DRAFT SCOPE OF WORK FOR THE 125th STREET CORRIDOR REZONING AND RELATED ACTIONS ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 07DCP030M
ULURP NOs. Pending

DECEMBER, 2006

A. INTRODUCTION

This draft scope of work outlines the issues to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed 125th Street Corridor Rezoning and Related Actions ("the proposed action"). The proposed action includes zoning map and zoning text amendments proposed by the New York City Department of City Planning (DCP). The rezoning area spans the West, Central and East Harlem neighborhoods of Manhattan and includes parts of Manhattan Community Districts 9, 10 and 11 (see **Figure 1**). The proposed rezoning area is currently zoned R7-2, C4-4, C4-4A, C4-5, C4-7, and M1-2. The rezoning proposal would create a new special district, the Special 125th Street District, within the rezoning area and change the area's underlying zoning to R6A, R7-2, R7A, C4-4A, C4-4D, C6-3, and C4-7, as modified by the proposed special district. A draft of the proposed text amendment is included in Appendix B of this Draft Scope of Work.

In addition to the zoning map and text amendments, the proposed action includes the disposition of City-owned property, an Urban Renewal Plan amendment, a City Planning Commission (CPC) certification pursuant to the Special TA (transit land use) District, and Urban Development Action Area Project (UDAAP) designation and project approval (a non-ULURP action) in connection with a known development on a site within the rezoning area.

This document provides a description of the proposed action and includes task categories for all technical areas to be analyzed in the EIS.

The EIS will be prepared in conformance with all applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, dated August 24, 1977, and will follow the guidelines of the *CEQR Technical Manual*. The EIS will contain:

- A description of the proposed action and its environmental setting.
- A statement of the environmental impacts of the proposed action, including its short-and long-term effects, and typical associated environmental effects.
- An identification of any adverse environmental effects that cannot be avoided if the proposed action is implemented.
- A discussion of alternatives to the proposed action.
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the proposed action should it be implemented.
- A description of mitigation measures proposed to minimize adverse environmental impacts.

The environmental analyses in the EIS will assume a development period of ten years for the reasonable worst-case development scenario (RWCDS) for the project (build year 2017), and identify the cumulative impacts of other projects in areas affected by the proposed action. The New York City Department of City

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Ave @ 33rd St
Area Type: CBD or Similar
Jurisdiction: 9078
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 33rd Street
North/South Street: 9th Ave.

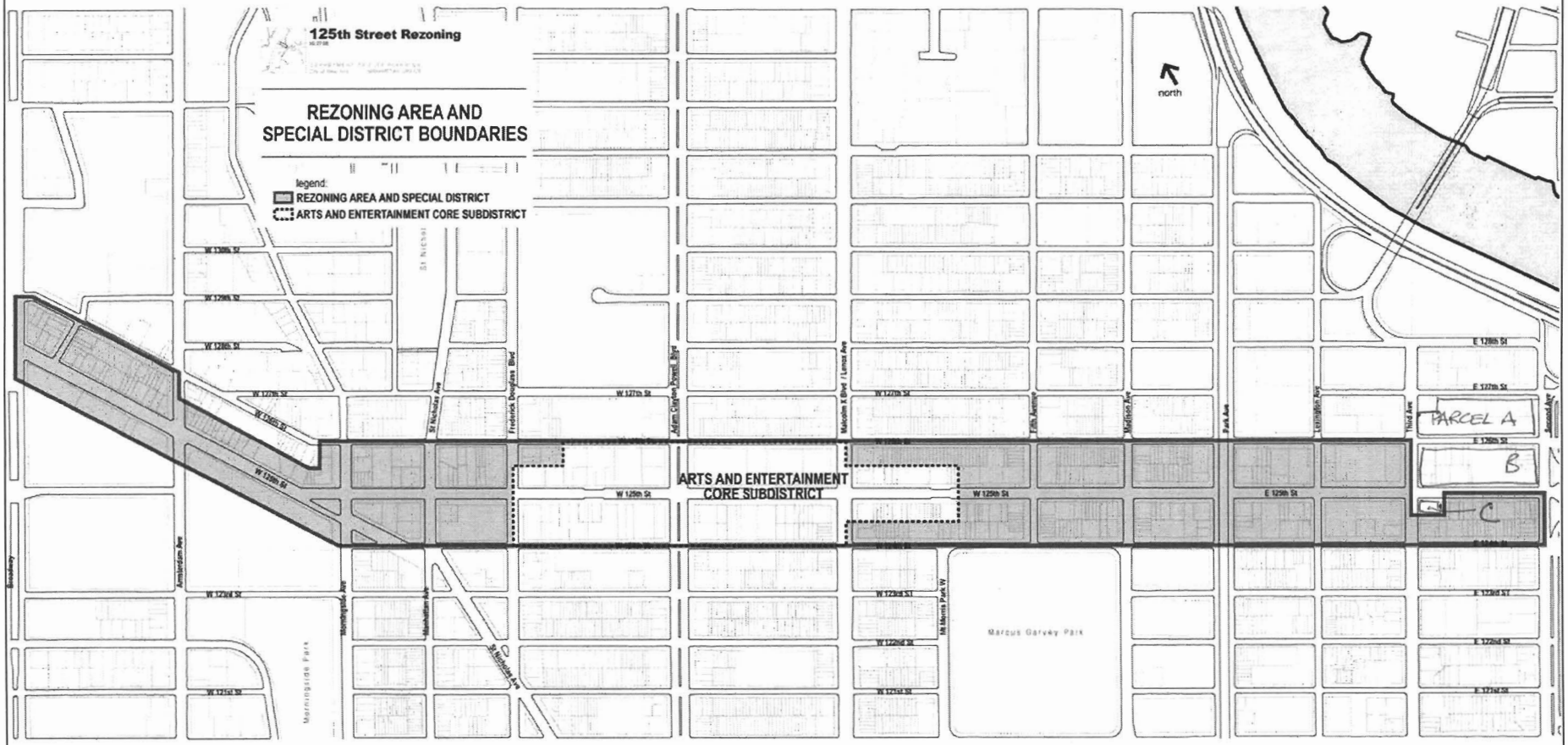
VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				195	316						1831	127
% Heavy Veh				2	1						2	1
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				51	83						482	33
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X	X		X						X
NumPark				20		20						20
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					8.0						11.0	
RTOR Vol												0
Adj Flow					538						2061	
%InSharedLn												
Prop LTs					0.381						0.000	
Prop RTs					0.000						0.065	
Peds Bikes	1700									1700	0	
Buses					0						0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	



Source: NYC Department of City Planning

Figure 1 - Rezoning Area and Special District Boundaries

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Ped Min g	14.7			14.7	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right					Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				195	316						1831	127
PHF				0.95	0.95						0.95	0.95
Adj flow				205	333						1927	134
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					538						2061	
Prop LTs					0.381						0.000	
Prop RTs				0.000						0.065		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG				LT						TR		
So				1900						1900		
Lanes	0	0	0	2	0	0	0	0	0	5	0	
fW				0.867						0.967		
fHV				0.986						0.981		
fG				1.000						1.000		
fP				0.850						0.960		
fBB				1.000						1.000		
fA				0.90*						0.90*		
fLU				0.95						0.91		
fRT				1.000						0.990		
fLT				0.981						1.000		
Sec.												
fLpb				0.794						1.000		
fRpb				1.000						0.972		
S				1840						6821		
Sec.												

CAPACITY AND LOS WORKSHEET

Planning (DCP), as lead agency, will coordinate the review of the proposed action among the involved and interested agencies and the public.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes the following actions:

- Zoning map amendments that would map the Special 125th Street District and new zoning districts in conjunction with the proposed zoning text amendments. Refer to **Figure 2**, Existing Zoning, and **Figure 3**, Proposed Zoning for proposed zoning changes.
- Zoning text amendment to establish the Special 125th Street District
- Disposition of City-owned property, an Urban Renewal Plan amendment, a CPC certification pursuant to the Special TA (transit land use) District, and UDAAP designation and project approval (a non-ULURP action) to facilitate the development of a residential project with ground floor retail on a site within the proposed rezoning area.

These actions are subject to the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was submitted on December 13, 2006. DCP, acting as lead agency on behalf of the City Planning Commission, has determined that the proposed action would have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

This draft scoping document sets forth the analyses and methodologies proposed for the EIS. The public, interested agencies, Manhattan Community Boards 9, 10 and 11 and elected officials are invited to comment on the scope, either in writing or orally, at a public scoping hearing to be held on Wednesday, January 17, 2007, at 4:00 PM at the Harlem State Office Building located at 163 West 125th Street, between Adam Clayton Powell Jr. Blvd and Lenox Avenue/Malcolm X Blvd, New York, NY 10027. Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing will be considered and incorporated as appropriate into a final scope of work. The final scope of work will be used as a framework for preparing the Draft EIS (DEIS) for the proposed action.

Once the lead agency (DCP) is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF THE PROPOSED ACTION

The New York City Department of City Planning is proposing zoning text and map amendments that would affect 24 blocks in East, Central and West Harlem. The area proposed to be rezoned is generally bounded by 124th Street, 126th Street, Broadway and Second Avenue (the exact boundaries are shown in

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 34th Street

Inter.: 9th Ave @ 34th St
Area Type: CBD or Similar
Jurisd: 9079
Year : 2003
N/S St: 9th Ave.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	3	0	0	0	0	0	6	0
LGConfig		TR		DefL	T						LTR	
Volume		543	328	132	496					176	1498	117
Lane Width		10.0		10.0	10.0						11.0	
RTOR Vol			0									0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left	P	P			SB Left	P		
Thru	P	P			Thru	P		
Right					Right	P		
Peds	X	X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0	10.0				35.0		
Yellow	3.0	3.0				3.0		
All Red	2.0	2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1005	3016	0.91	0.33	41.8	D	41.8	D
Westbound								
DefL	303	1255	0.46	0.50	29.1	C		
T	1323	2646	0.39	0.50	14.9	B	17.9	B
Northbound								
Southbound								
LTR	2979	7660	0.62	0.39	21.0	C	21.0	C

Intersection Delay = 25.9 (sec/veh) Intersection LOS = C

the attached Rezoning Area and Special District Boundaries map – See **Figure 1**). The proposed changes are part of a comprehensive City initiative to support the ongoing revitalization of 125th Street, Harlem's Main Street. **Table 1** below provides a list of the block and lots affected by the proposed action.

The 125th Street corridor has a diverse mix of commercial, institutional and retail uses. Portions of the corridor have occupied residential buildings. Examples of recent development include a Pathmark supermarket, Gotham Plaza and Gateway Plaza, located at Lexington Avenue and 125th Street; the Hotel Trades Association building and Harlem USA, located at Morningside Avenue and Frederick Douglass Boulevard, respectively.

Buildings within the 125th Street corridor have a wide range of heights. Taller buildings include the Adam Clayton Powell Jr. State Office Building (20 stories) and the landmarked Theresa Towers (13 stories) within the core of the corridor at 125th Street and Adam Clayton Powell Jr. Boulevard, along with 55 West 125th Street (15 stories). Predominantly residential portions of the corridor contain four- to five-story buildings and brownstones. There are also one- and two-story retail and commercial buildings lining portions of 125th Street.

Table 1 – List of Blocks and Lots Affected by Proposed 125th Street Corridor Rezoning and Related Actions

AFFECTED BLOCKS	AFFECTED LOTS
1722	1, 3, 5, 6, 7, 13, 19, 22, 24, 25, 26, 27, 30, 33, 35, 36, 37, 38, 39, 40, 41, 44, 46, 47, 49, 51, 55, 56, 57, 58, 59, 60, 61, 62, 63, 65, 66, 67, 68, 69, 135, 137, 145, 155, 156, 168
1723	1, 4, 5, 7, 9, 10, 17, 21, 22, 23, 31, 33, 37, 38, 39, 40, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63, 64, 65, 66, 67, 69, 122, 137, 140, 144, 146, 150, 153, 157, 159, 161, 164
1749	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 14, 16, 21, 22, 23, 24, 31, 33, 35, 40, 43, 46, 48, 49, 50, 56, 59, 60, 61, 62, 63, 64, 66, 69, 101, 104, 107, 123, 160, 172
1750	1, 5, 6, 7, 9, 10, 12, 16, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 104, 142, 156, 158, 161, 165, 167, 168
1773	1, 4, 7, 11, 15, 17, 18, 20, 27, 33, 57, 58, 61, 62, 67, 69, 72
1774	1, 5, 6, 7, 8, 9, 17, 20, 30, 33, 48, 51, 56, 58, 61, 65, 66, 67, and 68
1789	1, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 34, 35, 36, 37, 39, 42, 43, 45, 46 (partial), 50, 104, 121
1909	1, 7, 9, 11, 12, 20, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 38, 39, 40, 41, 42, 44, 46, 57, 59, 63, 129, 140
1910	1, 7501
1930	1, 5, 30, 37, 40, 41, 44, 49, 50, 51, 53, 55, 57, 59
1931	1, 6, 10, 12, 15, 17, 19, 21, 27, 36, 56, 61, 63, 64
1951	1, 4, 7, 14, 22, 43, 51
1952	1, 2, 3, 4, 5, 9, 11, 19, 21, 22, 23, 25, 27, 28, 29, 37, 38, 41, 43, 51, 61, 101, 102, 138
1964	1 (partial)
1966	31, 33 (partial), 36, 37, 38, 39, 40, 42, 44, 46, 47, 49 (partial), 52, 59, 61, 66 (partial), 67, 70, 73, 77 (partial), 95 (partial)
1980	1 (partial), 22 (partial), 75 (partial)
1982	1, 5, 7, 9, 10, 14, 15, 16, 17, 20, 22, 24, 29, 30, 31, 32, 33, 34, 36, 38, 47, 49, 50, 59, 61, 63, 65, 67, 68, 69, 71, 73, 104

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Ave @ 34th St
Area Type: CBD or Similar
Jurisdiction: 9079
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 34th Street
North/South Street: 9th Ave.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		543	328	132	496					176	1498	117
% Heavy Veh		8	3	5	10					5	5	6
PHF		0.95	0.97	0.95	0.95					0.95	0.98	0.95
PK 15 Vol		143	85	35	131					46	382	31
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900		1900	1900						1900	
ParkExist												
NumPark												
No. Lanes	0	3	0	0	3	0	0	0	0	0	6	0
LGConfig		TR		DefL	T						LTR	
Lane Width		10.0		10.0	10.0						11.0	
RTOR Vol			0									0
Adj Flow		910		139	522						1837	
%InSharedLn												
Prop LTs		0.000		1.000	0.000						0.101	
Prop RTs		0.371			0.000						0.067	
Peds Bikes		1700	0					1700			1700	0
Buses		20		0	20						20	
%InProtPhase				0.0								

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0						0.0	
Arriv. Type		3		3	3						4	
Unit Ext.		3.0		3.0	3.0						3.0	
I Factor		1.000			1.000						1.000	
Lost Time		2.0		2.0	2.0						2.0	
Ext of g		2.0		2.0	2.0						2.0	

Central to the proposal is establishing a new special purpose district for the areas of the 125th Street corridor within the rezoning - the Special 125th Street District. The Special District would allow a wide range of retail, arts, entertainment and cultural uses to physically and economically activate the street, would allow fine-tuned building form controls to respond to the specific scale and character of the corridor, and would support future job creation and career opportunities.

The majority of the area within the proposed rezoning boundaries is currently zoned C4-4, C4-7 and R7-2, which comprise medium and high density zoning districts. Small portions within the rezoning boundaries also include areas currently zoned C4-5, C4-4A and M1-2. The majority of the existing zoning districts have been in effect since the last major revision of the New York City Zoning Resolution in 1961. The zoning proposal includes changes to the existing C4-7 and R7-2 districts within the rezoning area and mapping C6-3, C4-4D, C4-4A and R6A districts in the remaining areas.

A key principle of the rezoning proposal for 125th Street is the creation of a balanced rezoning approach that includes opportunities to catalyze future development, while preserving those areas with a strong, definable built context as well as predominately residential areas. The proposal recognizes the built context of 124th and 126th Streets, which are predominantly residential in character and clearly distinct from 125th Street and proposes compatible zoning districts accordingly.

DCP's rezoning strategy balances encouraging growth with promoting preservation within select areas of the corridor. Through zoning text and zoning map amendments DCP's proposal would:

Support and enhance the economic revitalization of 125th Street and neighboring blocks.
125th Street is Harlem's Main Street. Through the 1960- 80's period, 125th Street experienced an erosion of its function as a major retail corridor, resulting from population and housing decline, a lack of available public funding for new development, and general private disinvestment. In recent years 125th Street has experienced renewed development and private investment, such as that typified by the Harlem USA retail complex, the Hotel Trades Association building, Harlem Center and Pathmark. Significant projects undergoing their planning stages include the proposed redevelopment of the Victoria Theater, Columbia University's proposed campus plan for Manhattanville, to the western end of 125th Street, and Uptown New York, a new mixed-use project to be located on portions of three blocks bounded by 125th and 127th streets, Second and Third avenues, at the eastern end of 125th Street. Neighboring blocks have also seen new residential development, primarily under various New York City Housing Preservation and Development (HPD) programs.

DCP's rezoning proposal complements the city's ongoing capital investment and renewed private investment in the area. The proposal includes zoning changes that would positively bolster new development activity, and activate and reinforce 125th Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail.

Promote building forms that are compatible with existing neighborhood character.
Along most of 125th Street, mid-blocks and intersecting avenue frontages, current zoning regulations allow tower-in-the park development that is inconsistent with the surrounding context of street wall buildings. Portions of the corridor within the rezoning area are characterized by four to five-story rowhouses with street walls built to the street line; prominent examples of these areas include portions of 124th and 126th streets between Malcolm X Boulevard and Park Avenues, and along portions of 125th Street between Fifth and Madison Avenues.

Ped Min g	14.7		14.7	14.7

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left	P	P			SB Left	P		
Thru	P	P			Thru	P		
Right					Right	P		
Peds	X	X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0	10.0			35.0			
Yellow	3.0	3.0			3.0			
All Red	2.0	2.0			2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		543	328	132	496					176	1498	117
PHF		0.95	0.97	0.95	0.95					0.95	0.98	0.95
Adj flow		572	338	139	522					185	1529	123
No. Lanes	0	3	0	0	3	0	0	0	0	0	6	0
Lane group		TR		DefL	T						LTR	
Adj flow		910		139	522						1837	
Prop LTs		0.000		1.000	0.000						0.101	
Prop RTs	0.371			0.000						0.067		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound			Southbound	
LG	TR		DefL	T				LTR	
So	1900		1900	1900				1900	
Lanes	3	0	0	3	0	0	0	6	0
fW	0.933		0.933	0.933				0.967	
fHV	0.942		0.952	0.909				0.952	
fG	1.000		1.000	1.000				1.000	
fP	1.000		1.000	1.000				1.000	
fBB	0.973		1.000	0.960				0.987	
fA	0.90*		0.90*	0.90*				0.90*	
fLU	0.91		1.00	0.95				0.91	
fRT	0.944			1.000				0.990	
fLT	1.000		0.950	1.000				0.995	
Sec.			0.214						
fLpb	1.000		0.869	1.000				0.949	
fRpb	0.799			1.000				0.966	
S	3016		1255	2646				7660	
Sec.			283						

CAPACITY AND LOS WORKSHEET

To address these issues, DCP is proposing zoning districts to catalyze development and to ensure that future building forms are compatible with the surrounding neighborhood's built character. The proposed changes to the existing zoning regulations include bulk controls that will require all new development to provide street walls and setbacks for the upper portion of the buildings above the street wall to reduce their visual impact from the street level. Maximum height limits would be introduced for all the proposed new mapped districts ensuring the overall massing and scale of new development responds to the particular characteristics of the different areas within the corridor.

Foster new opportunities for mixed-use development.
Neighboring blocks, located north and south of 125th Street, comprise a growing neighborhood that is undergoing significant redevelopment. Residential development is critical and valuable to the long term vitality of a mixed-use district; however, no new housing has been built along 125th Street in the past recent years. New mixed-use development that includes housing on 125th Street would add vitality to the street both at day and night times by increasing the residential population. To encourage new mixed-use development that includes housing, DCP proposes increased densities in appropriate locations, with an inclusionary zoning bonus to expand and enhance the opportunities for affordable housing development.

Purpose and Need
In response to recent and anticipated development in Harlem, and most specifically along 125th Street, DCP, in partnership with New York City Economic Development Corporation (EDC), HPD, New York City Department of Transportation (DOT) and other City agencies, has undertaken the 125th Street River-to-River Study. The purpose of this ongoing study is to propose a strategic planning and development framework for 125th Street from the Hudson River to the East River. The study is focused on several key areas that include: zoning, transportation, the arts, identity enhancement to promote and support increased visits to the corridor by local residents as well as regional, national and international visitors, and public realm/streetscape improvements. The study will also review and propose strategies to develop housing within the corridor, including affordable housing. To achieve the study's overall objective, DCP has convened an interagency working group and community-based Advisory Committee comprising more than 100 Harlem business and local civic representatives, community board members and elected officials. The actions comprising the 125th Street Corridor Rezoning and Special District described in this document constitute a key part of the study.

The rezoning plan includes input received from public meetings held in 2004, 2005 and 2006. The plan includes strategies to encourage new mixed-use development and to expand and enhance the arts, culture and retail activities on 125th Street in order to enable Harlem's Main Street to evolve as a vibrant corridor and a premier arts, entertainment and commercial destination in the City. The proposed rezoning seeks to:

Provide a balanced zoning strategy — encourage new development where appropriate while maintaining the scale and character of existing predominantly residential areas.

Encourage new mixed-use development — catalyze the production of residential, commercial, retail, arts and entertainment uses to enliven the street during the day and evening.

Balance new development in response to existing neighborhood character and scale — use urban design controls that reflect the special context of 125th Street.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
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Project ID: Number 7 Train Expansion Project
E/W St: 35th Street

Inter.: 9th Avenue @ 35th Street
Area Type: CBD or Similar
Jurisd: 9080
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				100	539						1666	177
Lane Width					9.0						11.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	792	2375	0.85	0.33	38.9	D	38.9	D
Northbound								
Southbound								
TR	3393	6107	0.57	0.56	9.4	A	9.4	A

Intersection Delay = 17.0 (sec/veh) Intersection LOS = B

Sustain and enhance the ongoing revitalization of 125th Street as a unique, diverse Manhattan main street — expand the extent and range of uses permitted along the street.

Create opportunities for new housing including affordable housing — couple increases in density with inclusionary housing bonuses.

Existing Zoning

The 125th Street corridor is primarily zoned for relatively low to medium-density residential and commercial development, interspersed with low-density manufacturing and high-density commercial districts (see **Figure 2**).

C4-7 high-density districts are generally mapped on the north side of 125th Street between Malcolm X and Frederick Douglass Boulevards, and at the southwest corner of 125th Street and Park Avenue. C4-7 districts allow commercial, residential and community facility uses up to 10 FAR. The maximum FAR can be increased to 12 FAR through the inclusionary zoning bonus available for residential development and through the provision of an urban plaza or arcade.

Most of the rezoning area lies within a C4-4 general commercial district, which allows regional shopping with a wide range of commercial uses. C4-4 districts allow commercial development up to 3.4 FAR, residential development up to 3.44 FAR and community facility uses up to 6.5 FAR. On wide streets outside the Manhattan Core (i.e., Manhattan Community Districts 9-12), residential development that complies with the Quality Housing program is allowed up to 4.0 FAR. One off-street parking space per 1,000 feet of commercial floor area for most retail uses is generally required; however parking requirements can be waived if less than 40 parking spaces are generated.

A C4-5 general commercial district is mapped on the block bounded by Frederick Douglass Boulevard, St. Nicholas Avenue, West 125th and West 124th Streets. C4-5 districts also allow regional shopping with a wide range of commercial uses. Like C4-4 districts, C4-5 districts allow residential uses up to 3.44 FAR and community facility uses up to 6.5 FAR. Commercial uses are permitted up to 3.4 FAR. For commercial uses, no accessory parking is required.

The west side of Lexington Avenue between 125th and 126th Street is zoned C4-4A, a general commercial district that allows residential, commercial and community facility uses up to 4 FAR. The C4-4A district is a contextual district and requires buildings to provide a street wall between 40 and 65 feet and has a maximum height limit of 80 feet.

