total	112	38	122	60	17	349	70	46	0	116
	PM	In	55	19	60	29	9	172	34	21	0	55
		Out	37	13	40	20	6	116	23	21	0	44
		Total	92	32	100	49	15	288	57	42	0	99
Ambulatory Care Facility – Staff 215 persons	AM	In	12	2	44	9	9	76	11	2	0	13
		Out	0	0	1	0	0	1	0	2	0	2
		Total	12	2	45	9	9	77	11	4	0	15
	Midday	In	5	0	15	3	3	26	5	0	0	5
		Out	4	0	14	3	3	24	4	0	0	4
		Total	9	0	29	6	6	50	9	0	0	9
	PM	In	2	0	6	1	1	10	2	1	0	3
		Out	11	1	40	8	8	68	10	1	0	11
		Total	13	1	46	9	9	78	12	2	0	14
Ambulatory Care Facility – Patients and Visitors 387 persons	AM	In	16	6	5	2	2	31	5	2	0	7
		Out	0	0	0	0	0	0	0	2	0	2
		Total	16	6	5	2	2	31	5	4	0	9
	Midday	In	25	8	7	3	3	46	8	4	0	12
		Out	16	6	5	2	2	31	5	4	0	9
		Total	41	14	12	5	5	77	13	8	0	21
	PM	In	6	2	2	1	1	12	2	3	0	5
		Out	25	8	7	3	3	46	8	3	0	11
		Total	31	10	9	4	4	58	10	6	0	16
Total	AM	In	294	48	933	204	192	1,671	245	33	14	292
		Out	17	4	52	12	10	95	14	33	14	61
		Total	311	52	985	216	202	1,766	259	66	28	353
	Midday	In	103	33	101	45	297	579	59	27	13	99
		Out	59	19	62	26	531	697	33	27	13	73
		Total	162	52	163	71	828	1,276	92	54	26	172
	PM	In	102	26	210	60	40	438	73	47	7	127
		Out	295	49	890	197	183	1,614	240	47	7	294
		Total	397	75	1,100	257	223	2,052	313	94	14	421

Table 10-7
Incremental Trip Generation Summary: With Action Condition – Existing Conditions

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Total	AM	In	-52	-20	31	3	1	-37	-9	-6	6	-9
		Out	0	1	4	0	0	5	0	-6	6	0
		Total	-52	-19	35	3	1	-32	-9	-12	12	-9
	Midday	In	-105	-35	-49	-14	16	-187	-36	-17	6	-47
		Out	-71	-24	-38	-11	52	-92	-26	-17	6	-37
		Total	-176	-59	-87	-25	68	-279	-62	-34	12	-84
	PM	In	-20	-7	6	1	1	-19	-5	-11	3	-13
		Out	-87	-33	16	-2	-5	-111	-21	-11	3	-29
		Total	-107	-40	22	-1	-4	-130	-26	-22	6	-42

LEVEL 1 SCREENING

The net incremental difference in trips between the No Action and With Action conditions are shown in **Table 10-8**.

Traffic

As shown in **Table 10-8**, the incremental difference in trips (With Action condition – No Action condition) generated by the Proposed Project would be 43, 17, and 43 vehicle trips during the weekday AM, midday, and PM peak hours, respectively. Since these increments do not exceed the *CEQR Technical Manual* analysis threshold of 50 peak-hour vehicle trips, a detailed traffic analysis is not warranted, and the Proposed Project would not be expected to result in any significant adverse traffic impacts.

Parking

The *CEQR Technical Manual* states that if a quantified traffic analysis is not required, an assessment of parking supply and utilization is also not warranted. Therefore, as a result of the conclusions described above for traffic, an on- and off-street parking analysis is not required, and the Proposed Project would not be expected to result in any significant adverse parking impacts.

Transit

As shown in **Table 10-8**, the incremental difference in subway trips (With Action condition – No Action condition) generated by the Proposed Project would be 107, 4, and 112 person trips by subway during the weekday AM, midday, and PM peak hours, respectively. Since these increments do not exceed the *CEQR Technical Manual* analysis threshold of 200 or more peak-hour subway trips, a detailed analysis of subway facilities or line-haul conditions is not warranted, and the Proposed Project would not be expected to result in any significant adverse subway impacts.

Also shown in **Table 10-8**, the incremental difference in bus trips generated by the Proposed Project would be 23, 3, and 24 person trips by bus during the weekday AM, midday, and PM peak hours, respectively. These incremental increases in bus trips would not exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak-hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is also not warranted, and the Proposed Project would not be expected to result in any significant adverse bus line-haul impacts.

Pedestrians

All incremental person trips generated by the Proposed Project would traverse the pedestrian elements (i.e., sidewalks, corners, and crosswalks) surrounding the Project Site. As shown in **Table 10-8**, the net incremental increase in pedestrian trips generated by the Proposed Project would be 186, 105, and 199 person trips during the weekday AM, midday, and PM peak hours, respectively. These incremental increases in trips would not exceed the *CEQR Technical Manual* analysis threshold of 200 pedestrians per hour, and the Proposed Project would not be expected to result in any significant adverse pedestrian impacts.

Table 10-8

Incremental Trip Generation Summary: With Action Condition – No Action Condition

Program	Peak Hour	In/Out	Person Trip						Vehicle Trip			
			Auto	Taxi	Subway	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Total	AM	In	28	4	101	22	21	176	24	3	6	33
		Out	1	1	6	1	1	10	1	3	6	10
		Total	29	5	107	23	22	186	25	6	12	43
	Midday	In	3	0	2	2	33	40	3	1	6	10
		Out	1	0	2	1	61	65	0	1	6	7
		Total	4	0	4	3	94	105	3	2	12	17
	PM	In	8	2	19	4	4	37	6	3	3	12
		Out	27	3	93	20	19	162	25	3	3	31
		Total	35	5	112	24	23	199	31	6	6	43

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