Local retail activity is facilitated by C2-4 commercial overlays. These overlays are mapped over the existing R7-2 district along the north side of 125th Street between Broadway and Morningside Avenue and the south side of 125th Street at the intersection of Broadway. As local service districts, the C2-4 commercial overlays allow commercial uses up to 2.0 FAR; however, in mixed residential/ and or community facility and commercial buildings, commercial uses are limited to the ground floor. C2-4 districts require 1 parking space per 1,000 square feet of commercial use, which can be waived if less than 40 parking spaces are required.

Low density M1-2 districts are mapped along portions of East 126th Street between Park and Third Avenues, and along Park Avenue north of East 125th Street. M1-2 districts allow light manufacturing and commercial uses up to 2.0 FAR and certain community facility uses up to 4.8 FAR.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 35th Street
Area Type: CBD or Similar
Jurisdiction: 9080
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 35th Street
North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				100	539						1666	177
% Heavy Veh				4	2						15	5
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				26	142						438	47
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X	X		X				X		
NumPark				20		20				20		
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					9.0						11.0	
RTOR Vol												0
Adj Flow					672						1940	
%InSharedLn												
Prop LTs					0.156						0.000	
Prop RTs					0.000						0.096	
Peds Bikes	104										104	0
Buses					0						20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

The existing Special TA District is mapped along portions of East 125th Street and Second Avenue. The Special TA District is mapped in the vicinity of the proposed Second Avenue subway line to provide easements to facilitate pedestrian access to the proposed subway and the access of light and air to the stations.

Table 2 provides a summary of the existing allowed density and building form in the rezoning area.

Table 2 - Summary of Existing Allowed Density and Building Form

EXISTING ZONING

	Allowed Density (FAR):						Building Form:	
	Use:	RESIDENTIAL			COMMERCIAL	COMMUNITY FACILITY	Existing bulk controls	
	Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min. max.	Building height: max.
	R7-2	-	-	3.44/4.0+	-	6.5	not required	none
	C2-4 overlay	-	-	-	2.0	-	-	-
	C4-4	-	-	3.44/4.0+	3.4	6.5	not required	none
	C4-5	-	-	3.44	3.4	6.5	not required	none
	C4-4A	-	-	4.0	4.0	4.0	40' 65'	80'
	C4-7	10.0	2.0	12.0	10 - 12*	10 - 12*	not required	none
	M1-2	2.0 - Manufacturing			2.0	4.8	not required	none

+ with Quality Housing Program * with plaza or arcade bonus

Source: NYC DCP

Proposed Zoning

The Department of City Planning is proposing a zoning text amendment to establish the Special 125th Street District and zoning map amendments to map the Special 125th Street District. The proposed action would serve to enhance the 125th Street corridor through a balanced strategy which provides new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing, while protecting the scale and character of predominately residential portions of the corridor with a strong built context. The Special 125th Street District boundaries coincide with the rezoning area boundaries, which is generally bounded by 124th and 126th Streets, Broadway and Second Avenue (see **Figure 1**). 125th Street comprises the spine within the proposed rezoning area.

The proposed Special District would contain the "Arts and Entertainment Core Subdistrict". The subdistrict would generally include both sides of 125th Street between Frederick Douglass Boulevard and 550 feet east of Lenox Avenue/Malcolm X Boulevard. Prominent arts institutions like the Apollo Theater and the Studio Museum are located within this section of 125th Street. The subdistrict would contain additional regulations pertaining to the creation of arts and entertainment uses that would complement existing ones, these regulations are described in detail within the Use Regulations section below.

The proposed Special District would promulgate controls that shape the form of new buildings to respond to the specific conditions along the corridor in a more fine-tuned approach than possible with regular zoning categories. Key elements include:

- Maintaining a consistent street wall that frames 125th Street through the base of new buildings at heights consistent with the existing context.

Ped Min g	3.9			3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right					Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

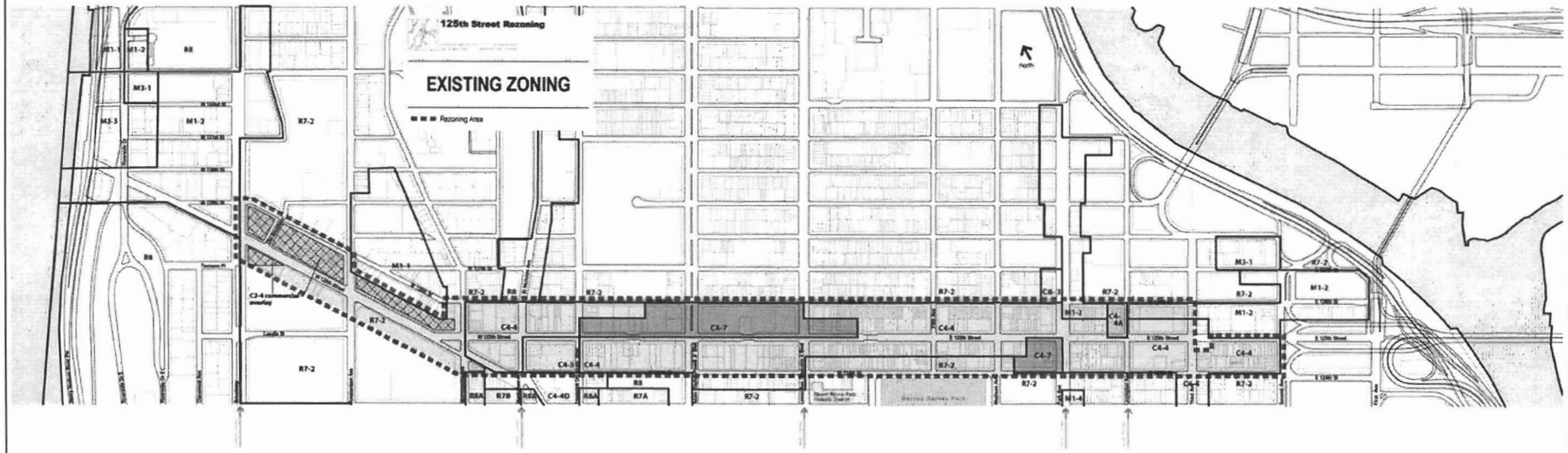
Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				100	539						1666	177
PHF				0.95	0.95						0.95	0.95
Adj flow				105	567						1754	186
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					672						1940	
Prop LTs					0.156						0.000	
Prop RTs					0.000						0.096	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG				LT						TR		
So				1900						1900		
Lanes	0	0	0	2	0	0	0	0	0	5	0	
fW				0.900						0.967		
fHV				0.977						0.877		
fG				1.000						1.000		
fP				0.850						0.960		
fBB				1.000						0.984		
fA				0.90*						0.90*		
fLU				0.95						0.91		
fRT				1.000						0.986		
fLT				0.992						1.000		
Sec.												
fLpb				0.985						1.000		
fRpb				1.000						0.995		
S				2375						6107		
Sec.												

CAPACITY AND LOS WORKSHEET



Source: NYC Department of City Planning

Figure 2 - Existing Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 36th Street

Inter.: 9th Avenue @ 36th Street
Area Type: CBD or Similar
Jurisd: 9067
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	0	0	0	0	0	0	5	0
LGConfig		TR									LT	
Volume		441	177							197	1666	
Lane Width		11.5									11.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

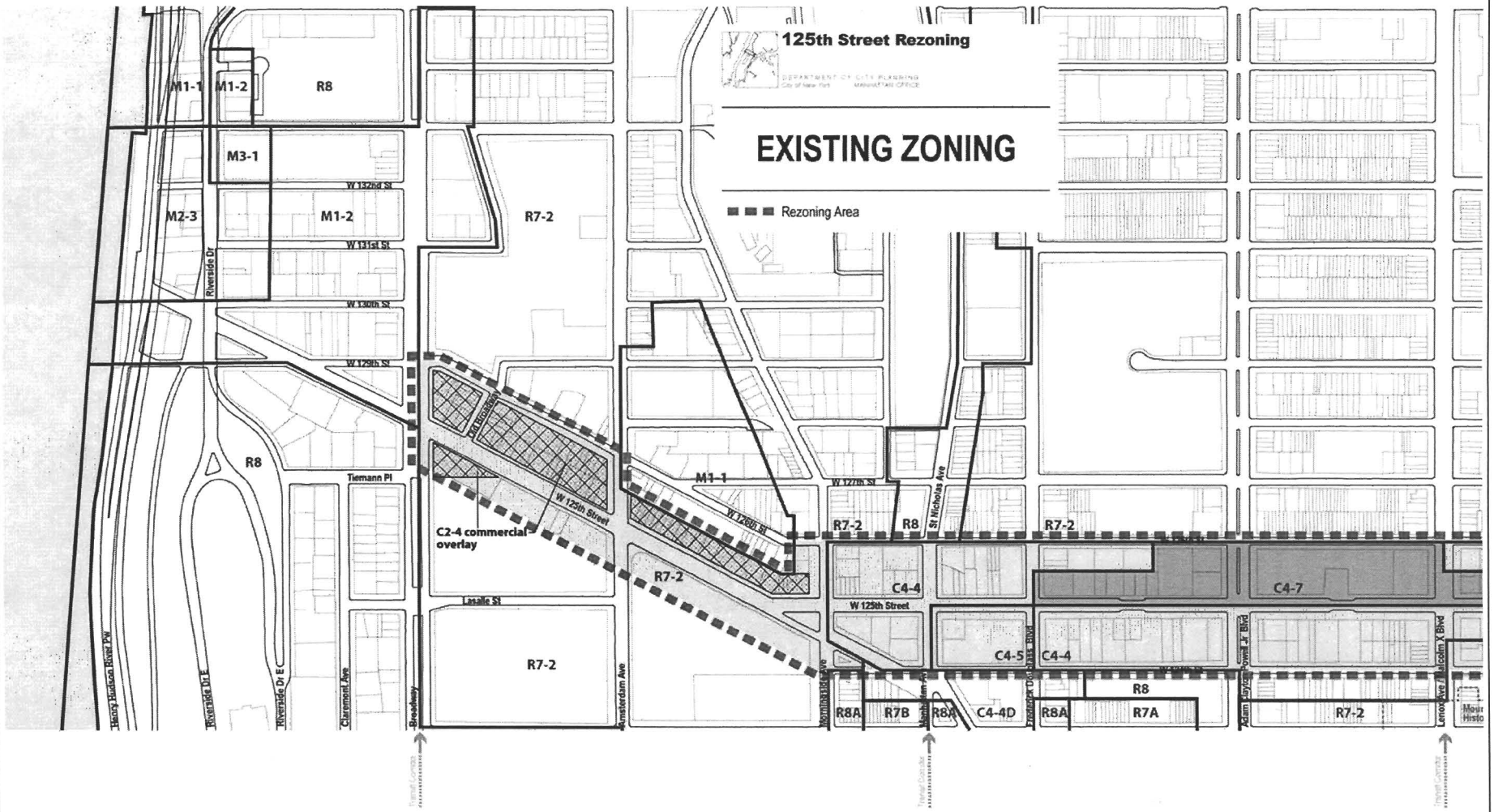
Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1180	3541	0.55	0.33	26.4	C	26.4	C
Westbound								
Northbound								
Southbound								
LT	3497	6295	0.56	0.56	9.3	A	9.3	A

Intersection Delay = 13.6 (sec/veh) Intersection LOS = B



Source: NYC Department of City Planning

Figure 2a - Existing Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 36th Street
Area Type: CBD or Similar
Jurisdiction: 9067
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 36th Street North/South Street: 9th Avenue

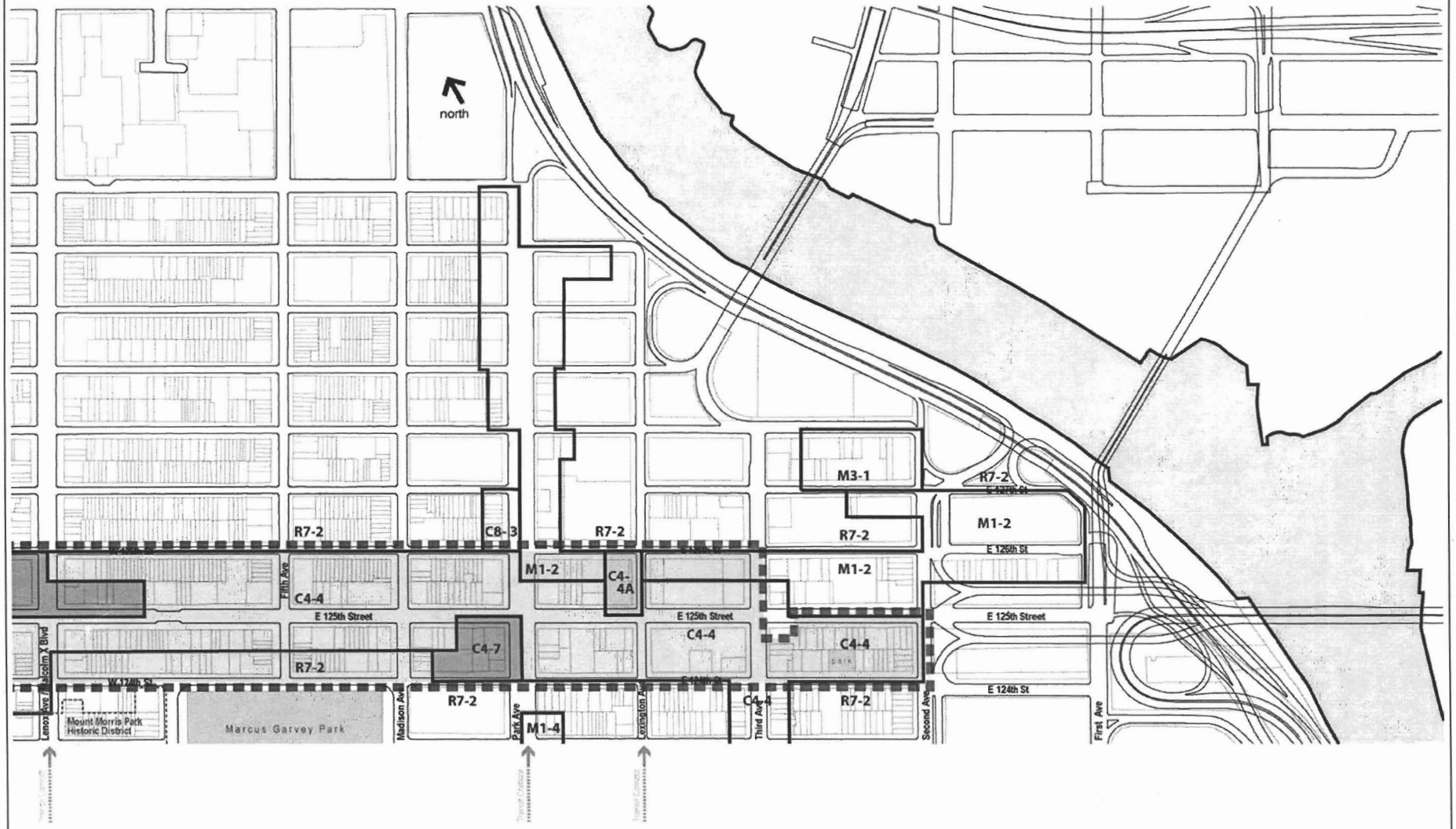
VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		441	177							197	1666	
% Heavy Veh		15	7							0	15	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		116	47							52	438	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist	X											X
NumPark	20											20
No. Lanes	0	3	0	0	0	0	0	0	0	0	5	0
LGConfig		TR									LT	
Lane Width		11.5									11.0	
RTOR Vol			0									
Adj Flow		650									1961	
%InSharedLn												
Prop LTs		0.000									0.106	
Prop RTs		0.286									0.000	
Peds Bikes		104	0					104				
Buses		0									0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									4	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	



Source: NYC Department of City Planning

Figure 2b - Existing Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Ped Min g	3.9		3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0					50.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		441	177							197	1666	
PHF		0.95	0.95							0.95	0.95	
Adj flow		464	186							207	1754	
No. Lanes	0	3	0	0	0	0	0	0	0	0	5	0
Lane group		TR									LT	
Adj flow		650									1961	
Prop LTs		0.000									0.106	
Prop RTs	0.286									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	0	3	0	0	0	0	0	0	0	5	0	
fW	0.983									0.967		
fHV	0.887									0.882		
fG	1.000									1.000		
fP	0.933									0.960		
fBB	1.000									1.000		
fA	0.90*									0.90*		
fLU	0.91									0.91		
fRT	0.957									1.000		
fLT	1.000									0.995		
Sec.												
fLpb	1.000									0.994		
fRpb	0.973									1.000		
S	3541									6295		
Sec.												

CAPACITY AND LOS WORKSHEET

- Ensuring ground floor retail continuity and transparency to improve the pedestrian experience along 125th Street, and
- Establishing height limits for new developments within the corridor.

The proposed Special District would modify existing bulk and density regulations for C4-4D, C6-3 and C4-7 districts mapped within the proposed rezoning area in order to achieve the building form objectives listed above. The modified density regulations would also create and expand opportunities for affordable housing.

The proposed Special District would modify use requirements of the underlying zoning to ensure appropriate "active" uses such as retail, arts and entertainment have sufficient frontage on 125th Street at the ground floor level, it would also include building frontage and ground floor location restrictions for certain uses such as banks, offices and hotels. The proposed Special District would also modify signage and parking regulations. **Table 3** summarizes the proposed density and bulk regulations for the rezoning area.

Table 3 - Summary of Proposed Allowed Density and Building Form within Special District

PROPOSED ZONING

	Allowed Density within Special District (FAR):						Building Form:		
	Use:	RESIDENTIAL			COMMERCIAL	COMMUNITY FACILITY	Special District bulk controls		
	Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min.	max.	Building height: max.
	R6A	-	-	3.0	-	3.0	40'	60'	70'
	R7-2	-	-	3.44	-	6.5	not required		none
	C2-4 overlay	-	-	-	2.0	-	-		-
	R7A	-	-	4.0	-	4.0	40'	65'	80'
	C2-4 overlay	-	-	-	2.0	-	-		-
	C4-4A	-	-	4.0	4.0	4.0	40'	65'	80'
	C4-4D	5.4	1.8	7.2	4.0	6.0	60'	85'	120'
	C6-3	6.0	2.0	8.0	6.0	6.0	60'	85'	160'
	C4-7	9.0	3.0	12.0	10.0	10.0	60'	85'	290'

Source: NYC DCP

Building Form Regulations

DCP's proposes zoning map and zoning text amendments that would create new opportunities for mixed-use development along 125th Street while preserving the scale and character of portions of 124th, 125th and 126th streets. The proposed actions would also facilitate and expand new and existing opportunities for affordable housing. The primary component of DCP's proposal would affect zoning regulations governing building bulk, including the permitted densities (i.e., FAR), building heights, and street walls.

The rezoning proposal includes the following changes in the zoning districts, as modified by the proposed special district:

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 37th Street

Inter.: 9th Ave @ 37th St
Area Type: CBD or Similar
Jurisd: 9068
Year : 2003
N/S St: 9th Ave.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				581	638						2402	204
Lane Width					11.0						11.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

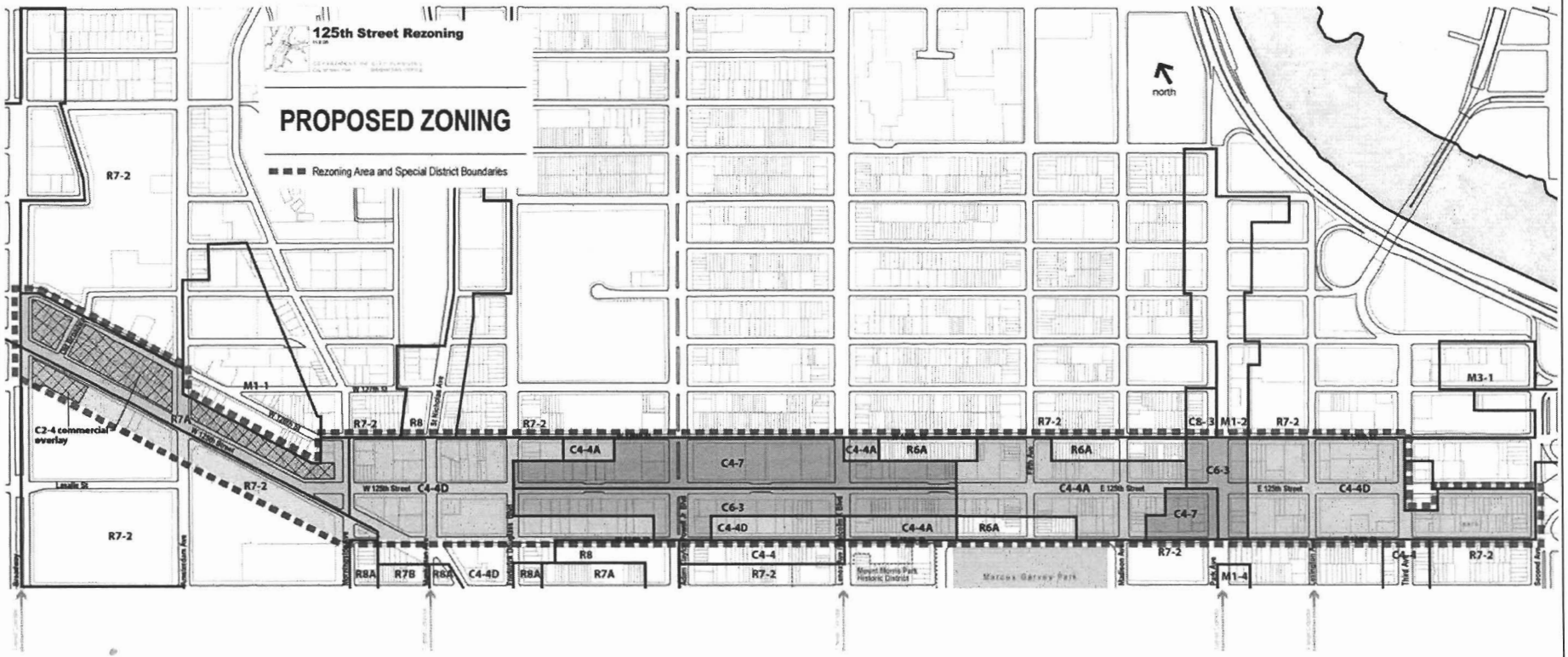
Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	932	2543	1.38	0.37	205.2	F	205.2	F
Northbound								
Southbound								
TR	3371	6067	0.81	0.56	13.2	B	13.2	B

Intersection Delay = 74.4 (sec/veh) Intersection LOS = E



Source: NYC Department of City Planning

Figure 3 - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	9th Ave @ 37th St
Area Type:	CBD or Similar
Jurisdiction:	9068
Analysis Year:	2003
Project ID:	Number 7 Train Expansion Project
	East/West Street: 37th Street; North/South Street: 9th Ave.

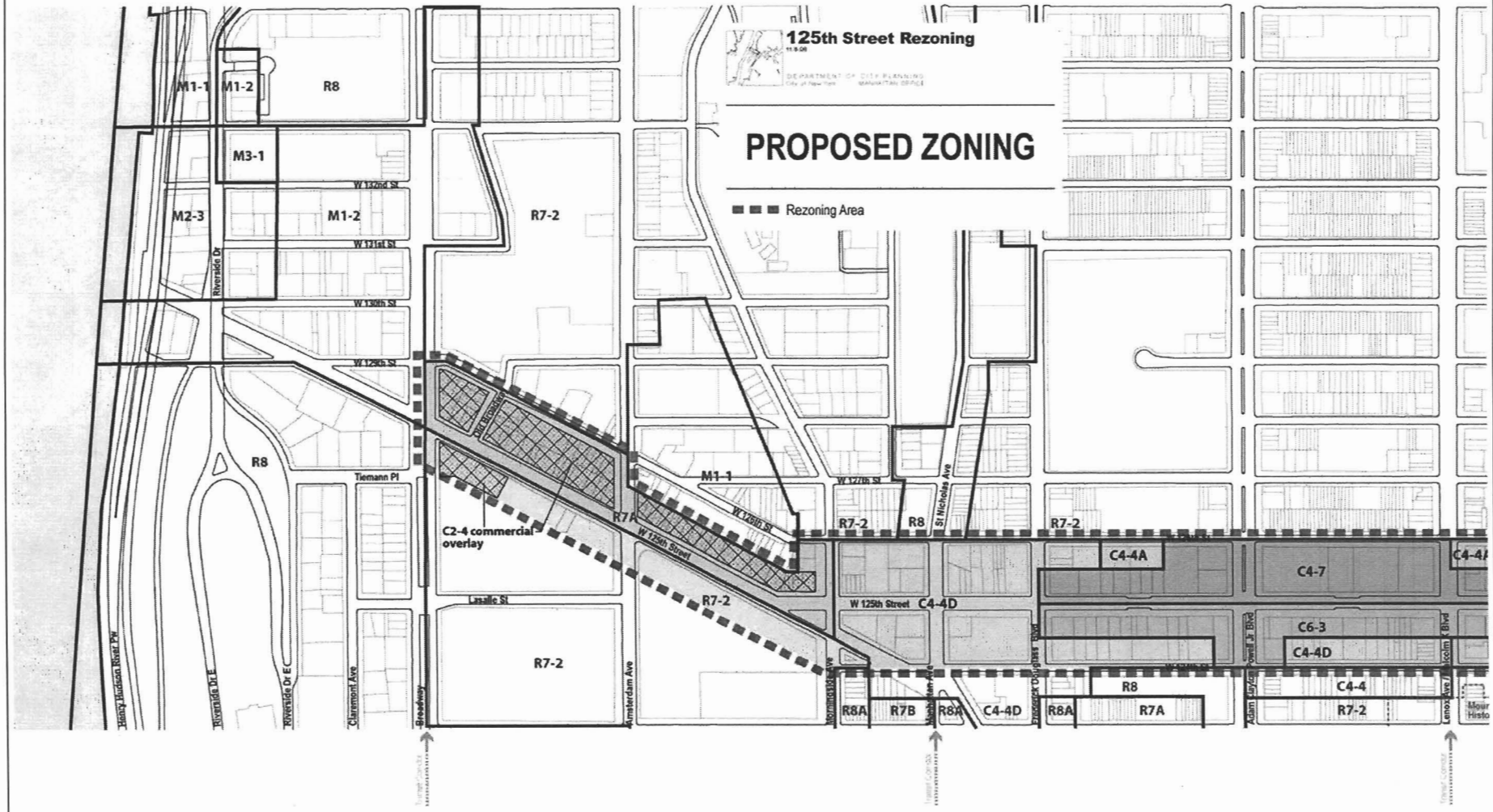
VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				581	638						2402	204
% Heavy Veh				4	2						15	5
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				153	168						632	54
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X	X		X				X		
NumPark				5		5				20		
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					11.0						11.0	
RTOR Vol												0
Adj Flow					1284						2743	
%InSharedLn												
Prop LTs					0.477						0.000	
Prop RTs					0.000						0.078	
Peds Bikes		344									1196	0
Buses					0						0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					5.0						2.0	



Source: NYC Department of City Planning

Figure 3a - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Ped Min g	5.5			11.3	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left								
Thru								
Right								
Peds	X							
WB Left	P							
Thru	P							
Right								
Peds	X							
NB Right								
SB Right								
NB Left								
Thru								
Right								
Peds					X			
SB Left								
Thru					P			
Right					P			
Peds					X			
EB Right								
WB Right								
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

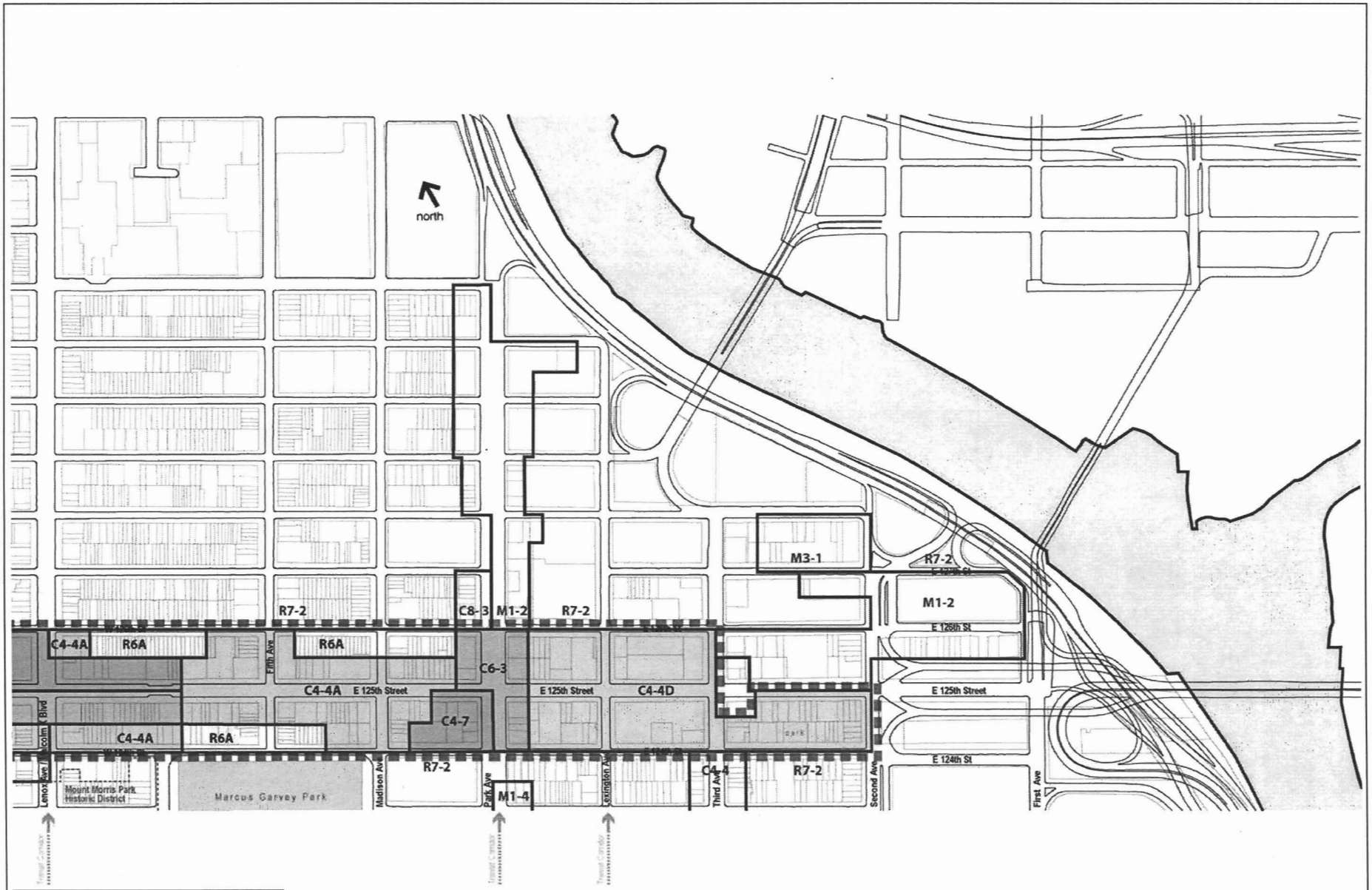
Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				581	638						2402	204
PHF				0.95	0.95						0.95	0.95
Adj flow				612	672						2528	215
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					1284						2743	
Prop LTs					0.477						0.000	
Prop RTs				0.000						0.078		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG					LT						TR	
So					1900						1900	
Lanes	0	0	0	0	2	0	0	0	0	0	5	0
fW					0.967						0.967	
fHV					0.971						0.876	
fG					1.000						1.000	
fP					0.925						0.960	
fBB					1.000						1.000	
fA					0.90*						0.90*	
fLU					1.00*						0.91	
fRT					1.000						0.988	
fLT					1.000*						1.000	
Sec.												
fLpb					0.856						1.000	
fRpb					1.000						0.971	
S					2543						6067	
Sec.												

CAPACITY AND LOS WORKSHEET



Source: NYC Department of City Planning

Figure 3b - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 38th Street

Inter.: 9th Avenue @ 38th Street
Area Type: CBD or Similar
Jurisd: 9044
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	0	6	0
LGConfig		TR									LT	
Volume		317	102							335	2504	
Lane Width		10.5									11.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	703	2110	0.63	0.33	29.5	C	29.5	C
Westbound								
Northbound								
Southbound								
LT	4243	7637	0.70	0.56	10.8	B	10.8	B

Intersection Delay = 13.2 (sec/veh) Intersection LOS = B

- C4-7, on the north side of 125th Street, between Frederick Douglass Boulevard and a point 545 feet east of Malcolm X Boulevard, and the southwest corner of 125th Street and Park Avenue. The proposed C4-7 district is an existing zoning district with modified bulk regulations to limit the height of new buildings and to expand opportunities for affordable housing. The existing C4-7 district allows residential uses up to 10 FAR (bonusable to 12 through the existing inclusionary housing program or the provision of an urban plaza or arcade) and commercial and community facility uses up to 10.0 FAR with a bonus of up to 2 FAR available for the provision of an urban plaza or arcade. The proposed C4-7 district would be extended 165 feet east beyond its existing boundaries over a C4-4 district. The proposed C4-7 district would permit residential uses up to 9.0 FAR (bonusable to 12 FAR through inclusionary housing) and commercial and community facility uses up to 10.0 FAR. The building form requires a street wall between 60 and 85 feet, a 15 feet setback above the street wall facing wide and narrow streets, and limits the maximum building height to 290 feet. In addition, within 50 feet of the 126th Street frontage between Adam Clayton Powell Jr. Boulevard and Lenox Avenue/Malcolm X Boulevard the bulk regulations would require a maximum height of 80 feet for those portions of the building within this area, in lieu of the height limit described above.

- C6-3, on the south side of 125th Street, between Frederick Douglass Boulevard and a point 545 feet east of Malcolm X Boulevard. The proposed C6-3 district is a zoning district with modified bulk regulations to limit the height of new buildings and to create opportunities for new housing, including affordable housing. The existing zoning within this area is C4-4 which allows residential uses up to 3.44 FAR (4.0 FAR through the Quality Housing provisions on wide streets), commercial uses up to 3.4 FAR and community facility uses up to 6.5 FAR. The proposed C6-3 district would permit residential uses up to 6.0 FAR (bonusable to 8.0 FAR through inclusionary housing) and commercial and community facility uses up to 6.0 FAR. The building form requires a street wall between 60 and 85 feet, with a 15 feet setback above the street wall facing wide and narrow streets. Above a height of 85 feet the horizontal dimension of the building (also referred to as the slab width) is limited to 150 feet in width. The maximum building height is limited to 160 feet.

- C6-3, along portions of Park Avenue between 124th and 126th streets. The existing zoning within this area is C4-4 as described above, except for the south east corner of Park Avenue and 126th Street which is zoned M1-2, a manufacturing district that allows manufacturing and local commercial uses up to 2.0 FAR and community facility uses up to 4.8 FAR. Density and bulk regulations on the proposed C6-3 district are as described above, in addition, buildings fronting along Park Avenue and the elevated railroad structure are allowed to setback from the Park Avenue streetline 10 feet regardless of the street wall requirements.

- C4-4D, for three areas generally bounded by Park and Second Avenues, 124th and 126th streets; Frederick Douglass Boulevard and Morningside Avenue between 124th and 126th streets, and along portions of 124th Street between Frederick Douglass and Malcolm X boulevards. The proposed C4-4D district would limit the height of new buildings and would create opportunities for new housing, including affordable housing. The existing zoning within these areas is C4-4, C4-5, C4-4A and M1-2. The proposed C4-4D district would permit residential uses up to 5.4 FAR (bonusable to 7.2 FAR through inclusionary housing), commercial uses up to 4.0 FAR and community facility uses up to 6.0 FAR. The building form requires a street wall between 60 and 85 feet, a setback above the street wall, 10 feet

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 38th Street
Area Type: CBD or Similar
Jurisdiction: 9044
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 38th Street North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		317	102							335	2504	
% Heavy Veh		16	8							0	13	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		83	27							88	659	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist	X		X									
NumPark	20		20									
No. Lanes	0	2	0	0	0	0	0	0	0	0	6	0
LGConfig		TR									LT	
Lane Width		10.5									11.0	
RTOR Vol			0									
Adj Flow		441									2989	
%InSharedLn												
Prop LTs		0.000									0.118	
Prop RTs		0.243									0.000	
Peds Bikes		220	0					788				
Buses		0									20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									4	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 120 feet.

- C4-4A, on portions of 125th Street generally between Fifth and Park Avenues, along portions of 126th Street between Frederick Douglass and Adam Clayton Powell Jr. boulevard, and between Malcolm X boulevard and Fifth Avenue, and along portions of 124th Street between Malcolm X Boulevard and Madison Avenue. The existing zoning within these areas is C4-4 and R7-2. The proposed C4-4A district would permit residential, commercial and community facility uses up to 4.0 FAR. The building form requires a street wall between 40 and 65 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 80 feet.

- R7A, on the north side of 125th Street between Morningside Avenue and Broadway. The existing zoning within this area is R7-2. The proposed R7A district would permit residential and community facility uses up to 4.0 FAR. The building form requires a street wall between 40 and 65 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 80 feet.

- C2-4, a commercial overlay mapped over the proposed R7A district described above, would allow local retail uses and commercial development up to 2.0 FAR.

- R6A, for portions of 124th and 126th streets between Malcolm X Boulevard and Park Avenue. The existing zoning within these areas is C4-4. The proposed R6A district would allow residential and community facility uses up to 3.0 FAR. The building form requires a street wall between 40 and 60 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 70 feet.

- The existing R7-2, within 100 feet of the south side of 125th Street between Broadway, Morningside Avenue and 124th street would remain, the district allows residential uses up to 3.44 FAR and community facility uses up to 6.5 FAR. Within this portion of the R7-2 district contextual bulk regulations do not apply and building form is regulated through height and setback regulations, the building height is controlled through a sky-exposure plane, without a maximum height limit.

- C2-4, a commercial overlay mapped over a portion of the R7-2 district described above, would be extended east to completely include the existing commercial uses fronting on 125th Street between Broadway and a point 340 feet east. The C2-4 overlay allows commercial development up to 2.0 FAR.

Split Lot Provisions

Some blocks within the core of the 125th Street corridor contain through-lots that front both on 125th and 124th Streets, the proposed zoning districts would split lots within these blocks into two different zoning districts. In order to provide development flexibility on these split lots without compromising the urban design goals of the proposal, the proposed Special District includes a provision to allow developments within the Arts and Entertainment Core Subdistrict that are split by two different zoning districts to transfer floor area across such district lines, such developments would still be required to comply with the bulk requirements applicable to each of the portions of the development within their corresponding zoning districts.

Ped Min g	4.7		8.5	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		317	102							335	2504	
PHF		0.95	0.95							0.95	0.95	
Adj flow		334	107							353	2636	
No. Lanes	0	2	0	0	0	0	0	0	0	0	6	0
Lane group		TR									LT	
Adj flow		441									2989	
Prop LTs		0.000									0.118	
Prop RTs	0.243									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	2	0	0	0	0	0	0	0	0	6	0	
fW	0.950									0.967		
fHV	0.877									0.897		
fG	1.000									1.000		
fP	0.850									1.000		
fBB	1.000									0.987		
fA	0.90*									0.90*		
fLU	0.95									0.91		
fRT	0.964									1.000		
fLT	1.000									0.994		
Sec.												
fLpb	1.000									0.962		
fRpb	0.952									1.000		
S	2110									7637		
Sec.												

CAPACITY AND LOS WORKSHEET

Bulk Regulations for New Developments within the Special Transit Land Use (TA) District
The proposed Special 125th St District would overlap with the Special TA District which is mapped along portions of East 125th Street and Second Avenue. The proposed regulations would allow new developments within the Special 125th Street District, that are also located within the Special TA District, to modify the street wall requirements for those portions of the new development located directly above the proposed tunnel for the Second Avenue Subway. Such portions of the new development would be required to provide a minimum street wall with a height of at least 15 feet or one storey, in lieu of the minimum street wall required by the Special 125th Street District.

Inclusionary Housing Bonus
As part of the City's ongoing effort to broaden and provide new housing opportunities in Harlem the proposed 125th Street Corridor Rezoning includes an inclusionary housing bonus. The inclusionary housing bonus, which can be applied in areas being rezoned to allow medium- and high-density residential development, combines a zoning floor area bonus with a variety of housing subsidy programs to create powerful incentives for the development and preservation of affordable housing. Developments taking advantage of the full bonus must devote at least 20 percent of their total floor area (excluding ground floor non-residential floor area) to housing that will remain permanently affordable to lower-income households.

Within the rezoning area, the inclusionary housing bonus would be available in the proposed C4-7, C6-3 and C4-4D districts. The bonus would allow an increase in floor area (up to 33 percent above the base residential FAR) in exchange for the provision of permanently affordable housing. The additional floor area must be accommodated within the applicable height and setback provisions of the proposed Special District.

The amount of bonus floor area is determined by the amount of lower income housing provided. For each square foot of lower income housing provided, a development is eligible for 1.25 square feet of bonus floor area, up to the maximum floor area ratio (FAR) permitted with the bonus. However, the amount of lower income housing required to receive such bonus need not exceed 20 percent of the total floor area in the building (excluding ground floor non-residential floor area).

In order to be eligible for the bonus, lower-income units must be affordable to households at or below 80 percent of Area Median Income (AMI), and must remain affordable for the life of the development receiving the bonus. Lower-income housing units used to earn the Inclusionary Housing bonus may be new units on the same site as the development receiving the bonus, or new or preserved units in a separate building off-site. Off-site affordable units must be located within the same community district, or in an adjacent community district on a site within a half-mile of the site receiving the bonus.

Developments using the floor area bonus in the new program may also use various city, state and federal housing subsidy programs and tax incentives to finance affordable units. The Department of Housing Preservation and Development must approve a Lower Income Housing Plan for all developments in the Inclusionary Housing Program.

Use regulations
The proposed Special District would modify the underlying allowed uses by regulating uses located at the ground floor level on new developments or enlargements with frontage on 125th Street within the boundaries of the Special District. The proposed Special District would allow those uses that promote a vibrant pedestrian environment to locate at ground floor level while limiting the ground floor location and frontage on 125th Street of uses that do not contribute to this goal.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 39th Street

Inter.: 9th Avenue @ 39th Street
Area Type: CBD or Similar
Jurisd: 9052
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				324	3						2515	2
Lane Width					11.0						11.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	551	1653	0.62	0.33	30.5	C	30.5	C
Northbound								
Southbound								
TR	3492	6286	0.76	0.56	11.9	B	11.9	B

Intersection Delay = 14.0 (sec/veh) Intersection LOS = B

Uses above or below the ground floor of new developments or enlargements through out the Special District would be regulated by the underlying districts use regulations.

Retail and Active Use Ground Floor Requirement for 125th Street Frontages
In order to promote a vibrant pedestrian environment the Special District would require that new developments or enlargements locate active uses at ground level fronting on 125th Street and to provide continuity of these uses within the 125th Street frontage. Uses locating on the ground floor, fronting on 125th Street would be limited to "active" uses that include retail, and uses that qualify as arts and entertainment-related uses as described below. Such uses would be required to be located along the majority of the 125th Street frontage of any new development or enlargement.

Ground Floor Restrictions for 125th Street Frontages
In order to promote ground floor uses that enliven the street and contribute to an active pedestrian environment bank, hotel office and residential uses would be restricted from fully occupying the ground floor of any new development or enlargement with 125th Street frontage. Such uses would be allowed to locate on floors other than the ground floor and would be allowed to have a limited ground floor frontage on 125th Street for the purpose of access through entrances and lobbies. Buildings with offices or hotels would have to have active uses such as restaurants, retail and entertainment venues located at the ground floor level.

Arts and Entertainment-Related Use Requirement
Within the Arts and Entertainment Core Subdistrict new developments with 60,000 square feet of floor area or more would be required to have five percent of their total floor area reserved for and developed with qualifying arts and entertainment-related uses as listed below. Such arts and entertainment uses could be located anywhere within the new development but would be required to be accessible from 125th Street.
The uses listed below would qualify as art and entertainment-related uses within the proposed Special District:

- Art galleries, commercial
- Art galleries, non-commercial
- Auditoriums
- Bookstores
- Bowling alleys
- Clubs, commercial
- Dance halls, public
- Eating or drinking establishments
- Historical exhibits
- Museums
- Music or record stores
- Studios, art, music, dancing or theatrical
- Studios, radio, television or motion picture
- Theaters
- Performance venues

Signage Regulations
The underlying signage regulations would apply within the Special District. In addition, in order to allow distinctive signage that would complement and support the arts and entertainment character of the corridor, the proposal includes modifying sign regulations within the Arts and Entertainment Core Subdistrict to allow distinctive signs for those uses qualifying as arts and entertainment-related uses.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 39th Street
Area Type: CBD or Similar
Jurisdiction: 9052
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 39th Street
North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				324	3						2515	2
% Heavy Veh				12	6						13	7
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				85	1						662	1
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X	X						X		
NumPark				20						20		
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					11.0						11.0	
RTOR Vol												0
Adj Flow					344						2649	
%InSharedLn												
Prop LTs					0.991						0.000	
Prop RTs					0.000						0.001	
Peds Bikes	420										516	0
Buses					0						20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

Parking Regulations
The proposed rezoning seeks to achieve a balance between creating a vibrant pedestrian environment within the 125th Street corridor that respects and enhances the pedestrian character and safety of 125th Street with the provision of adequate parking. In order to achieve this goal the underlying parking regulations would apply within the Special District except for those instances where the Special District modifies them as described below.

Curb Cut Restrictions
In order to promote a safe, attractive and uninterrupted pedestrian experience along 125th Street the Special District would not allow as-of-right curb cuts on 125th Street or within 50 feet of 125th Street. Curb cuts on 125th Street would be allowed only through a City Planning Commission Authorization, in order to grant such Authorization the Commission would have to find that the curb cut is not hazardous to traffic safety, that it does not create traffic congestion or unduly inhibit vehicular and pedestrian movement, and that the curb cut will not interfere with the efficient functioning of buses and public transit facilities.

Curb cuts along wide streets other than 125th Street would be allowed only through a City Planning Commission (CPC) Certification for those instances when a development or enlargement is required to provide accessory residential parking and/or loading and such development has no narrow street access. In order to obtain such Certification the applicant would have to prove, in addition to what is described in the preceding paragraph, that efforts to configure the development so that it has narrow street access have been exhausted, that there is no other mean to access the required accessory residential parking and/or loading, and that providing the required accessory residential parking off-site is not possible.

Curb cuts along wide streets other than 125th Street would be allowed only through a CPC Authorization to access non-required accessory residential parking or public parking facilities and non-required loading docks when access via a narrow street is not possible.

Commercial parking requirements
Commercial parking is not required in medium and high density commercial districts such as C6-3 and C4-7; however, medium density commercial C4-4D districts have a commercial parking requirement of generally 1 space for every 1000 square feet of commercial floor area which can be waived if the required number of spaces is less that 40. The proposed Special District would eliminate the commercial parking requirement in C4-4D districts making it consistent with the other medium and high density commercial districts within the Special District where commercial parking is not required.

Residential Parking Requirements
The underlying residential parking requirements apply. In addition, any required accessory residential parking would be allowed to be provided off-site, on a location other than the development site provided that such location is within 1000 feet from the development required to provide the parking and that such location is within a commercial district.

Community Facility Parking Requirements
The underlying community facility parking requirements apply.

Allowed Public Parking
The provision of public parking is essential to support the role of 125th Street as a prominent local and regional commercial, arts and entertainment destination. In addition, the rezoning proposal would increase the number of residents within the corridor. The proposed Special District therefore includes

Ped Min g	6.0			6.7	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right					Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				324	3						2515	2
PHF				0.95	0.95						0.95	0.95
Adj flow				341	3						2647	2
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					344						2649	
Prop LTs					0.991						0.000	
Prop RTs					0.000						0.001	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG					LT						TR	
So					1900						1900	
Lanes	0	0	0	0	2	0	0	0	0	0	5	0
fW					0.967						0.967	
fHV					0.893						0.885	
fG					1.000						1.000	
fP					0.900						0.960	
fBB					1.000						0.984	
fA					0.90*						0.90*	
fLU					0.95						0.91	
fRT					1.000						1.000	
fLT					0.953						1.000	
Sec.												
fLpb					0.687						1.000	
fRpb					1.000						1.000	
S					1653						6286	
Sec.												

CAPACITY AND LOS WORKSHEET

provisions to allow public parking of up to 150 spaces as-of-right throughout the Special District, subject to the district's curb cut regulations.

Access through R6A District
In order to maximize the opportunities to provide access for parking and/or loading from a side street and to protect the pedestrian character of 125th Street, the Special District would allow the use of undeveloped lots (as of the date the rezoning is enacted) within R6A districts, adjacent to a commercial district, to be used for the purposes of accessing parking and/or loading. Existing regulations on R6A districts do not allow for commercial parking and/or loading access.

Projected Development Scenario

As discussed above, a RWCDS for both "future no-action" and "future with-action" conditions will be analyzed for an analysis year, or Build year, of 2017. A ten-year period is typically believed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt.

The future with-action (or Build) scenario identifies the amount, type, and location of development that is expected to occur by 2017 as a result of the proposed action. The future without the action (or no-build) scenario identifies similar development projections for 2017 absent the proposed action. The incremental difference between the build and no-build scenarios serves as the basis for the impact analyses.

To determine the scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been considered, including known development proposals, current real estate market demands, and DCP's standard "soft site" criteria, described below, for identifying likely development sites. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the RWCDS, a set of criteria were established and all sites that met the criteria were identified. Development sites were identified based on one or more of the following criteria:

- Individual lots or lot assemblages with total lot area of 3,500 sf or more
- Vacant lots or vacant buildings
- Buildings built to less than 50% of the maximum allowable FAR under the proposed zoning
- Commercial use
- Buildings with less than six residential units
- Site location and development potential (limited to sites with frontage on 125th Street)

DCP has identified a total of 49 sites which meet these criteria. Of these 49 sites, 26 are projected development sites and 23 are potential development sites.

One of the projected development sites, Projected Development Site 26, is the subject of specific development proposal. The proposed actions are needed to undertake the development planned on this site. The rezoning would facilitate the development of a residential project with ground floor retail on Projected Development Site 26. As some parcels comprising Projected Development Site 26 are owned by the City's Department of Housing Preservation and Development (HPD), the project would be developed in partnership with HPD and a private developer. The project would include a substantial amount of affordable units. In addition to the proposed rezoning, the project would require several

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 40th Street

Inter.: 9th Avenue @ 40th Street
Area Type: CBD or Similar
Jurisd: 9051
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	0	0	0	0	0	0	6	0
LGConfig		TR									LT	
Volume		751	107							138	2410	
Lane Width		11.0									11.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1269	3807	0.71	0.33	29.7	C	29.7	C
Westbound								
Northbound								
Southbound								
LT	4366	7859	0.61	0.56	9.7	A	9.7	A

Intersection Delay = 14.7 (sec/veh) Intersection LOS = B

discretionary actions including the disposition of City-owned property, an Urban Renewal Plan amendment, a CPC certification pursuant to the Special TA (transit land use) District, and UDAAP designation and project approval (a non-ULURP action).

Future No-Action Conditions (No-Build Scenario)

In the future without the proposed action, the existing zoning controls would remain in place. It is expected that the rezoning area would experience some growth in commercial and residential uses. In the future without the proposed action (No-Build), as-of-right development would be expected to occur on some of the 26 projected development sites identified by DCP in the rezoning area. Development on the 26 projected development sites is expected to consist of 314 dwelling units (DUs); 635,434 sf of retail; 512,305 sf of office space; 8,512 sf of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,251 sf of commercial space); 26,824 sf of storage/manufacturing uses; 112,404 sf of parking/auto related uses; 182,493 sf of community facility space; and 20,586 sf of institutional conversion space. The residential development projected in the No-Build Scenario would not be expected to include affordable housing.

In addition to the 49 projected and potential development sites in the proposed rezoning area described above, there are six known development sites in the rezoning area. The development expected on the six known development would occur independent of the proposed actions. The six development sites would have a total of 28,986 square feet of retail floor area, 21,696 square feet of commercial office floor area, 127,500 square feet of hotel floor area, 129,992 square feet of community facility space and 147 total parking spaces. These developments are expected to occur in the No-Build Scenario.

Future With-Action Conditions (Build Scenario)

DCP has identified 26 projected development sites in the rezoning area on which development would result in a net (incremental) gain of 2,478 dwelling units (DUs), 332,056 commercial office square feet and 208,489 commercial retail square feet by the rezoning build year of 2017. In addition, DCP has identified 23 potential development sites in the rezoning area. If development does not occur on the projected development sites, the same overall amount of development could occur instead on some or all of the potential development sites. Although considered possible sites for future development based on the soft site criteria described above, these sites are considered less likely to be developed over the ten year analysis period. Site conditions, location, and market demand are among the factors contributing to the more limited likelihood for redevelopment of potential development sites.

The 26 projected development sites currently have 28 DUs; 475,091 sf of commercial uses (350,974 sf or retail, 115,605 sf of office/commercial and 8,512 sf of hotel), 40,788 sf of storage/manufacturing uses; 116,908 sf of parking/auto related uses; 80,058 sf of community facility space; and 256,745 sf of vacant floor area.

As described above, in the future without the proposed action (No-Build), some as-of-right development is expected to occur on these sites. The No-Build development program is expected to consist of 314 DUs; 635,434 sf of retail; 512,305 sf of office space; 8,512 sf of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,251 sf of commercial space); 26,824 sf of storage/manufacturing uses; 112,404 sf of parking/auto related uses; 182,493 sf of community facility space; and 20,586 sf of institutional conversion space.

The development expected to occur on the 26 projected development sites under Build conditions would consist of 2,792 DUs (530 of which would be affordable housing units); 843,923 sf of commercial retail space; 844,361 sf of commercial office space; 20,184 sf of hotel space (total retail, office and hotel

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 40th Street
Area Type: CBD or Similar
Jurisdiction: 9051
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 40th Street
North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		751	107							138	2410	
% Heavy Veh		16	8							7	13	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		198	28							36	634	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist												
NumPark												
No. Lanes	0	3	0	0	0	0	0	0	0	0	6	0
LGConfig		TR									LT	
Lane Width		11.0									11.0	
RTOR Vol			0									
Adj Flow		904									2682	
%InSharedLn												
Prop LTs		0.000									0.054	
Prop RTs	0.125									0.000		
Peds Bikes	100		0				100					
Buses		0									20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									4	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

commercial space is 1,708,468 sf); 71,508 of community facility space; 20,586 sf of institutional conversion space; and 1,998 sf of parking/auto related uses.

The projected incremental (net) change in development between the no-build and build scenarios that would result from the proposed action at these 26 projected development sites is 2,478 DUs, including 530 units of affordable housing; 208,489 sf of retail commercial space; 332,056 sf of office commercial space; 11672 sf of hotel space (total net increment of commercial space is 552,217 sf); a decrease of 110,985 sf of community facility space; a decrease of 26,824 sf of storage and manufacturing space; and a decrease of 36,687 sf of parking/auto related uses.

The projected, potential and known development sites are shown in **Figure 4** and listed in **Appendix A Table 1**.

Environmental Impact Statement

As the RWCDS associated with the proposed action would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement pursuant to CEQR will be prepared for the proposed action. The EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise.

D. SCOPE OF WORK FOR THE EIS

TASK 1. PROJECT DESCRIPTION (INCLUDING REASONABLE WORST CASE DEVELOPMENT SCENARIO)

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter contains a project identification (brief description and location of the project); the background and/or history of the project; a statement of the public purpose and need for the project; key planning considerations that have shaped the current proposal; a detailed description of the project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed action and gives the public and decision-makers a base from which to evaluate the project against both Build and No Build scenarios. In addition, the description of No-build conditions will discuss other expected actions and developments that could affect technical categories considered under CEQR.

The project description will present the planning background and rationale for the proposed rezoning. In addition, the project description will summarize the reasonable worst-case development scenario for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" in Section C of this document).

The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Borough President's office, the City Planning Commission (CPC), and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

Ped Min g	3.9				3.9			

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

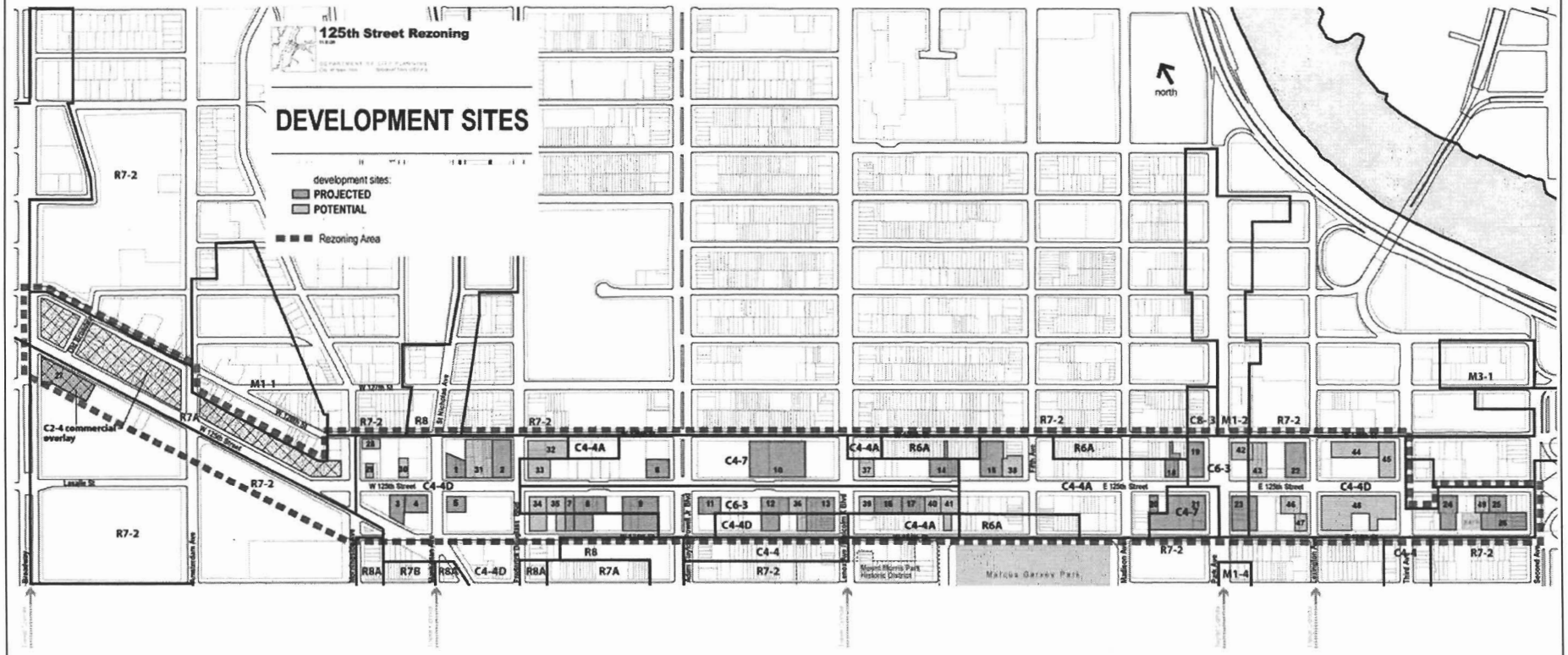
Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		751	107							138	2410	
PHF		0.95	0.95							0.95	0.95	
Adj flow		791	113							145	2537	
No. Lanes	0	3	0	0	0	0	0	0	0	0	6	0
Lane group		TR									LT	
Adj flow		904									2682	
Prop LTs		0.000									0.054	
Prop RTs	0.125									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	0 3	0	0	0	0	0	0	0	0	6	0	
fW	0.967									0.967		
fHV	0.870									0.888		
fG	1.000									1.000		
fP	1.000									1.000		
fBB	1.000									0.987		
fA	0.90*									0.90*		
fLU	0.91									0.91		
fRT	0.981									1.000		
fLT	1.000									0.997		
Sec.												
fLpb	1.000									0.997		
fRpb	0.989									1.000		
S	3807									7859		
Sec.												

CAPACITY AND LOS WORKSHEET



Source: NYC Department of City Planning

Figure 4 - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 41st Street

Inter.: 9th Avenue @ 41st Street
Area Type: CBD or Similar
Jurisd: 9039
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				0	35						2548	113
Lane Width					11.0						11.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

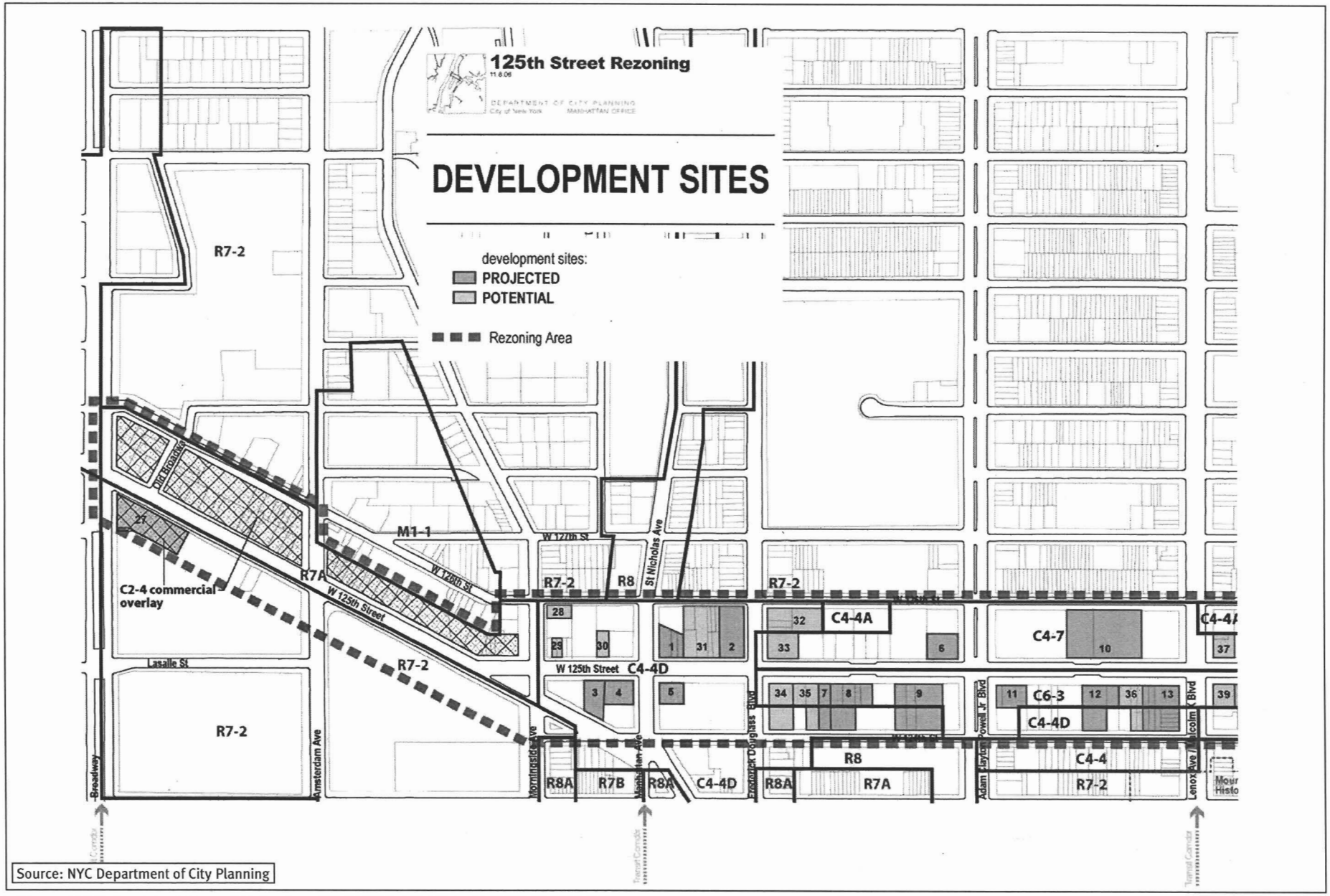
Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		35.0				45.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	550	1413	0.07	0.39	17.5	B	17.5	B
Northbound								
Southbound								
TR	3066	6132	0.91	0.50	21.3	C	21.3	C

Intersection Delay = 21.3 (sec/veh) Intersection LOS = C



Source: NYC Department of City Planning

Figure 4a - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 41st Street
Area Type: CBD or Similar
Jurisdiction: 9039
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 41st Street North/South Street: 9th Avenue

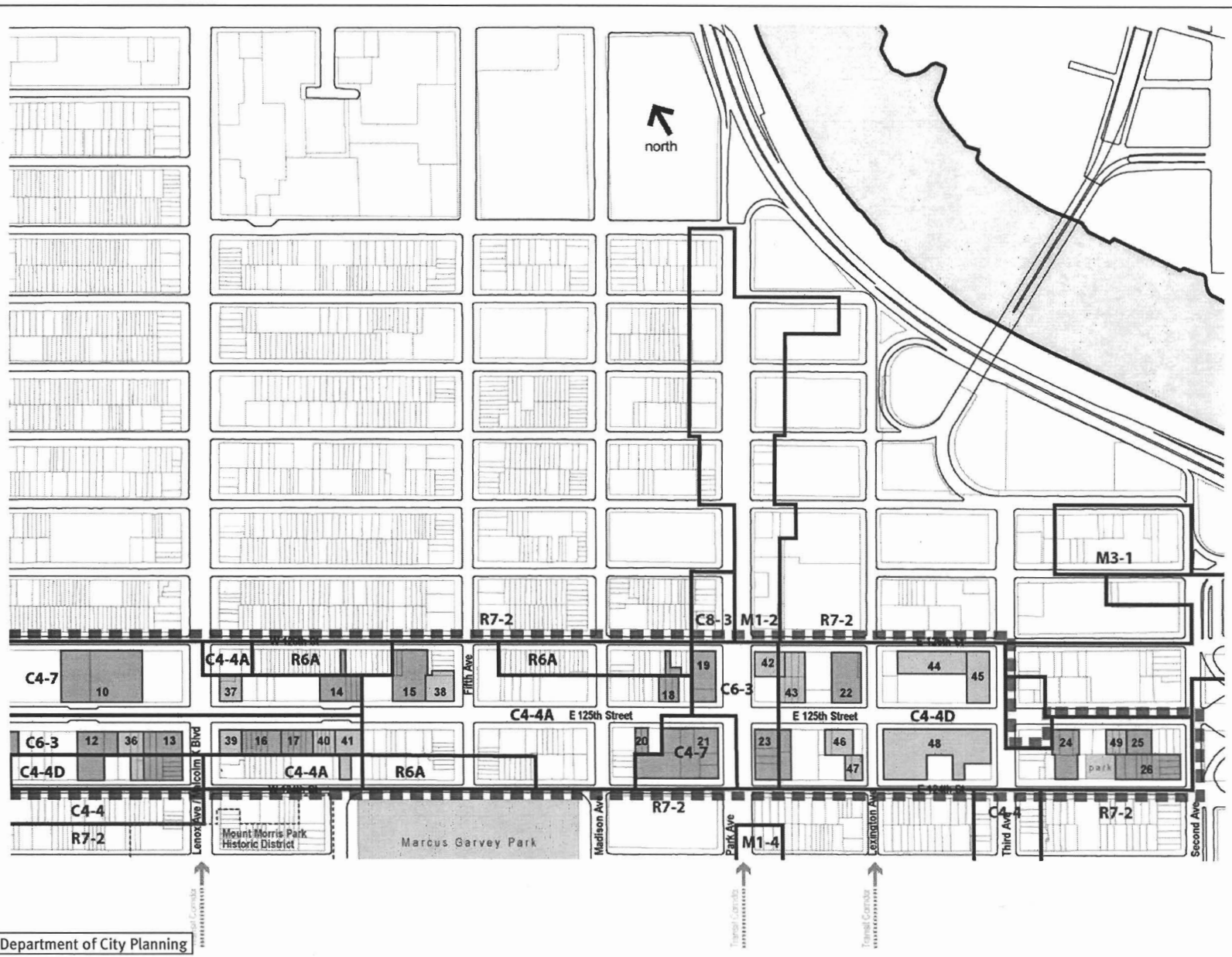
VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				0	35						2548	113
% Heavy Veh				12	100						13	100
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				0	9						671	30
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X			X				X		
NumPark						20				20		
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					11.0						11.0	
RTOR Vol												0
Adj Flow					37						2801	
%InSharedLn												
Prop LTs					0.000						0.000	
Prop RTs					0.000						0.042	
Peds Bikes	104										104	0
Buses					0						0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	



Source: NYC Department of City Planning

Figure 4b - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Ped Min g	3.9			3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right					Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	35.0					45.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				0	35						2548	113
PHF				0.95	0.95						0.95	0.95
Adj flow				0	37						2682	119
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					37						2801	
Prop LTs					0.000						0.000	
Prop RTs					0.000						0.042	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG					LT						TR	
So					1900						1900	
Lanes	0	0	0	0	2	0	0	0	0	0	5	0
fW					0.967						0.967	
fHV					0.500						0.857	
fG					1.000						1.000	
fP					0.900						0.960	
fBB					1.000						1.000	
fA					0.90*						0.90*	
fLU					0.95						0.91	
fRT					1.000						0.994	
fLT					1.000						1.000	
Sec.												
fLpb					1.000						1.000	
fRpb					1.000						0.997	
S					1413						6132	
Sec.												

CAPACITY AND LOS WORKSHEET

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will provide a detailed analysis of the potential impacts of the proposed action on land use, zoning, and public policy. The land use study area will consist of the project area, where the potential effects of the proposed action will be directly experienced, and adjacent areas within a quarter-mile radius (the "primary study area") where indirect impacts may be felt (refer to **Figure 5**). For the purpose of environmental analysis, the primary study area will extend approximately a quarter-mile from the borders of the project area. The study area will be adjusted to include whole City blocks and to account for the shorelines of the Hudson and Harlem Rivers. Subtasks will:

- Provide a description of land use, zoning, and public policy in the study areas discussed above. (A more detailed analysis will be conducted for the project area.). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions or BSA variances in the study area.
- Describe relevant public policies affecting the project area or the proposed action generally.
- Prepare a list of future development projects in the study area that would be expected to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. Based on these changes, assess future conditions in land use and zoning without the proposed action.
- Describe and assess the potential land use changes in the project area based on the reasonable worst-case development scenario.
- Assess effects of the proposed action on land use, zoning, and public policy. Project effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policy, and the effect of the project on ongoing development trends and conditions in the area will be discussed.

TASK 3. SOCIOECONOMIC CONDITIONS

This chapter will examine the effects of the action on socioeconomic conditions in the study area, including population characteristics, increase in economic activity, and the potential displacement of residents, businesses and employment from the rezoning area. The analysis will provide an assessment of potential socioeconomic changes associated with the proposed action, including: direct and indirect displacement of residential population, businesses, or employees; a new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry. Screening analyses will be conducted pursuant to the *CEQR Technical Manual* methodology. The analysis will present sufficient information regarding the effects of the proposed action to make a preliminary assessment either to rule out the possibility of significant impacts or to determine that more detailed analysis is required to make a determination as to impacts.

The preliminary assessment will examine five areas of concern including (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; (5) and adverse effects on specific industries. For each area of concern, if it has been determined that a socioeconomic impact is likely or cannot be ruled out based on the preliminary screening assessment, then a detailed analysis will be conducted. The

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 42nd Street

Inter.: 9th Ave @ 42nd St
Area Type: CBD or Similar
Jurisd: 9069
Year : 2003
N/S St: 9th Ave.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	3	0	0	0	0	0	5	0
LGConfig		TR		DefL	T						LTR	
Volume		361	241	146	638					103	2279	162
Lane Width		10.0		10.0	10.0						11.0	
RTOR Vol			0									0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left	P	P			SB Left	P		
Thru	P	P			Thru	P		
Right					Right	P		
Peds	X	X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	29.0	9.0				35.0	0.0	
Yellow	4.0	3.0				3.0		
All Red	3.0	2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	880	2731	0.72	0.32	32.0	C	32.0	C
Westbound								
DefL	264	896	0.58	0.50	31.2	C		
T	1312	2623	0.51	0.50	16.6	B	19.3	B
Northbound								
Southbound								
LTR	2340	6017	1.14	0.39	95.5	F	95.5	F

Intersection Delay = 70.6 (sec/veh) Intersection LOS = E

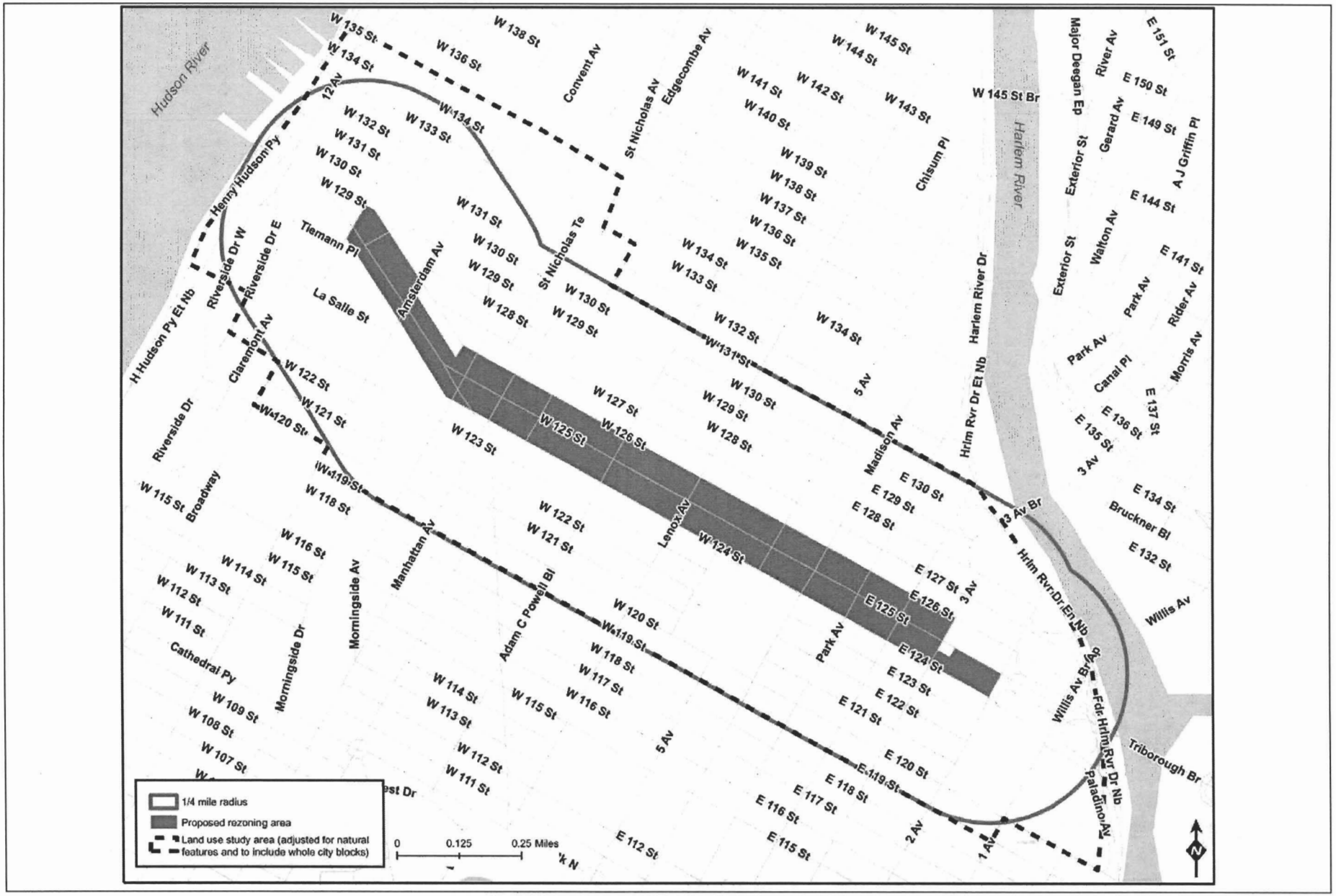


Figure 5 - Land Use Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Ave @ 42nd St
Area Type: CBD or Similar
Jurisdiction: 9069
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 42nd Street North/South Street: 9th Ave.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		361	241	146	638					103	2279	162
% Heavy Veh		20	6	34	11					33	10	6
PHF		0.95	0.95	0.95	0.95					0.95	0.95	0.95
PK 15 Vol		95	63	38	168					27	600	43
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900		1900	1900						1900	
ParkExist										X		
NumPark										20		
No. Lanes	0	3	0	0	3	0	0	0	0	0	5	0
LGConfig		TR		DefL	T						LTR	
Lane Width		10.0		10.0	10.0						11.0	
RTOR Vol			0									0
Adj Flow		634		154	672						2678	
%InSharedLn												
Prop LTs		0.000		1.000	0.000						0.040	
Prop RTs	0.401			0.000						0.064		
Peds Bikes	1700	0					1700			1700	0	
Buses		20		0	20						20	
%InProtPhase				0.0								

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0						0.0	
Arriv. Type		3		3	3						4	
Unit Ext.		3.0		3.0	3.0						3.0	
I Factor		1.000			1.000						1.000	
Lost Time		2.0		2.0	2.0						2.0	
Ext of g		2.0		2.0	2.0						2.0	

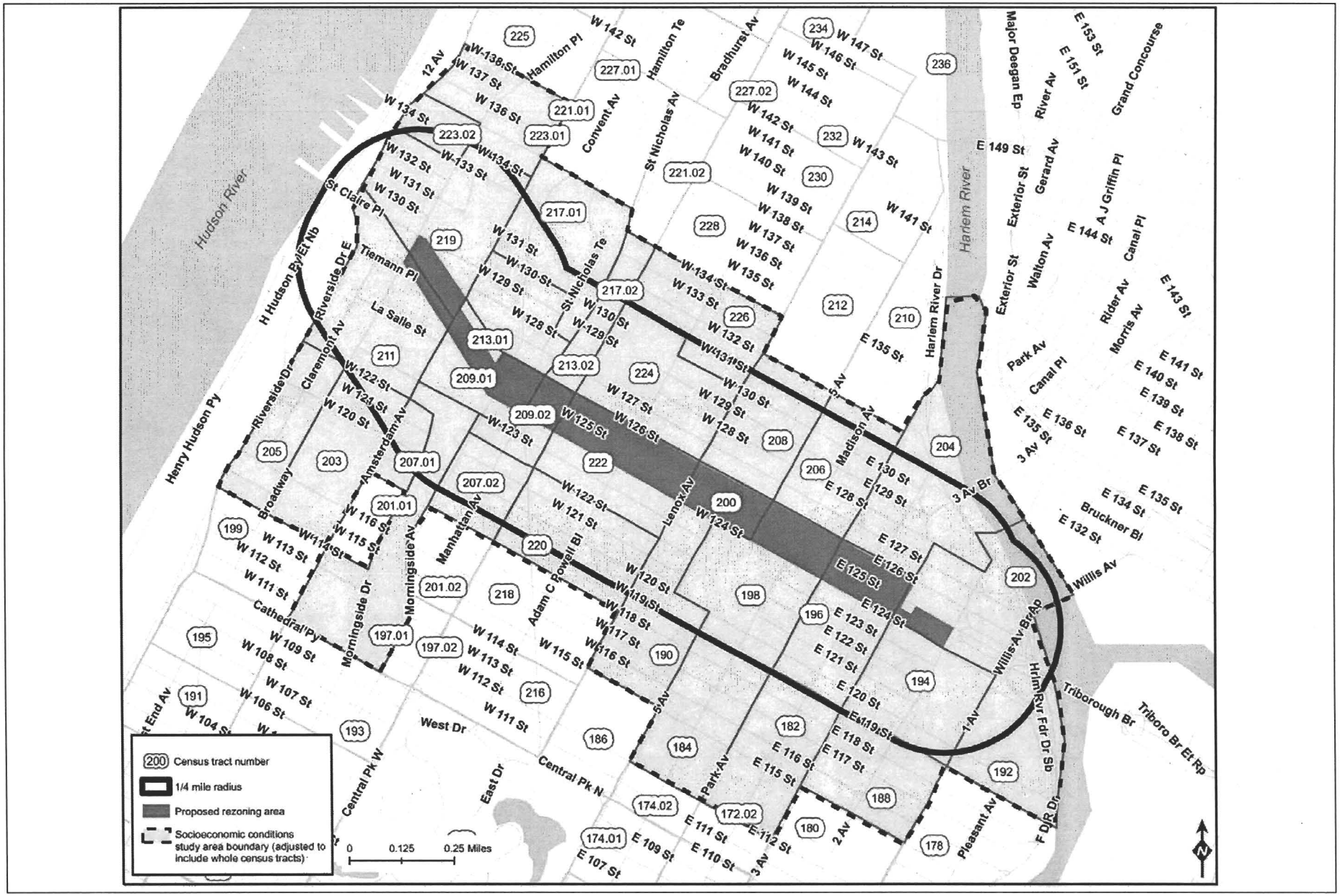


Figure 6 - Socioeconomic Conditions Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Ped Min g	14.7		14.7	14.7

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left	P	P			SB Left	P		
Thru	P	P			Thru	P		
Right					Right	P		
Peds	X	X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	29.0	9.0				35.0	0.0	
Yellow	4.0	3.0				3.0		
All Red	3.0	2.0				2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		361	241	146	638					103	2279	162
PHF		0.95	0.95	0.95	0.95					0.95	0.95	0.95
Adj flow		380	254	154	672					108	2399	171
No. Lanes	0	3	0	0	3	0	0	0	0	0	5	0
Lane group		TR		DefL	T						LTR	
Adj flow		634		154	672						2678	
Prop LTs		0.000		1.000	0.000						0.040	
Prop RTs		0.401			0.000						0.064	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound					Southbound	
LG	TR		DefL	T						LTR	
So	1900		1900	1900						1900	
Lanes	3	0	0	3	0	0	0	0	0	5	0
fW	0.933		0.933	0.933						0.967	
fHV	0.874		0.746	0.901						0.904	
fG	1.000		1.000	1.000						1.000	
fP	1.000		1.000	1.000						0.960	
fBB	0.973		1.000	0.960						0.984	
fA	0.90*		0.90*	0.90*						0.90*	
fLU	0.91		1.00	0.95						0.91	
fRT	0.940			1.000						0.990	
fLT	1.000		0.950	1.000						0.998	
Sec.			0.344								
fLpb	1.000		0.792	1.000						0.980	
fRpb	0.784			1.000						0.968	
S	2731		896	2623						6017	
Sec.			325								

CAPACITY AND LOS WORKSHEET

Socioeconomic Conditions study area is shown in **Figure 6**. The study area for socioeconomic conditions will be delineated by adjusting the land use study area boundary, i.e., a quarter-mile radius of the rezoning area, to reflect boundaries of census tracts that are wholly or partially within the quarter-mile radius of the rezoning area[1]. Subtasks for detailed analysis, if determined to be necessary, include:

Population Characteristics

- Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the rezoning area and the study area.
- Discuss population trends in the future without the proposed action.
- Estimate population associated with the proposed rezoning and assess impacts on population, if any.

Housing Characteristics

- Using Census data and other information, such as reports on housing value and median rents, describe the 2000 housing characteristics of the rezoning and the study area.
- Assemble and discuss information on housing market conditions, including identification of presence of any unique or predominant population groups or presence of populations particularly vulnerable to economic changes, using Census data and other sources.
- Discuss housing trends in the future without the proposed action.
- Estimate housing changes associated with the proposed rezoning and assess impacts on housing, if any.

Economic Characteristics

- Describe existing economic activity in the rezoning area (using most recently available data), including the number and types of businesses and employment by key sectors.
- Describe the physical characteristics of the existing residential, commercial and manufacturing buildings in the rezoning and surrounding areas, including the general size of the structures, configurations, and condition. Determine the approximate vacancy rate and rent levels for buildings in the study areas. This will be based on visual inspections, discussions with the Borough Office of DCP, and discussions with real estate brokers.
- Describe trends in residential, commercial and manufacturing use in the future without the action.
- Estimate net new employment and other economic activity in the study area under the RWCDS.
- Estimate displacement of commercial and manufacturing businesses and employment based on sites identified for likely development. After accounting for currently vacant properties, configurations and conditions, use a ratio of number of properties converted to total properties to estimate potential displacement.
- Assess the impact of displacement, if any. Identify likely relocation areas nearby, if necessary.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the proposed rezoning. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and

[1] Census Tracts 240, 313, and 315 fall within the quarter-mile radius but are excluded from the study. These tracts are mainly mapped over open space resources and the Harlem and Hudson Rivers.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 43rd Street

Inter.: 9th Avenue @ 43rd Street
Area Type: CBD or Similar
Jurisd: 9644
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				232	611						2312	216
Lane Width					11.0						11.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	1084	2438	0.82	0.44	28.7	C	28.7	C
Northbound								
Southbound								
TR	2800	6299	0.95	0.44	29.1	C	29.1	C

Intersection Delay = 29.0 (sec/veh) Intersection LOS = C

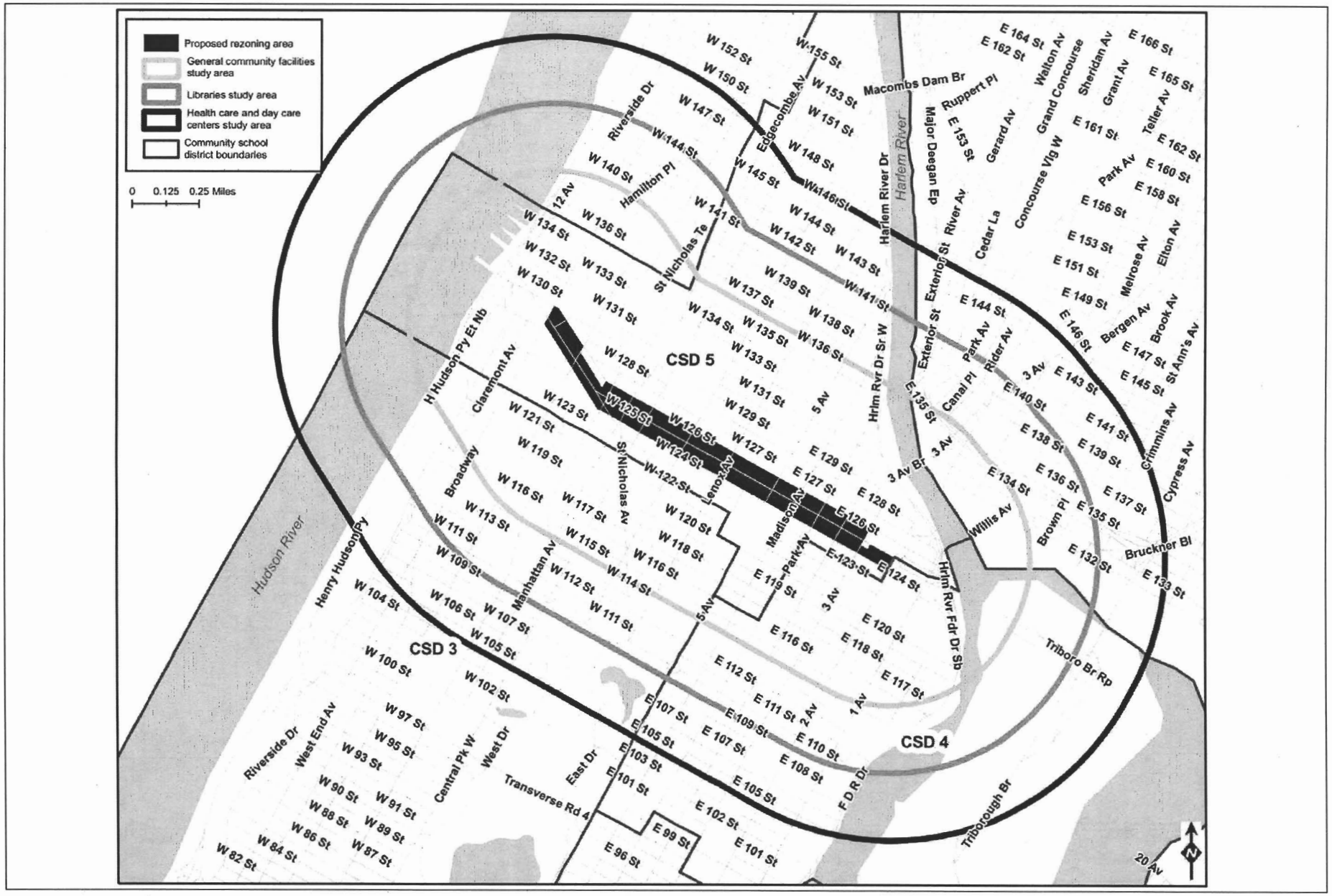


Figure 7 - Community Facilities and Services Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 43rd Street
Area Type: CBD or Similar
Jurisdiction: 9644
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 43rd Street
North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				232	611						2312	216
% Heavy Veh				12	6						13	7
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				61	161						608	57
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X	X						X		
NumPark				20						20		
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					11.0						11.0	
RTOR Vol												0
Adj Flow					887						2661	
%InSharedLn												
Prop LTs					0.275						0.000	
Prop RTs					0.000						0.085	
Peds Bikes	104										104	0
Buses					20						0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

permanent demands. Community facilities other than open space (see Task 5) will be examined in this section.

The CEQR threshold for detailed analysis of schools is if an action is anticipated to generate 50 or more elementary/middle school students or 150 or more high school students. A screening analysis determined that the proposed action would exceed the screening threshold for both elementary/middle schools and high schools. Therefore detailed analysis is warranted. The high school analysis will be borough-based although public high schools within the study area will be identified and their locations shown on the Public School map in the EIS. In addition, as discussed in the EAS, based on the screening criteria established in the *CEQR Technical Manual*, the proposed action would represent a five percent or greater increase over the average dwelling units per library branch in the borough of Manhattan, the screening threshold for detailed analysis. Accordingly, an analysis of the proposed action's effects on library services will be provided.

The proposed action is projected to generate 530 affordable housing units on the 26 projected development sites. As the proposed action would generate less than 600 units of low-moderate income housing in the RWCDS, a detailed analysis of health care facilities is not required (*CEQR Technical Manual*, Table 3C-1).

The proposed action would generate more than 50 children eligible for publicly funded daycare. A detailed analysis of day care facilities is required for the proposed action, in accordance with *CEQR Technical Manual*, Table 3C-1 and Table 3C-4.

The Police and Fire Departments routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels, or other local factors. Therefore an assessment of service delivery is usually conducted only if a proposed action would directly affect the physical operations of a station house or precinct house. Since the proposed action would not directly affect existing police and fire facilities, an assessment is not warranted.

The proposed study area for community facilities would be located at or close to a half-mile, ¾ mile or 1-mile radius of the rezoning area depending on the type of community facility, as per CEQR guidelines (refer to Figure 7). Subtasks will include:

- Identify and locate/map all community facilities within the defined study area for general informational purposes, including schools, libraries, health care facilities, police precincts, fire houses, etc. Separate Maps for each kind of facility will be provided.
- Identify and locate public schools within the project study area. Assess conditions in the project study area, and for each affected school district (Community School Districts [CSD 3,4,and 5 as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the future without the action, taking into consideration projected increases in future enrollment, including those associated with other developments in the vicinity of the project area and plans to increase school capacity either through administrative actions on the part of the NYC Department of Education (DOE) or as a result of the construction of new school space. Analyze future conditions with the proposed action, adding students likely to be generated by the action to the projections for the future without the action. Project impacts will be assessed based on the difference between the Future With Action projections and the Future No Action projections (at the sub-area, region, and school district levels) for enrollment, capacity, and utilization in 2017. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the

Ped Min g	3.9			3.9

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right					Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	40.0				40.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				232	611						2312	216
PHF				0.95	0.95						0.95	0.95
Adj flow				244	643						2434	227
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					887						2661	
Prop LTs					0.275						0.000	
Prop RTs					0.000						0.085	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG				LT						TR		
So				1900						1900		
Lanes	0	0	0	2	0	0	0	0	0	5	0	
fW				0.967						0.967		
fHV				0.929						0.889		
fG				1.000						1.000		
fP				0.900						0.960		
fBB				0.960						1.000		
fA				0.90*						0.90*		
fLU				0.95						0.91		
fRT				1.000						0.987		
fLT				0.986						1.000		
Sec.												
fLpb				0.981						1.000		
fRpb				1.000						0.994		
S				2438						6299		
Sec.												

CAPACITY AND LOS WORKSHEET

projects have commenced site preparation and/or construction. The new projects may, however, be included in a qualitative discussion after impacts, if any, have been identified. Sources for the information will be noted in the EIS text or footnotes.

- Identify the local public library branch(es) serving the area. Describe existing population served by the branch(es), using information gathered for socioeconomic conditions assessment and information services provided by branch(es). Circulation, level of utilization, and other relevant existing conditions will be based on publicly available information and/or consultation with the NYPL administration. Sources for the information will be noted in the EIS text or footnotes. For No-build conditions, projections of population change in the area and information on any planned changes in library services of facilities will be described and the effects of these changes on conditions will be assessed qualitatively. The effects of the addition of the population resulting from the projected developments will be qualitatively assessed in terms of special programs, facilities, and collections, with input from library branch management staff.
- Identify hospital emergency room services and outpatient ambulatory care facilities (regulated by the NYS Department of Health and Office of Mental Health) within approximately one mile of the Action Area. Describe each facility in terms of its address, the type of service provided, an indicator of its size, capacity or utilization, and any other relevant existing conditions based on publicly available information and/or consultation with health care officials. Sources for the information will be noted in the EIS text or footnotes.
- Identify existing public day care and head start facilities within approximately one mile of the Action Area. Describe each facility in terms of its location, ages served, number of slots (capacity), existing enrollment and length of waiting list. Information will be based on publicly available information and/or consultation with the Administration for Children's Services' Division of Child Care and Headstart (CCHS). Sources for the information will be noted in the EIS text or footnotes. For No-Build conditions, information will be obtained on any changes planned for day care programs or facilities in the area, including closing or expansion of existing facilities and establishment of new facilities. Any expected increases in the population of children under 12 within the eligibility income limitations, based on *CEQR* methodology (Table 3C-4), will be discussed as potential additional demand; and the potential effect of any population increases on demand for day care services in the study area will be assessed. The potential effects of the additional eligible children resulting from projected developments induced by the RWCDS will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the Future No-Build analysis.
- A brief discussion of existing police and fire services in or near the project study area will be provided for informational purposes.

TASK 5. OPEN SPACE

New residents and workers generated from new development and conversions in the rezoning areas would place added demands on existing open space and recreational facilities. The proposed action would generate more than 200 residents and more than 500 new employees, thereby requiring an assessment of open space resources. A detailed open space analysis will be conducted according to the following tasks:

- Using 2000 Census data, calculate the total residential population of the open space study area, which as per CEQR guidelines, would be defined as the area within a half-mile radius from the rezoning area with the study area boundary adjusted to include all census tracts with at least 50 percent of their area within the half-mile radius. The population will be identified pursuant to Table 3D-10 of the CEQR Technical Manual. Refer to **Figure 8**.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 44th Street

Inter.: 9th Avenue @ 44th Street
Area Type: CBD or Similar
Jurisd: 9643
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	0	5	0
LGConfig		TR									LT	
Volume		269	151							156	2377	
Lane Width		11.0									11.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		35.0				45.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	893	2296	0.49	0.39	22.8	C	22.8	C
Westbound								
Northbound								
Southbound								
LT	3133	6265	0.85	0.50	18.1	B	18.1	B

Intersection Delay = 18.8 (sec/veh) Intersection LOS = B

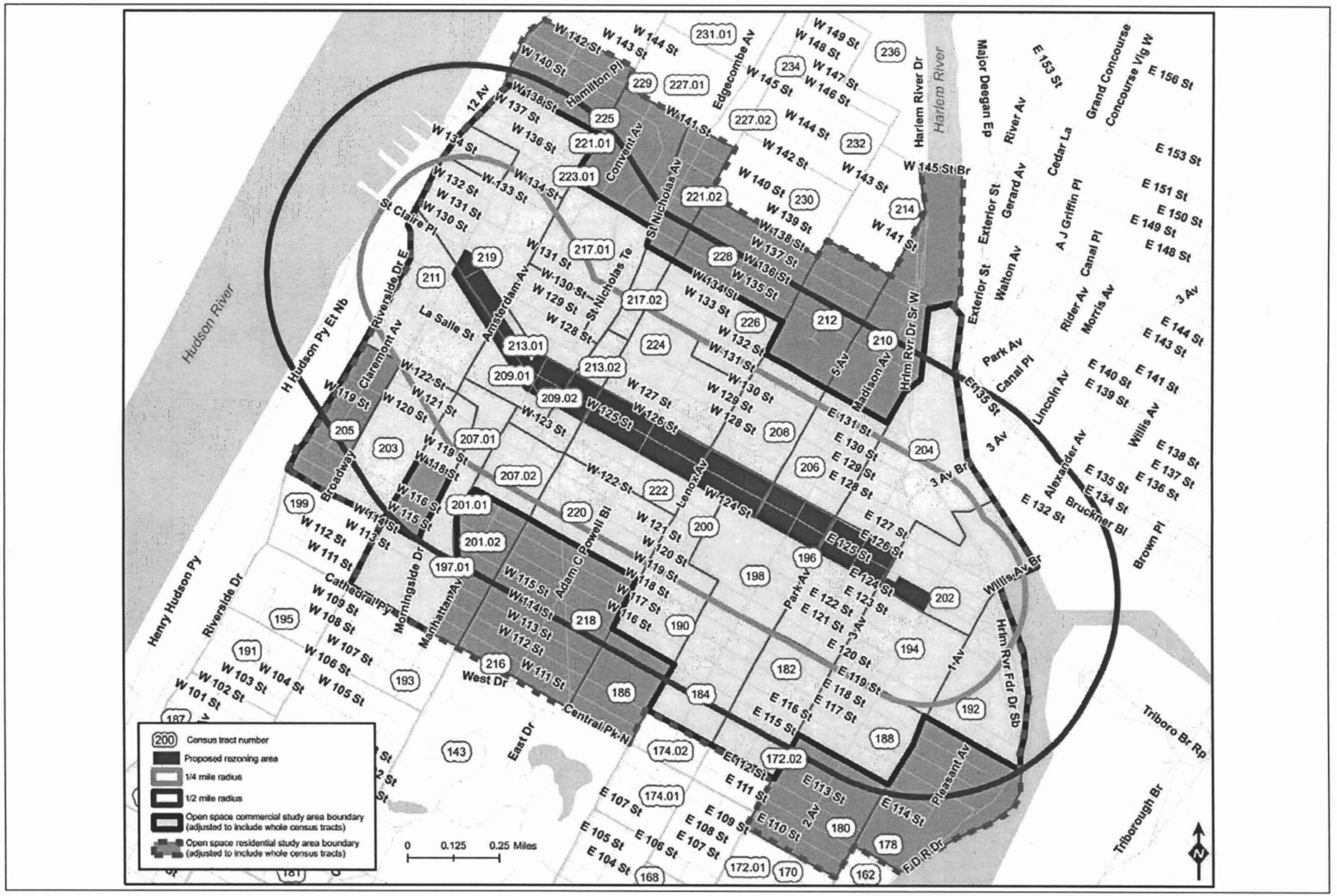


Figure 8 - Open Space Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	9th Avenue @ 44th Street
Area Type:	CBD or Similar
Jurisdiction:	9643
Analysis Year:	2003

Project ID: Number 7 Train Expansion Project

East/West Street	North/South Street
44th Street	9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		269	151							156	2377	
% Heavy Veh		16	8							7	13	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		71	40							41	626	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist	X									X		
NumPark	20									20		
No. Lanes	0	2	0	0	0	0	0	0	0	0	5	0
LGConfig		TR									LT	
Lane Width		11.0									11.0	
RTOR Vol			0									
Adj Flow		442									2666	
%InSharedLn												
Prop LTs		0.000									0.062	
Prop RTs		0.360									0.000	
Peds Bikes		104	0					104				
Buses		0									20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									4	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

- Inventory existing active and passive open spaces within the open space study area. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, factors affecting usage, hours of operation, and access will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space also will be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.
- Based on the inventory of facilities and study area population, the open space ratios for the residential population will be calculated and compared to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratio will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the Build year, based on other planned development projects within the open space study area. Also take account of any new open space and recreational facilities expected in the open space study area. Open space ratios will be developed for future conditions without the action and compared with open space ratios for future conditions with the action to determine changes in future levels of adequacy.
- If the results of the impact analysis identify a potential for a significant adverse impact, discuss potential mitigation measures.
- A preliminary assessment of the potential for open space demand generated by workers will also be prepared. However, if it is determined that the action would generate 500 or more new non-residents, such as employees or a similar number of other users, there will need to be an additional analysis for the non-residential population, based on a quarter-mile radius (adjusted to include census tracts that are 50 percent or more within the quarter-mile study area radius) from the project area following the methodology in the *CEQR Technical Manual.*

TASK 6. SHADOWS

This chapter will examine the proposed action's potential shadows effects pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The proposed action would permit development of buildings of greater than 50 feet in height, and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDS , on a site-specific basis for potential shadowing effects of new developments or enlargements at both the projected and potential development sites on light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the action, further identifying:

- Projected and potential development sites adjacent to natural resources, historic resources, and/or publicly accessible spaces. This may include Marcus Garvey Park, Morningside Park and St. Nicholas Park, among other resources.
- Projected and potential development sites located in areas which are not susceptible to shadow impacts.

Ped Min g	3.9		3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	35.0				45.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		269	151							156	2377	
PHF		0.95	0.95							0.95	0.95	
Adj flow		283	159							164	2502	
No. Lanes	0	2	0	0	0	0	0	0	0	0	5	0
Lane group		TR									LT	
Adj flow		442									2666	
Prop LTs		0.000									0.062	
Prop RTs	0.360									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	2	0	0	0	0	0	0	0	0	5	0	
fW	0.967									0.967		
fHV	0.884									0.888		
fG	1.000									1.000		
fP	0.900									0.960		
fBB	1.000									0.984		
fA	0.90*									0.90*		
fLU	0.95									0.91		
fRT	0.946									1.000		
fLT	1.000									0.997		
Sec.												
fLpb	1.000									0.996		
fRpb	0.971									1.000		
S	2296									6265		
Sec.												

CAPACITY AND LOS WORKSHEET

- If warranted, describe in shadow diagrams and text the potential effect of shadows from buildings resulting from the identified development scenario on light-sensitive natural resources, publicly accessible open spaces or sunlight-dependent features of historic resources.

The shadow assessment would be coordinated with Task 5, "Open Space" and Task 7, "Historic Resources," where appropriate.

TASK 7. HISTORIC RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed action would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the action has the potential to result in impacts to archaeological and architectural resources. Historic Resources of note in the study area include: Apollo Theater, Hotel Theresa, Harlem Savings Bank, IRT Broadway Line Viaduct, PS 157, Manhattan Avenue Historic District, Mount Morris Bank and the Mount Morris Park Historic District are all within or abut study area boundaries; none are projected development sites.

Impacts on historic resources are considered on the affected sites and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual* (see **Figure 9**). Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed in the rezoning areas, and include projected as well as potential development sites. In coordination with the research conducted for the land use and hazardous materials tasks, this section will include an overview of the study area's history and land development. This history will be detailed enough to determine whether any potential archaeological resources may be on the site, requiring further study. Subtasks will:

- Research and describe history of land use, architecturally and archaeologically sensitive locations.
- Identify, map and describe designated historic/architectural resources (New York City Landmarks or pending Landmark designation and properties listed on the State and National Registers of Historic Places) in the project area and immediate vicinity.
- Submit the proposed action to the New York City Landmarks Preservation Commission (LPC) for its review and determination.
- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations.
- Identify those areas thought to be archaeologically sensitive within the areas to be rezoned.
- In coordination with the land use task, assess probable impacts of development resulting from the rezoning action on architectural resources in the study area.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 45th Street

Inter.: 9th Avenue @ 45th Street
Area Type: CBD or Similar
Jurisd: 9642
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	4	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				209	326						2324	125
Lane Width					11.0						11.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	1749	5248	0.32	0.33	22.9	C	22.9	C
Northbound								
Southbound								
TR	3466	6238	0.74	0.56	11.7	B	11.7	B

Intersection Delay = 13.7 (sec/veh) Intersection LOS = B

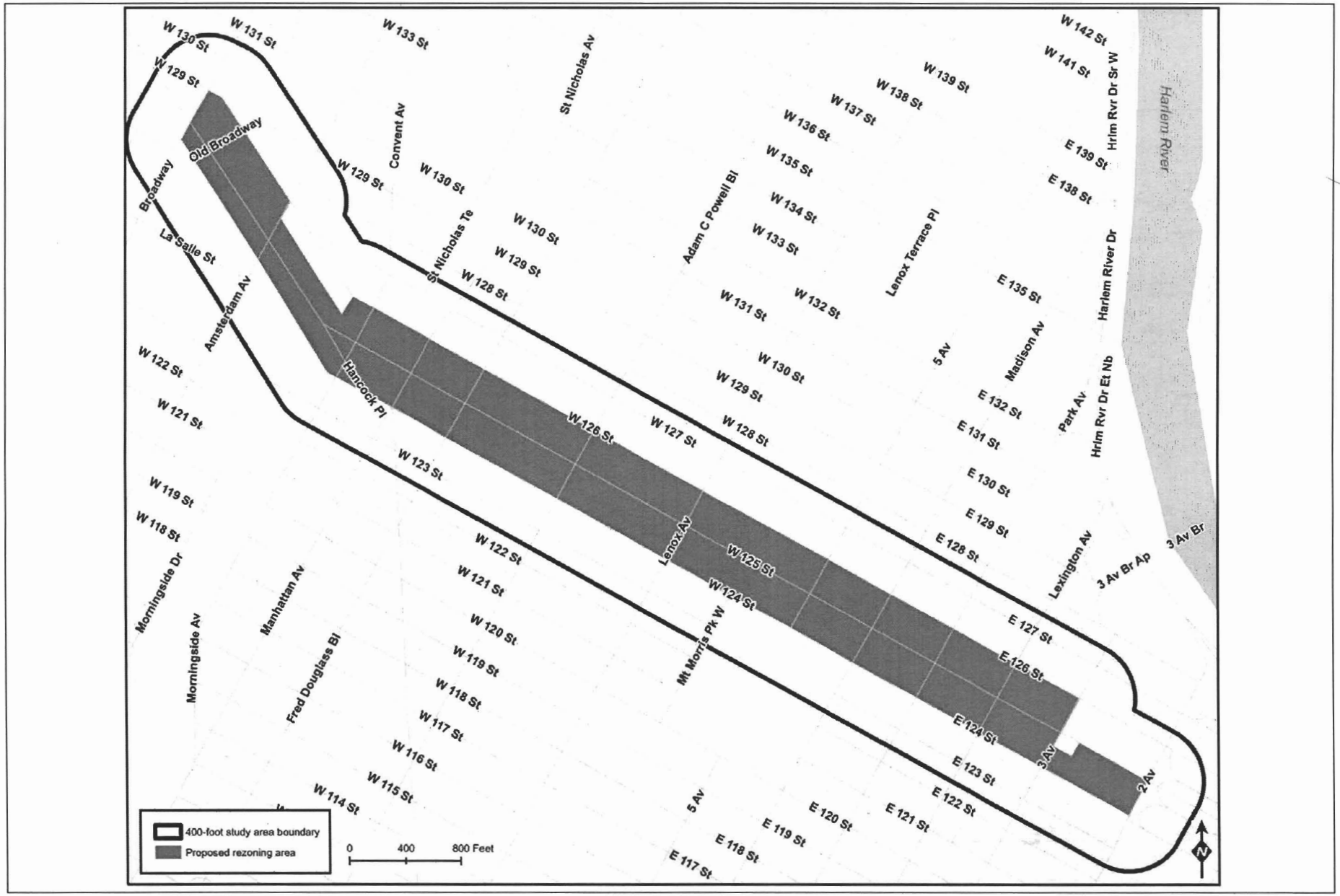


Figure 9 - Historic Resources Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	9th Avenue @ 45th Street
Area Type:	CBD or Similar
Jurisdiction:	9642
Analysis Year:	2003

Project ID: Number 7 Train Expansion Project

East/West Street: 45th Street — North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				209	326						2324	125
% Heavy Veh				12	6						13	7
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				55	86						612	33
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist			X							X		
NumPark										20		
No. Lanes	0	0	0	0	4	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					11.0						11.0	
RTOR Vol												0
Adj Flow					563						2578	
%InSharedLn												
Prop LTs					0.391						0.000	
Prop RTs				0.000						0.051		
Peds Bikes	104									104	0	
Buses					0						20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						4	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

- Identify projected and potential development sites where new in-ground disturbance is expected to occur as a result of the proposed action.

If there are projected or potential development sites identified by LPC or other record searches as archaeologically sensitive, prepare Phase IA Archaeological Documentary Reports. The Phase 1A will document the site history, its development and uses, and the potential for the site to host significant archaeological features. The EIS will summarize the results of the Phase IA analyses. The full Phase IA report will be submitted to LPC for review.

TASK 8. URBAN DESIGN/VISUAL RESOURCES

This chapter will assess urban design patterns and visual resources of the study area as defined in Chapter 3G, Section 310 of the *CEQR Technical Manual* and the effects on these of the proposed action. The proposed action would affect regulations on the building's bulk and height and therefore has the potential to result in impacts related to urban design and visual resources. A detailed preliminary screening analysis will be undertaken to identify whether the proposed action would exceed any of the thresholds identified in the *CEQR Technical Manual.* The urban design/visual resources study area will include the area within a quarter-mile radius of the proposed rezoning area, adjusted to include whole City blocks and natural features (see **Figure 10**). This analysis will consider the bulk form regulations proposed as part of the 125th Street Special District. Subtasks will:

- Describe the urban design and visual resources of each rezoning area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale.
- Discuss specific relationships between the proposed rezoning area and adjacent areas regarding light, air, and views.
- Describe the changes expected in the urban design and visual character of the project areas resulting from the various projects proposed for development in the study areas in the future without the action.
- Describe the potential changes that could occur in the urban design character of the rezoning area. For the projected and potential development sites, the analysis will focus on general building types for sites that are assumed for development as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources for each study area, including views to resources of visual or historic significance.

TASK 9. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed action would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and urban design features, and could affect historic resources. An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, traffic and noise issues.

Ped Min g	3.9			3.9

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds	X				Peds	X		
WB Left	P				SB Left			
Thru	P				Thru	P		
Right					Right	P		
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				209	326						2324	125
PHF				0.95	0.95						0.95	0.95
Adj flow				220	343						2446	132
No. Lanes	0	0	0	0	4	0	0	0	0	0	5	0
Lane group					LT						TR	
Adj flow					563						2578	
Prop LTs					0.391						0.000	
Prop RTs					0.000						0.051	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG				LT						TR		
So				1900						1900		
Lanes	0	0	0	4	0	0	0	0	0	5	0	
fW				0.967						0.967		
fHV				0.923						0.887		
fG				1.000						1.000		
fP				1.000						0.960		
fBB				1.000						0.984		
fA				0.90*						0.90*		
fLU				0.91						0.91		
fRT				1.000						0.992		
fLT				0.981						1.000		
Sec.												
fLpb				0.963						1.000		
fRpb				1.000						0.997		
S				5248						6238		
Sec.												

CAPACITY AND LOS WORKSHEET

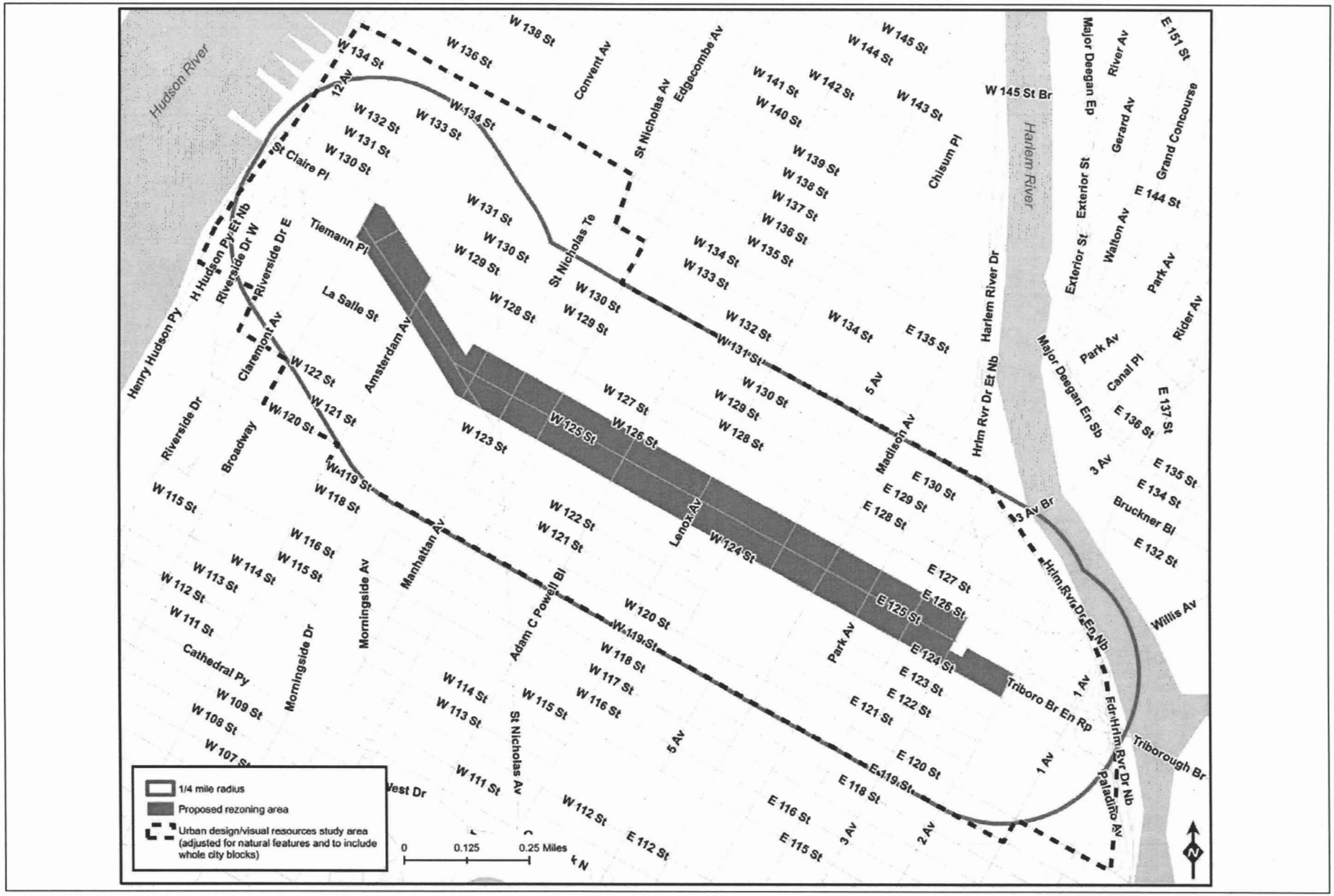


Figure 10 - Urban Design/Visual Resources Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 46th Street

Inter.: 9th Avenue @ 46th Street
Area Type: CBD or Similar
Jurisd: 9641
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	0	5	0
LGConfig		TR									LT	
Volume		384	69							233	2380	
Lane Width		11.0									11.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	791	2372	0.60	0.33	28.4	C	28.4	C
Westbound								
Northbound								
Southbound								
LT	3477	6258	0.79	0.56	12.6	B	12.6	B

Intersection Delay = 14.9 (sec/veh) Intersection LOS = B

- Drawing on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the future without the action.
- The analysis of project impacts presented in various EIS sections will serve as the basis for assessing and summarizing the project's impacts on neighborhood character.

TASK 10. HAZARDOUS MATERIALS

A preliminary screening assessment prepared pursuant to the *CEQR Technical Manual* will be conducted for the 49 projected and potential development sites in the rezoning area to determine which sites require further assessment. The preliminary screening assessment will consist of visual or historical documentation of any of the past or current uses (identified in Chapter 24 of Title 15 of the Rules of the City of New York) at a development site and/or tax lot(s) that might have affected or be affecting a development site.

47 of the 49 projected and potential development sites are under private ownership. Based on the preliminary screening assessment, if these sites are identified as having the potential for hazardous materials contamination, they will be mapped with(E) designations. The (E) designation would require that the fee owner of an (E) designation site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of the New York City Department of Environmental Protection (DEP) before the issuance of a building permit by the Department of Buildings (pursuant to Section 11-15 Zoning Resolution - Environmental Requirements). The (E) designation also includes mandatory construction-related health and safety plans which must be approved by the NYCDEP.

Two of the 49 projected and potential development sites are publicly owned sites and cannot be mapped with (E) designations. A Phase I Environmental Site Assessment (ESA) pursuant to Title 15, Chapter 24, Section 24-05 will be conducted for these sites.

Subtasks will include:

Review of Information Regarding Topographical and Subsurface Conditions
Appropriate United States Geological Society (USGS) topographical maps will be reviewed to ascertain the topography and drainage patterns for each Site. Available USGS and New York State Geological Survey documents will be reviewed for surface and subsurface geological conditions in addition to the groundwater conditions in the area of the subject properties.

Acquisition and Review of Historical Land Use Data
Sanborn Fire Insurance Maps will be reviewed to develop a profile on the historical usage of the properties. If further historical investigation is required at individual lots, the review may include City Directories, historical maps and atlases, renovation information on the buildings, and tax assessor records.

Site Reconnaissance
It is understood that the majority of the buildings within the rezoning area are owned privately and an on-Site reconnaissance is not always feasible. Therefore, the Site reconnaissance will consist of observing the sites from public access ways (i.e., sidewalks and streets) only and noting

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: 9th Avenue @ 46th Street
Area Type: CBD or Similar
Jurisdiction: 9641
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 46th Street
North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		384	69							233	2380	
% Heavy Veh		16	8							7	13	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		101	18							61	626	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist			X							X		
NumPark			20							20		
No. Lanes	0	2	0	0	0	0	0	0	0	0	5	0
LGConfig		TR									LT	
Lane Width		11.0									11.0	
RTOR Vol			0									
Adj Flow		477									2750	
%InSharedLn												
Prop LTs		0.000									0.089	
Prop RTs		0.153									0.000	
Peds Bikes		104	0					104				
Buses		0									20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									4	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

the general uses of the buildings (i.e., industrial, manufacturing, residential, commercial, etc.). An interior Site inspection will be recommended if necessary. The site reconnaissance will include the following activities:

- Characterization of the range of industrial uses and activities performed in the rezoning area;
- Description of constituents most commonly associated with the industrial activity;
- Visual inspection of the vegetation and surrounding property to look for stressed vegetation, disturbed topography, soil staining, surface water sheens, noticeable odors, and/or areas that have been excavated and refilled;
- Notation of surrounding properties to assess potential impacts on the subject property;
- Notation of illegal dumping of domestic refuse, hazardous waste, and/or construction debris;
- Evidence of electrical transformers or large capacitors on the subject property; and
- Evidence of underground storage tanks or aboveground storage tanks (USTs and/or ASTs) on the subject property.
- Evaluation and Report of Findings (including draft and final reports)
- The data collected will be evaluated to assess the potential for environmental concerns at the subject sites and potential environmental impacts from surrounding properties. Upon completion of the preliminary screening assessments for each development site, a summary of findings and conclusions will be prepared for inclusion in the EIS. Since the majority of the buildings within the rezoning area are owned privately and an on-Site reconnaissance is not feasible, current and historical uses of the sites will be used to determine where (E) designations may be appropriate where further investigations are necessary.

TASK 11. NATURAL RESOURCES

The proposed action would not induce development within the designated boundaries of the NYC Coastal Zone, and is a largely developed urban area. The projected and potential development sites have largely been paved and developed and are not expected to hold significant potential for natural resources. The assessment of potential impacts to natural resources will be conducted following the guidelines of the *CEQR Technical Manual.* In addition to analysis of potential impacts, the natural resources chapter will include a description of the federal, state, and local laws and associated regulations and regulatory programs that may apply to the Proposed Action with respect to water quality, aquatic and terrestrial biota, and aquatic and terrestrial habitats. A detailed screening analysis will be presented in the EIS identifying whether the proposed action would result in significant impacts to natural resources, and if warranted, detailed analysis will be provided that would include an analysis of the combined sewage outflow (CSO) generated by the proposed action

TASK 12. WATERFRONT REVITALIZATION PROGRAM

New York City's Local Waterfront Revitalization Program (LWRP) was adopted pursuant to several local, State and federal regulatory programs relating to the coastal area. The LWRP policies are used as the basis for evaluation of discretionary actions within the coastal zone that require only City permitting/approvals or Uniform Land Use Review Procedure (ULURP) review. The proposed action would not induce new development within the designated NYC coastal zone boundary. The proposed

Ped Min g	3.9		3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		384	69							233	2380	
PHF		0.95	0.95							0.95	0.95	
Adj flow		404	73							245	2505	
No. Lanes	0	2	0	0	0	0	0	0	0	0	5	0
Lane group		TR									LT	
Adj flow		477									2750	
Prop LTs		0.000									0.089	
Prop RTs	0.153									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	0 2	0	0	0	0	0	0	0	0	5	0	
fW	0.967									0.967		
fHV	0.871									0.889		
fG	1.000									1.000		
fP	0.900									0.960		
fBB	1.000									0.984		
fA	0.90*									0.90*		
fLU	0.95									0.91		
fRT	0.977									1.000		
fLT	1.000									0.996		
Sec.												
fLpb	1.000									0.995		
fRpb	0.986									1.000		
S	2372									6258		
Sec.												

CAPACITY AND LOS WORKSHEET

action would therefore not be assessed for its consistency with the City's Waterfront Revitalization Program (WRP).

TASK 13. INFRASTRUCTURE

This chapter will describe the existing infrastructure in the project area. For CEQR, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and stormwater management. The proposed action would induce new development which could place additional demands on infrastructure. An analysis will be conducted to determine the potential for the proposed action to affect the City's infrastructure, and, if warranted, will include an analysis of combined sewage outflows (CSO) generated by the proposed action, if warranted. Tasks will include:

Water Supply

- The existing water distribution system serving the proposed action area will be described based on information obtained from the New York City Department of Environmental Protection's (NYCDEP) Bureau of Water Supply and Wastewater Collection.
- The current water usage in the area will be examined.
- The likely demand will be assessed for future conditions without the action, and the effects on the system will be described.
- Water demand for the proposed action will be projected.
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

Sewage and Stormwater

- The existing sewer systems serving the project area will be described from information obtained from NYCDEP. Existing and future flows to the North River Water Pollution Control Plant (NRWPCP) serving the area will be calculated and estimated. Information on existing sewer infrastructure in the area, including sanitary, storm, and combined sewer mains, sewer connections, catch basins, regulators, interceptor sewers, outfalls, and other components of the local system will also be provided.
- Discuss existing combined sewer overflow during storm events.
- Discuss any expected changes in sewer conditions to occur in the future without the Proposed Action.
- Information on sanitary sewage and stormwater generation will be compiled for the proposed action based on water usage estimates. The adequacy of sewer systems to meet demand generated by the proposed action will be assessed.
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on the NRWPCP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.
- Describe the potential effects of the Proposed Action on the local sewerage system, including its operation during major storm events.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 50th Street

Inter.: 9th Avenue @ 50th Street
Area Type: CBD or Similar
Jurisd: 9637
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	0	4	0
LGConfig		TR									LT	
Volume		326	140							151	2473	
Lane Width		11.0									11.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds					Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		30.0				50.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	784	2352	0.63	0.33	29.0	C	29.0	C
Westbound								
Northbound								
Southbound								
LT	2747	4944	1.01	0.56	31.9	C	31.9	C

Intersection Delay = 31.5 (sec/veh) Intersection LOS = C

TASK 14. SOLID WASTE AND SANITATION SERVICES

The proposed action would induce new development that would require sanitation services. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected developments and assess its effects on the City's solid waste and sanitation services.

- Existing and future New York City solid waste disposal practices will be described.
- Existing and future no-action solid waste generation will be estimated.
- Solid waste generation by the proposed action will be projected based on CEQR guidelines.
- The impacts of the proposed action's solid waste generation on the City's collection needs and disposal capacity will be assessed.

TASK 15. ENERGY

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create adverse energy impacts, and as such would not require a detailed energy assessment. A qualitative assessment will be provided in the EIS, as appropriate.

TASK 16. TRAFFIC AND PARKING

The traffic and transportation studies will be a critical focus of the EIS, including four significant issues: (1) the size of the traffic study area and the number of intersections to be analyzed both within the project area and along major routes leading to them; (2) the likelihood that the proposed action and the amount of development envisioned will generate significant impacts requiring substantial levels of mitigation; (3) potential increase in the parking demand; and (4) an increased level of subway, bus, and pedestrian use, and possibly mitigation needed to accommodate transit passengers.

Task 16A: Traffic

The proposed action is expected to generate more than 50 additional (net) vehicular trips in project study area. Therefore, the EIS will provide a detailed traffic analysis for the weekday AM, midday, PM and Saturday midday peak hours, focusing on those intersections handling the highest concentrations of action-generated demand. Based on the preliminary travel demand forecast made for the proposed action, it is anticipated that up to approximately 40 intersections would be analyzed in detail for potential traffic impacts (see **Figure 11**). A technical memorandum of preliminary transportation planning assumptions and demand analysis is included in Appendix C. The preliminary trip generation Subtasks of the Traffic analysis will:

- Define a traffic study area consisting of intersections to be analyzed within the area to be rezoned (i.e., the primary traffic study area) and along major routes leading to and from the area, i.e., the secondary traffic study area.
- Compile existing traffic conditions data for the study area. Traffic counts at traffic analysis locations will be conducted via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	9th Avenue @ 50th Street
Area Type:	CBD or Similar
Jurisdiction:	9637
Analysis Year:	2003

Project ID: Number 7 Train Expansion Project

East/West Street: 50th Street — North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		326	140							151	2473	
% Heavy Veh		12	6							4	10	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		86	37							40	651	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist	X									X		X
NumPark	20									20		20
No. Lanes	0	2	0	0	0	0	0	0	0	0	4	0
LGConfig		TR									LT	
Lane Width		11.0									11.0	
RTOR Vol			0									
Adj Flow		490									2762	
%InSharedLn												
Prop LTs		0.000									0.058	
Prop RTs		0.300									0.000	
Peds Bikes		104						104				
Buses		20									20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									4	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

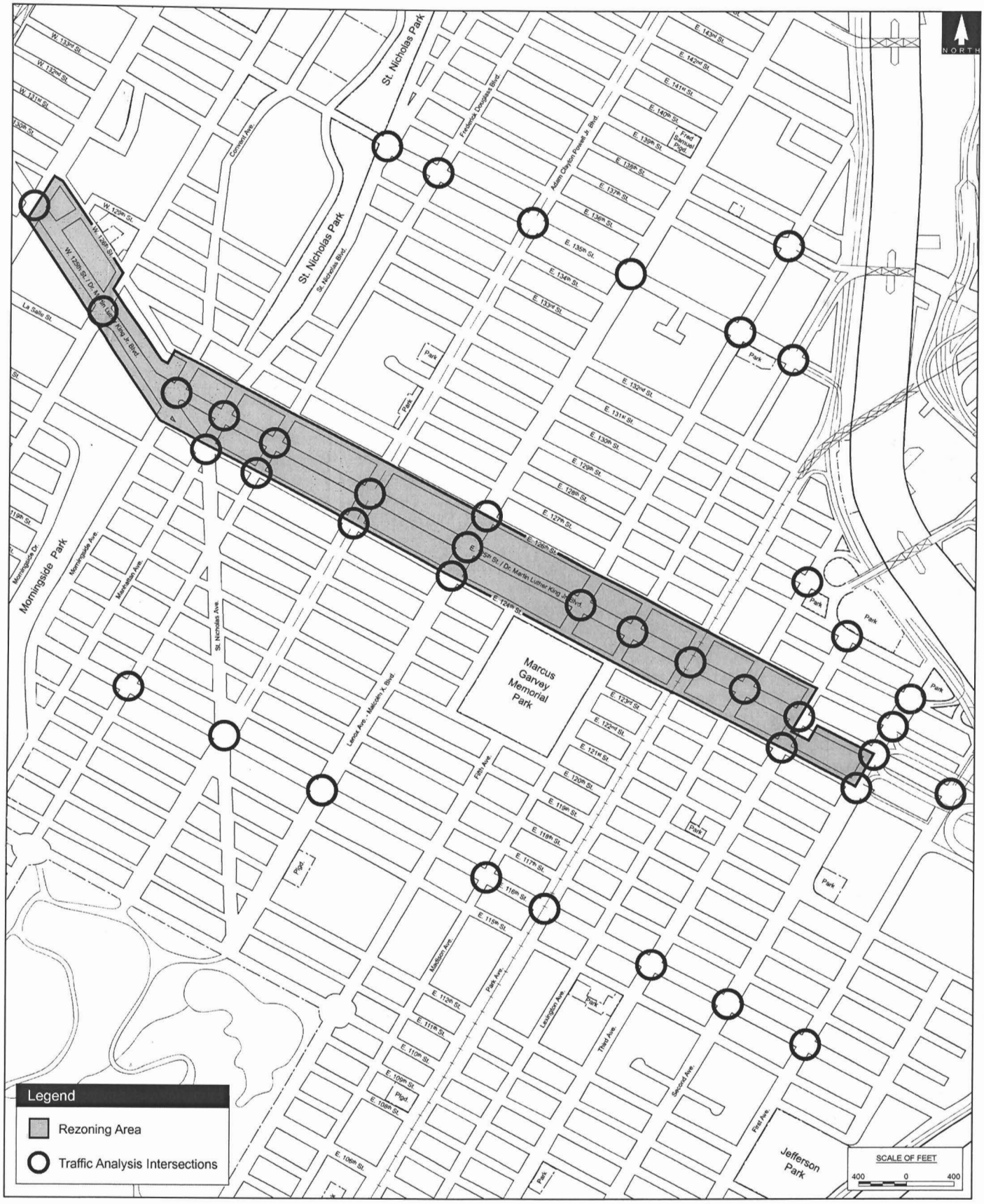


Figure 11 - Traffic Study Locations

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Ped Min g	3.9		3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds					Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	30.0				50.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		326	140							151	2473	
PHF		0.95	0.95							0.95	0.95	
Adj flow		343	147							159	2603	
No. Lanes	0	2	0	0	0	0	0	0	0	0	4	0
Lane group		TR									LT	
Adj flow		490									2762	
Prop LTs		0.000									0.058	
Prop RTs	0.300									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	0	2	0	0	0	0	0	0	0	0	4	0
fW	0.967									0.967		
fHV	0.907									0.912		
fG	1.000									1.000		
fP	0.900									0.925		
fBB	0.960									0.980		
fA	0.90*									0.90*		
fLU	0.95									0.91		
fRT	0.955									1.000		
fLT	1.000									0.997		
Sec.												
fLpb	1.000									0.997		
fRpb	1.000									1.000		
S	2352									4944		
Sec.												

CAPACITY AND LOS WORKSHEET

full week at selected arterial locations. Traffic counts will be conducted during the AM, midday, PM and Saturday midday peak periods.

- Conduct travel speed and delay runs along four (4) routes as support data for air quality and noise analyses. It is anticipated that these speed-and-delay runs will be conducted in conjunction with the traffic volume counts.
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data.
- Determine traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. 2000 Highway Capacity Manual procedures will be used. (Version 4.1f)
- Based on available sources, 2000 US Census data, and standard references, estimate the travel demand characteristics of the existing/No-Build uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes (refer to discussion of transit and pedestrians for more discussion of other modes). A truck trip generation will also be conducted.
- Using the same transportation planning assumptions as for No Build conditions, estimate the travel demand characteristics of the projected developments associated with the proposed action and for the net change in uses as defined in the project development scenario.
- Compute future No Build traffic volumes based on an approved background traffic growth rate for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed Build year for the rezoning action. Intersection volume-to-capacity (v/c) ratios, delays, and LOS will also be determined.
- Determine the volume of vehicle traffic expected to be generated by the rezoning action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future Build condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area.
- Determine the resulting v/c ratios, delays, and LOS for the future Build condition, and identify significant traffic impacts in accordance with CEQR Technical Manual criteria.
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EIS development scenario built by 2017.
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and analyze potential temporary impacts to these transportation systems.

Task 16B: Parking

The parking studies will focus on the amount of parking to be provided as part of the projected developments envisioned in the RWCDS (assumed to be maximum permitted as-of-right pursuant to zoning and reflective of site conditions, i.e., new developments are expected to provide accessory parking while conversion and conversion/expansion developments are not) and their ability to accommodate projected parking demand induced by the proposed action. Area-wide parking inventories will also be conducted to determine the general area's capacity to accommodate additional parking. In addition, any changes to parking supply and demand in future without the proposed action will also be considered.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 57th Street

Inter.: 57th Street @ 9th Avenue
Area Type: CBD or Similar
Jurisd: 9630
Year : 2003
N/S St: 9th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	0	0	0	5	0
LGConfig		TR		DefL	T						LTR	
Volume		533	98	349	721					129	1420	181
Lane Width		10.0		10.0	10.0						11.0	
RTOR Vol			0									0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds		X	
WB Left	P	P			SB Left	P		
Thru	P	P			Thru	P		
Right					Right	P		
Peds					Peds	X	X	
NB Right					EB Right			
SB Right					WB Right			
Green	16.0	21.0				31.0	7.0	
Yellow	3.0	3.0				3.0		
All Red	2.0	2.0				2.0	0.0	0.0

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	591	2533	1.12	0.23	110.4	F	110.4	F
Westbound								
DefL	305	1268	1.20	0.47	144.3	F		
T	745	1596	1.02	0.47	61.8	E	88.7	F
Northbound								
Southbound								
LTR	2388	6934	0.76	0.34	28.6	C	28.6	C

Intersection Delay = 62.4 (sec/veh) Intersection LOS = E

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the project area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future.
- Project future parking availability based on an annual background growth rate. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the rezoning action will be factored into this assessment.
- Develop parking accumulation profiles for each of the projected development sites expected to occur as a result of the proposed action by the Build year of 2017. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

TASK 17: TRANSIT AND PEDESTRIANS

Task 17A: Transit

The proposed action is expected to generate a net increase of more than 200 subway and bus trips, the threshold for detailed transit analysis, in the AM and PM peak hours. Subway and bus modes will be examined to determine existing, future No-Build, and future Build conditions. The subway analyses will focus on nearby existing stations; the bus studies will evaluate local bus service with routings that use one or more streets in the project area.

- Conduct pedestrian counts at critical elements of some or all of the following stations in the study area: 125th Street 7th Avenue IRT Local (1); 125 Street 6th and 8th Avenue IND (A, B, C, D); 125th Street 7th Avenue IRT Express (2, 3); 125th Street Lexington Avenue IRT (4, 5, 6), and the 125th Street Metro-North Station at Park Avenue. These counts will be conducted in the weekday AM and PM peak periods.
- Determine the existing capacities and LOS along or through critical elements of analyzed stations according to CEQR Technical Manual and/or NYC Transit design criteria.
- Determine future No-Build and Build volumes at these analysis locations using background ridership growth rates for the stations and project-generated subway riders. Significant impacts will be identified and mitigation measures identified where necessary in coordination with NYC Transit.
- Identify the bus routes serving the area, detailing existing, future No-Build, and future Build conditions, i.e., bus load levels. Mitigation needs will be identified and improvement or increases in service will be suggested, as appropriate.

Task 17B: Pedestrians

A substantial amount of new pedestrian trips are expected to be generated by the proposed action, particularly related to the retail growth, and pedestrian analyses will be provided in the EIS. Pedestrian studies will focus on up to 15 key intersections in the study area. The pedestrian locations will include all intersections with a subway entrance along 125th Street (and the Metro-North station at Park Avenue). The pedestrian analysis will:

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	57th Street @ 9th Avenue
Area Type:	CBD or Similar
Jurisdiction:	9630
Analysis Year:	2003

Project ID: Number 7 Train Expansion Project

East/West Street: 57th Street — North/South Street: 9th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		533	98	349	721					129	1420	181
% Heavy Veh		0	0	0	0					0	0	0
PHF		0.95	0.95	0.95	0.95					0.95	0.95	0.95
PK 15 Vol		140	26	92	190					34	374	48
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900		1900	1900						1900	
ParkExist			X	X								X
NumPark			20	10								20
No. Lanes	0	2	0	0	2	0	0	0	0	0	5	0
LGConfig		TR		DefL	T						LTR	
Lane Width		10.0		10.0	10.0						11.0	
RTOR Vol			0									0
Adj Flow		664		367	759						1822	
%InSharedLn												
Prop LTs		0.000		1.000	0.000						0.075	
Prop RTs	0.155			0.000						0.105		
Peds Bikes	52		0				52			52		0
Buses		20		0	0						20	
%InProtPhase				0.0								

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0						0.0	
Arriv. Type		3		3	3						3	
Unit Ext.		3.0		3.0	3.0						3.0	
I Factor		1.000			1.000						1.000	
Lost Time		2.0		2.0	2.0						2.0	
Ext of g		2.0		2.0	2.0						2.0	

- Conduct and analyze pedestrian counts at critical locations in the study area. Corners, crosswalks, and adjoining sidewalks will be evaluated adjacent to major sites in each development scenario and at intersections throughout the study area based upon pedestrian patterns to/from area subway stations.

TASK 18. AIR QUALITY

An assessment of mobile sources will be conducted to estimate the potential air quality impacts of the changes in traffic conditions that will result from the rezoning. Also, the EIS will address the potential for future residential and commercial land uses to be affected by air pollutants emitted from existing nearby sources. A stationary source air quality analysis will therefore be conducted, following the procedures outlined in the *CEQR Technical Manual,* to determine whether these emissions have the potential to cause violations of national ambient air quality standards or health-related guideline values within these residential areas.

Mobile Source Analyses

The specific work program for the mobile source (traffic-related) air quality studies is as follows:

- Update existing air quality data. Collect and summarize existing ambient air quality data for the study area.
- Based on findings from traffic and parking analysis, determine receptor locations for microscale analysis. Critical receptor locations to be analyzed will include high volume and/or heavily congested intersections and highly utilized parking facilities found in the traffic and parking analysis where the maximum total pollutant concentrations with the proposed action or incremental pollution concentrations resulting from the proposed action are likely to occur and where people are likely to have continuous access. Locations may include sidewalks, parks, schools, or other sensitive uses next to or above roadways, pedestrian paths in or near parking facilities, etc.
- Select dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the USEPA mobile source CAL3QHR dispersion model will be used for the carbon monoxide microscale analysis.
- Emissions from any on-site parking facilities will be modeled using the procedures as described in the CEQR Technical Manual. Cumulative impacts from on-street sources and parking emissions will be calculated.
- Select "worst-case" meteorological conditions. Worst-case conditions to be assumed are 1.0 meter/second wind speed, Class D stability, 50°F temperature, and 0.70 persistence factor.
- Select appropriate background levels. For the microscale carbon monoxide analysis, appropriate background levels for the study area will be obtained from NYSDEC and NYCDEP.
- Select emission calculation methodology. Vehicular emissions will be computed using the EPA-developed MOBILE6 model. NYSDEC and DEP-supplied information will be used regarding credits to account for the state vehicle emission inspection and maintenance program, and the state anti-tampering program.
- Determine pollutant levels. At each microscale analysis site calculate, maximum 1- and 8-hour carbon monoxide concentrations for existing conditions, the future without the proposed action, and the future with the proposed action. Contributions from any on-site parking facilities will be included where appropriate.

Ped Min g	3.6		3.6	3.6

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds		X	
WB Left	P	P			SB Left	P		
Thru	P	P			Thru	P		
Right					Right	P		
Peds					Peds	X	X	
NB Right					EB Right			
SB Right					WB Right			
Green	16.0	21.0				31.0	7.0	
Yellow	3.0	3.0				3.0		
All Red	2.0	2.0				2.0	0.0	0.0

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		533	98	349	721					129	1420	181
PHF		0.95	0.95	0.95	0.95					0.95	0.95	0.95
Adj flow		561	103	367	759					136	1495	191
No. Lanes	0	2	0	0	2	0	0	0	0	0	5	0
Lane group		TR		DefL	T						LTR	
Adj flow		664		367	759						1822	
Prop LTs		0.000		1.000	0.000						0.075	
Prop RTs		0.155			0.000						0.105	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound					Southbound	
LG	TR		DefL	T						LTR	
So	1900		1900	1900						1900	
Lanes	2	0	0	2	0	0	0	0	0	5	0
fW	0.933		0.933	0.933						0.967	
fHV	1.000		1.000	1.000						1.000	
fG	1.000		1.000	1.000						1.000	
fP	0.900		0.850	1.000						0.960	
fBB	0.960		1.000	1.000						0.984	
fA	0.90*		0.90*	0.90*						0.90*	
fLU	0.95		1.00	1.00						0.91	
fRT	0.977			1.000						0.984	
fLT	1.000		0.950	1.000						0.996	
Sec.			0.154								
fLpb	1.000		0.984	1.000						1.000	
fRpb	0.990			1.000						0.995	
S	2533		1268	1596						6934	
Sec.			205								

CAPACITY AND LOS WORKSHEET

- Compare with standards and impact evaluation. Existing and future carbon monoxide pollutant levels will be compared with standards and the City's de minimis criteria, and with one another to determine trends and action impacts.
- Assess the consistency of the proposed action with the strategies contained in the State Implementation Plan (SIP) for the area. Consistency with the applicable SIP for the area will be determined. At any receptor sites where violations of standards occur, determine what mitigation measures will be required to attain standards.
- Examine mitigation measures, as necessary. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the proposed action.
- An analysis of PM10 and PM2.5 will be conducted, if applicable, following procedures that are currently being developed and updated by NYCDEP.

Stationary Source Analyses

There will be an analysis of the potential for the emissions from the HVAC systems of the projected and potential sites to significantly impact existing land uses or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts).

- Three criteria pollutants will be considered; NO2, PM10, and SO2.
- The estimated short-term and annual pollutant concentrations of the criteria pollutants will be added to appropriate background levels, and total pollutant concentrations will be compared with NAAQS standards to determine whether there will be the potential for a violation of these standards at any of the areas that will be rezoned to permit residential uses.
- Although the CEQR Technical Manual guidelines also require the consideration of large emission sources located within 1,000 feet of the new residential areas, field surveys indicate that there are no such sources,

Analysis of Air Toxics

The analysis will be conducted as follows:

- In accordance with the CEQR Technical Manual, emissions from industrial/manufacturing or commercial facilities located within 400 feet of the projected or potential residential development sites (i.e., the air quality study area) will be considered. Based on field surveys, it appears that a number of the industrial/manufacturing or commercial facilities, including auto body repair shops, graphic art facilities, dry cleaners, are located in or near the area to be rezoned. Although the *CEQR Technical Manual* guidelines also require the consideration of large emission sources located within 1,000 feet of the new residential areas, field surveys indicate that there are no such sources.
- A list of potential emission sources within the air quality study area will be compiled based on USEPA, NYSDEC, and NYCDEP's databases and field observations. If facility types are commonly associated (based on SIC code and USEPA AP-42 emission descriptions) with potentially harmful pollutants, emission information for these facilities will be requested from NYCDEP's Bureau of Environmental Compliance (BEC). Emission and stack parameter data contained in BAR operating permits will then be used to estimate any potential for these sources to result in air quality levels at the new residential sites that exceed applicable air quality standards and guidelines.
- Guidelines values, developed by EPA and NYSDEC (as described in the 2001 CEQR Technical Manual) will be used for determining potential project impacts of the toxic air pollutants. These are short-term (1-hr) SGC and long-term (annual) AGC guideline values (NYDEC Air Guide-1,

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 23rd Street

Inter.: Broadway @ 23rd Street
Area Type: CBD or Similar
Jurisd: 21673
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	0	0	0	0	4	0
LGConfig		TR			LT						LT	
Volume		682	85	57	262					264	607	
Lane Width		15.0			15.0						15.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1448	3259	0.55	0.44	19.9	B	19.9	B
Westbound								
LT	1089	2450	0.31	0.44	16.8	B	16.8	B
Northbound								
Southbound								
LT	2528	5688	0.36	0.44	17.0	B	17.0	B

Intersection Delay = 18.1 (sec/veh) Intersection LOS = B

Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (USEPA Integrated Risk Information System (IRIS) and EPA Health Effect Assessment Summary Tables).

EPA's "Hazard Index Approach" will be utilized to assess exposure levels associated with non-carcinogenic toxic air pollutants, and EPA's unit risk approach will be used to assess potential long-term impacts of the carcinogenic pollutants. The "Hazard Index Approach" is based on estimating the ratio of pollutant concentrations divided by their respective health-related Guideline Values (GVs). Results of the stationary source air quality analysis for air toxics will be compared to the appropriate measures of environmental impact, as follows:

- Non-carcinogenic air pollutant results will be compared with applicable guideline values. If the total ratio of pollutant concentrations obtained by dividing by their respective GV value is found to be less than 1 for all pollutants combined, no significant air quality impacts will be predicted to occur due to non-carcinogenic toxic pollutant releases.
- Carcinogenic air pollutant results will be compared with EPA cancer risk threshold level of one-in-one million. Potential impacts will be reported if the total incremental cancer risk estimated from the emissions of all of the carcinogenic toxic pollutants combined is greater than one-in-one million.
- Estimates will be made using the USEPA's AERMOD dispersion model. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for both stationary sources and air toxics analyses.

Cumulative Boiler Assessment

A cumulative boiler impact analysis will be performed for development sites that would be located in close proximity to one another and will be evaluated as "clusters" to estimate the potential cumulative impacts from the combined heating system emissions on existing land uses. A detailed dispersion analysis will be conducted.

Analysis of Large Scale Emission Sources on Projected and Potential Residential Development

A screening analysis would be performed in order to determine if detailed analyses of large scale sources of boiler emissions (i.e. existing commercial, institutional, manufacturing or large-scale residential developments) onto projected and potential residential development is necessary. If the proposed action does not pass initial screening analysis, a more detailed analysis using AERMOD will be performed.

TASK 19. NOISE

This chapter will examine potential noise impacts due to vehicular noise from project generated traffic (mobile sources) on sensitive receptors in the community and noise impacts from stationary sources on proposed residential uses or other sensitive receptors in the project study area. The noise analysis will evaluate the following:

- Changes in traffic noise levels as a result of the proposed action.
- Stationary source noise impacts at or near new sensitive receptors.
- Achievement of acceptable interior noise levels at projected and potential development sites.
- Short-term construction phase noise and vibration impacts.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: Broadway @ 23rd Street
Area Type: CBD or Similar
Jurisdiction: 21673
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 23rd Street
North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		682	85	57	262					264	607	
% Heavy Veh		6	3	2	3					36	11	
PHF		0.96	0.95	0.95	0.95					0.95	0.95	
PK 15 Vol		178	22	15	69					69	160	
Hi Ln Vol												
% Grade		0			0						0	
Ideal Sat		1900			1900						1900	
ParkExist												
NumPark												
No. Lanes	0	2	0	0	2	0	0	0	0	0	4	0
LGConfig		TR			LT						LT	
Lane Width		15.0			15.0						15.0	
RTOR Vol			0									
Adj Flow		799			336						917	
%InSharedLn												
Prop LTs		0.000			0.179						0.303	
Prop RTs		0.111			0.000						0.000	
Peds Bikes	0		0					0				
Buses		10			10						0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0			0.0						0.0	
Arriv. Type		3			3						3	
Unit Ext.		3.0			3.0						3.0	
I Factor		1.000			1.000						1.000	
Lost Time		2.0			2.0						2.0	
Ext of g		2.0			2.0						2.0	

Analysis Methodology:

Existing noise levels will be determined by monitoring future residential and other locations. Future noise levels will be estimated based on the proportionate change in traffic volume between existing and future conditions (Future Noise Level (dBA) = Existing Noise Level (dBA) + $10L_{og}$ (Future PCE/Existing PCE)) for both no-build and build conditions.

The *CEQR Technical Manual* recommended L_{10} (1-hour) descriptor will be used to characterize noise in the analysis.

Tasks

The tasks below will be performed following the guidelines contained in the *CEQR Technical Manual.*

- Site Selection: Potentially affected sites will be selected during a site visit and in consultation with DCP. Selected sites will be representative of the future sensitive sites subject to the rezoning.
- Data Collection: At the identified locations existing noise readings will be determined by performing one-hour equivalent continuous noise levels (Leq) and statistical percentile noise levels. The noise levels will be measured in units of "A" weighted decibels (dBA). The monitoring periods will coincide with the peak traffic noise periods. Two types of receptor sites will be selected: sites where the proposed rezoning would have the potential for significant impacts due to project-generated traffic and sites that are used to determine the building attenuation to comply with noise regulations.
- Build Year Noise Level Estimates: Following procedures outlined in the CEQR Technical Manual for assessing stationary and mobile source noise impact, future no-action and project noise will be estimated at the proposed sensitive land uses. Existing noise levels and mathematical models based on acoustic fundamentals will be used to determine the future no-action and action noise levels.
- Noise Criteria: CEQR air-borne noise criteria will be followed while determining project impacts at the future sensitive sites in the project area. The criteria will take into consideration the indoor and outdoor areas at the monitored sites, which are representative of future sensitive land uses in the area.
- Build Year Noise Impacts: Noise impacts will be determined by comparing future project noise levels with no-action noise levels following the CEQR methodology. Also, since the proposed action would introduce new sensitive receptors future noise levels will be compared with CEQR noise exposure guidelines. Both methodologies will be used in Impact determination.
- Noise from nearby stationary sources will also be assessed.
- Noise Abatement Analysis: At locations where abatement may be required, appropriate mitigation measures will be considered following the CEQR guidelines and recommendations for their implementation will be made (CEQR Technical Manual, Table 3R-4). Future residential buildings, where mitigation may be required as a result of rezoning, may receive (E) designation to ensure that noise attenuation is provided to comply with acceptable interior noise requirements.
- Construction Impacts: Construction phase noise impacts will be qualitatively assessed and recommendations will be made to comply with NYC DEP guidelines contained in DNA Report #CON-79-001 and New York City Noise Code. Noise and ground-borne vibration impacts during

Ped Min g	3.2		3.2	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		40.0				40.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		682	85	57	262					264	607	
PHF		0.96	0.95	0.95	0.95					0.95	0.95	
Adj flow		710	89	60	276					278	639	
No. Lanes	0	2	0	0	2	0	0	0	0	0	4	0
Lane group		TR			LT						LT	
Adj flow		799			336						917	
Prop LTs		0.000			0.179						0.303	
Prop RTs		0.111			0.000						0.000	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR			LT						LT		
So	1900			1900						1900		
Lanes	0 2	0	0	2	0	0	0	0	0	4	0	
fW	1.100			1.100						1.100		
fHV	0.946			0.973						0.843		
fG	1.000			1.000						1.000		
fP	1.000			1.000						1.000		
fBB	0.980			0.980						1.000		
fA	0.90*			0.90*						0.90*		
fLU	0.95			0.95						0.91		
fRT	0.983			1.000						1.000		
fLT	1.000			0.719						0.985		
Sec.												
fLpb	1.000			1.000						1.000		
fRpb	1.000			1.000						1.000		
S	3259			2450						5688		
Sec.												

CAPACITY AND LOS WORKSHEET

construction will be addressed at vulnerable sites and if necessary, appropriate recommendations will be made for their control.

TASK 20. CONSTRUCTION IMPACTS

Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, air quality conditions and mitigation of hazardous materials. Because there are no specific plans for individual buildings, the construction assessment for the rezoning action will be qualitative, focusing on areas where construction activities may pose specific environmental problems. The chapter will address all projected sites for technical areas of concern related to construction. Suggestions on incorporating measures to avoid potential impacts will also be included.

TASK 21. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction and natural resources. A public health assessment may be warranted if a proposed action results in a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water; c) solid waste management practices that could attract vermin and result in an increase in pest populations; d) potentially significant adverse impacts to sensitive receptors from noise and odors; or e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts. Based on the findings of the tasks discussed above, the EIS will provide an assessment of potential public health impacts, following the guidelines presented in the *CEQR Technical Manual.*

TASK 22. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agency. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 23. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. The alternatives are usually defined when the full extent of project impacts are identified, but at this time it is anticipated that they will include the following:

As-of-Right (Future No Action Scenario) Alternative – An As-of-Right Alternative, which assumes no area-wide rezoning but includes as-of-right development from individual projects proposed by others in the rezoning area; and

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 24th Street

Inter.: Broadway @ 24th Street
Area Type: CBD or Similar
Jurisd: 21665
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	2	0	0	0	0	0	0	0	2	0
LGConfig			R								T	
Volume			200								265	
Lane Width			15.0								15.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		35.0				45.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
							18.6	B
R	1083	2786	0.19	0.39	18.6	B		
Westbound								
Northbound								
Southbound								
T	1686	3372	0.17	0.50	12.5	B	12.5	B

Intersection Delay = 15.1 (sec/veh) Intersection LOS = B

Arts Bonus Alternative - The Arts Bonus Alternative is identical to the proposed action except that it includes a Floor Area bonus for the provision of arts and performance spaces in the Arts and Entertainment Core Subdistrict.

The Bonus, applicable in all three zoning categories within the Subdistrict (C4-4D, C6-3, and C4-7), would require that for every three square feet of floor area bonused, one square foot of such bonused floor area would be used for arts or performance. In order to ensure that these uses would be accessible to the public and meet the goal of enhancing the Subdistrict and character of 125th Street, these uses would be required to have direct access to 125th Street. However, the uses themselves would not be required to be on the ground floor. In order to ensure that developers using the bonus generate bona fide arts and performance venues, requirements would be included regarding written commitments to the operation of the arts or performance space, submission of plans for arts or performance spaces identifying adequate physical and fiscal resources, and the process for certification by the Chairperson of City Planning in cooperation with the Department of Cultural Affairs.

The bonus available under this alternative would provide an increase in the base commercial FARs of the three affected zoning districts, which would not be available under the proposed action. In the C4-7 district, the 10 FAR commercial base would be bonusable up to a maximum 12 FAR; in the C6-3 district, the 6 FAR commercial base would be bonusable up to a maximum 8 FAR; and in the C4-4D district, the 4 FAR commercial base would be bonusable up to a maximum 5.4 FAR. This alternative would not change the maximum residential FARs. The bonus would not replace the Inclusionary Zoning bonus. Unlike the Inclusionary Zoning bonus, it could be used in an entirely non-residential building. Like the Inlcusionary bonus, it could be used in mixed-use buildings including residential. The bonus available in exchange for providing arts and performance spaces would increase the base allowed FAR up to the maximum allowed FAR as follows:

Zoning District:	**Residential FAR:**		**Commercial FAR:**	
	Base	**Max.**	**Base**	**Max.**
C4-7	9	12	10	12
C6-3	6	8	6	8
C4-4D	5.4	7.2	4	5.4

This alternative seeks to achieve the same goals and objectives as the proposed action while incentivizing arts uses in the Arts and Entertainment Core Subdistrict in order to sustain and enhance the district's identity as a premier venue for the Arts. The list of qualifying Arts Bonus uses would be a subset of the qualifying Arts and Entertainment-related use Requirement in the same Subdistrict. This subset focuses on Arts uses, such as a visual arts gallery or alternative performance space that might not be sufficiently incentivized by the Arts and Entertainment Requirement. This is intended to stimulate a more diverse range of uses in the Core.

C4-4D Alternative - This alternative is identical to the proposed action except that the C4-4D alternative will analyze mapping a C4-4D district rather than a C4-4A district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: Broadway @ 24th Street
Area Type: CBD or Similar
Jurisdiction: 21665
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 24th Street North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume			200								265	
% Heavy Veh			1								6	
PHF			0.95								0.95	
PK 15 Vol			53								70	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat			1900								1900	
ParkExist												
NumPark												
No. Lanes	0	0	2	0	0	0	0	0	0	0	2	0
LGConfig			R								T	
Lane Width			15.0								15.0	
RTOR Vol			0									
Adj Flow			211								279	
%InSharedLn												
Prop LTs											0.000	
Prop RTs			1.000							0.000		
Peds Bikes	0		0									
Buses			0								0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet			0.0								0.0	
Arriv. Type			3								3	
Unit Ext.			3.0								3.0	
I Factor		1.000									1.000	
Lost Time			2.0								2.0	
Ext of g			2.0								2.0	

The portion of 125th Street that would be mapped with a C4-4D designation under this alternative contains a mix of buildings ranging in height from one to four stories, with three vacant lots. The majority of the land uses within this area is commercial with existing buildings that contain ground floor retail with vacant upper floors, office uses, vacant lots and a church. Although there are five buildings with residential uses, the predominant land use in this area is not residential. The MTA Metro-North railroad line runs along Park Avenue directly east of this area.

This alternative seeks to achieve the same goals and objectives of the proposed action while incentivizing new mixed-use development that capitalizes on the proximity to mass transit, specifically on the proximity to the 125th Street station of the MTA Metro-North railroad line on Park Avenue and 125th Street. The primary difference is that the C4-4D district for this area would allow new mixed-use development at a higher density than what is allowed under the proposed action's C4-4A district. The C4-4D district would have a maximum FAR of 7.2, whereas the C4-4A district would have a maximum FAR of 4.0. In addition, the C4-4D district would expand opportunities to create affordable housing through the inclusionary housing bonus proposed under the special district regulations, not available under the proposed action's C4-4A district. The C4-4D district under this alternative would be consistent with the other C4-4D districts that are part of the proposed action.

The alternatives analysis is primarily qualitative, except where impacts of the proposed action have been identified. For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

TASK 24. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the proposed action:

- Unavoidable Adverse Impacts - which summarizes any significant adverse impacts that are unavoidable if the rezoning is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the proposed action - which generally refer to "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources - which summarizes the proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 25. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the proposed project, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. The executive summary will be written in enough detail to facilitate the drafting of a notice of completion by the lead agency.

Ped Min g	3.2			

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left								
Thru								
Right		P						
Peds		X						
WB Left								
Thru								
Right								
Peds		X						
NB Right								
SB Right								
NB Left								
Thru								
Right								
Peds					X			
SB Left								
Thru					P			
Right								
Peds								
EB Right								
WB Right								
Green		35.0			45.0			
Yellow		3.0			3.0			
All Red		2.0			2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V			200								265	
PHF			0.95								0.95	
Adj flow			211								279	
No. Lanes	0	0	2	0	0	0	0	0	0	0	2	0
Lane group			R								T	
Adj flow			211								279	
Prop LTs											0.000	
Prop RTs			1.000							0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG			R									T
So			1900									1900
Lanes	0	0	2	0	0	0	0	0	0	0	2	0
fW			1.100									1.100
fHV			0.990									0.943
fG			1.000									1.000
fP			1.000									1.000
fBB			1.000									1.000
fA			0.90*									0.90*
fLU			0.88									0.95
fRT			0.850									1.000
fLT												1.000
Sec.												
fLpb												1.000
fRpb			1.000									1.000
S			2786									3372
Sec.												

CAPACITY AND LOS WORKSHEET

125th Street Corridor Rezoning and Related Actions

Draft Scoping Document

APPENDICES

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 30th Street

Inter.: Broadway @ 30th St
Area Type: CBD or Similar
Jurisd: 21590
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	0	0	0	0	0	0	2	0
LGConfig		TR									LT	
Volume		280	35							88	698	
Lane Width		10.0									13.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				41.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	475	1096	0.70	0.43	29.0	C	29.0	C
Westbound								
Northbound								
Southbound								
LT	1233	2707	0.67	0.46	22.1	C	22.1	C

Intersection Delay = 24.1 (sec/veh) Intersection LOS = C

125th Street Corridor Rezoning and Related Actions Draft Scoping Document

Appendix - A

Table of Projected, Potential and Known Development Sites in 125th Street Rezoning Area

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	Broadway @ 30th St
Area Type:	CBD or Similar
Jurisdiction:	21590
Analysis Year:	2003

Project ID: Number 7 Train Expansion Project

East/West Street: 30th Street — North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		280	35							88	698	
% Heavy Veh		0	0							0	0	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		74	9							23	184	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist	X		X							X		X
NumPark	20		20							20		20
No. Lanes	0	1	0	0	0	0	0	0	0	0	2	0
LGConfig		TR									LT	
Lane Width		10.0									13.0	
RTOR Vol			0									
Adj Flow		332									828	
%InSharedLn												
Prop LTs		0.000									0.112	
Prop RTs		0.111									0.000	
Peds Bikes		52	0					52				
Buses		0									20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									3	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

REASONABLE WORST CASE DEVELOPMENT SCENARIO

FINAL October 10, 2006

assumptions:
Unit size - new development (sf) 900

site key:
proj Projected site
pot Potential site
known Known development

PROJECTED DEVELOPMENT SITES

site description:							existing conditions:												No-Action conditions:										
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	lost coov FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
1	proj	321 WEST 125 STREET	1952	19	6,012	12,022	C4-4	2.00	4		6,011	6,011											6,011	6,011							
	proj	319 WEST 125 STREET	1952	21	2,600	4,976	C4-4	1.91	4		2,488	2,488											2,488	2,488							
	proj	317 WEST 125 STREET	1952	22	2,328	6,761	C4-4	2.90	4		2,328	4,433											2,328	4,433							
		subtotal			**10,940**	**23,759**					**10,827**	**12,932**											**10,827**	**12,932**							**0**
2	proj	2329 FRED DOUGLASS BLVD	1952	29	**19,983**	**46,167**	C4-4	2.31	4		**15,983**	**30,184**				**4,000**			**14**				**15,983**	**30,184**					**4,000**		**14**
3	proj	362 WEST 125 STREET	1951	7	**12,475**	**11,890**	C4-4	0.95	4					**11,890**												**11,890**					**0**
4	proj	350 WEST 125 STREET	1951	51	**11,908**	**21,716**	C4-4	1.82	4									**21,716**					**10,858**	**10,858**							**0**
5	proj	324 WEST 125 STREET	1951	43	**8,983**	**36,136**	C4-4	4.02	4									**36,136**				**32**	**7,636**								**0**
6	proj	2100 ADAM C POWELL BLVD	1931	27	**12,500**	**33,740**	C4-7	2.70	10			**33,740**												**33,740**							**0**
7	proj	260 WEST 125 STREET	1930	55	**5,046**	**5,270**	C4-4	1.04	4									5,270					5,270								
	proj	260 WEST 125 STREET	1930	55	**5,046**	**5,270**	C4-4	1.04	3.44									5,270					5,270								
		subtotal			**10,092**	**10,540**												**10,540**					**10,540**								**0**
8	proj	256 WEST 125 STREET	1930	53	5,045	8,470	C4-4	1.68	4		4,235	4,235											4,235	4,235							
	proj	256 WEST 125 STREET	1930	53	10,093	16,945	C4-4	1.68	3.44		8,473	8,472											8,473	8,472							
	proj	252 WEST 125 STREET	1930	51	5,005	4,796	C4-4	0.96	4		4,796												4,796								
	proj	250 WEST 125 STREET	1930	50	2,523	2,375	C4-4	0.94	4		2,375												2,375								
	proj	246 WEST 125 STREET	1930	49	5,046	6,545	C4-4	1.30	4		6,545												6,545								
		subtotal			**27,712**	**39,131**					**26,424**	**12,707**											**26,424**	**12,707**							**0**
9	proj	226 WEST 125 STREET	1930	41	4,884	9,799	C4-4	2.01	4		9,799												9,799								
	proj	226 WEST 125 STREET	1930	41	4,884	9,799	C4-4	2.01	3.44		9,799												9,799								
	proj	222 WEST 125 STREET	1930	40	3,936	7,839	C4-4	1.99	4		7,839												7,839								
	proj	222 WEST 125 STREET	1930	40	3,936	7,839	C4-4	1.99	3.44		7,839												7,839								
	proj	208 WEST 125 STREET	1930	37	11,286	33,840	C4-4	3.00	4		33,840												33,840								
	proj	208 WEST 125 STREET	1930	37	11,286	33,840	C4-4	3.00	3.44		33,840												33,840								
		subtotal			**40,211**	**102,955**					**102,955**												**102,955**								**0**
10	proj	2105 ADAM C POWELL BLVD	1910	1	41,965	83,930	C4-7	2.00	10		15,000					68,930			196				15,000						68,930		196
	proj	2105 ADAM C POWELL BLVD	1910	1	6,787	6,787	C4-7	1.00	10							6,787													6,787		
	proj	125 WEST 125 STREET	1910	7501	11,500	23,000	C4-7	2.00	10		23,000												23,000								
		subtotal			**60,252**	**113,717**					**38,000**					**75,717**			**196**				**38,000**						**75,717**		**196**

Ped Min g	3.6				3.6			

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	39.0				41.0			
Yellow	3.0				3.0			
All Red	2.0				2.0			

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		280	35							88	698	
PHF		0.95	0.95							0.95	0.95	
Adj flow		295	37							93	735	
No. Lanes	0	1	0	0	0	0	0	0	0	0	2	0
Lane group		TR									LT	
Adj flow		332									828	
Prop LTs		0.000									0.112	
Prop RTs	0.111									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	0	1	0	0	0	0	0	0	0	0	2	0
fW	0.933									1.033		
fHV	1.000									1.000		
fG	1.000									1.000		
fP	0.700									0.850		
fBB	1.000									0.960		
fA	0.90*									0.90*		
fLU	1.00									0.95		
fRT	0.985									1.000		
fLT	1.000									0.994		
Sec.												
fLpb	1.000									0.994		
fRpb	0.996									1.000		
S	1096									2707		
Sec.												

CAPACITY AND LOS WORKSHEET

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

		With-Action conditions:														Increment:										
site:	project:	proposed zoning:	proposed resid FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
1	proj	C4-4D	7.2	1.8	0.85	42	8	5,110								42	-901	-6,011									New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	18	4	2,210								18	-278	-2,488									New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	16	3	1,979								16	-349	-4,433									New residential dev, ground floor retail, under With-Action scenario
						76	**15.2**	**9,299**							22	**76**	**-1,528**	**-12,932**							**0**	22	This dev site provides one level of below-grade parking under With-Action scenario
2	proj	C4-4D	7.2	1.8	1.7	**122**	**24**	**33,971**							55	**122**	**17,988**	**-30,184**					**-4,000**		**145**	41	New residential dev, two levels of retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
3	proj	C4-4D	7.2	1.8	0.85	**75**	**15**	**10,604**			**11,890**				22	**75**	**10,604**			**0**					**20**	22	New residential dev including new community facility (church), ground floor retail, under With-Action scenario. This dev site provides one level of below-grade parking including public parking under With-Action scenario
4	proj	C4-4D	7.2	1.8	0.85	**84**	**17**	**10,122**							24	**84**	**-736**	**-10,858**							**0**	24	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action scenario
5	proj	C4-4D	7.2	1.8	0.85	**63**	**13**	**7,636**							0	**31**	**0**								**0**	0	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario
6	proj	C4-7	12	3	1.7	**143**	**29**	**21,250**							30	**143**	**21,250**	**-33,740**							**0**	30	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action scenario
7	proj	C6-3	6	0	1.7			8,578	10,092	11,606							3,308	10,092	11,606								Mart125, City sponsored project, North portion of lot 55, Building gets occupied with retail under No-Action scenario. New retail/commercial dev, under With-Action scenario
	proj	C4-4D	5.4	0	1.7			8,578	10,092	8,578							3,308	10,092	8,578								Mart125, City sponsored project, South portion of lot 55, Building gets occupied with retail under No-Action scenario. New retail/commercial dev, under With-Action scenario
								17,156	**20,184**	**20,184**					**0**		**6,616**	**20,184**	**20,184**						**50**	**0**	This dev site provides one level of below-grade public parking under With-Action scenario
8	proj	C6-3	8	2	1.7	35	7	8,577								35	4,341	-4,235									North portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	62	12	17,158								62	8,685	-8,472									South portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	35	7	8,509								35	3,713										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	18	4	4,289								18	1,914										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	35	7	8,578								35	2,033										New residential dev, two levels of retail, under With-Action scenario
						185	**37**	**47,110**							73	**185**	**20,686**	**-12,707**							**150**	73	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
9	proj	C6-3	8	2	1.7	34	7	8,303								34	-1,496										North portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	30	6	8,303								30	-1,496										South portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	28	6	6,691								28	-1,148										North portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	24	5	6,691								24	-1,148										South portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	79	16	19,185								79	-14,855										North portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	69	14	19,185								69	-14,855										South portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
						264	**53**	**68,359**							108	**264**	**-34,596**								**150**	108	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
10	proj	C4-7	10	0	2.5			104,913	314,738								89,913	314,738									Center portion of block 1910, State parking garage. New commercial dev, 2.5 FAR of retail.
	proj	C4-7	10	0	2.5			16,968	50,903								16,968	50,903									Portion of block 1910, Ramps for parking garage. New commercial dev, 2.5 FAR of retail.
	proj	C4-7	10	0	2.5			28,750	86,250								5,750	86,250									South-center portion of block 1910, H&M store. New commercial dev, 2.5 FAR of retail.
								150,630	**451,890**						196		**112,630**	**451,890**								0	This dev site provides two levels of below-grade parking including public parking under With-Action scenario

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 31st Street

Inter.: Broadway @ 31st St
Area Type: CBD or Similar
Jurisd: 21580
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	2	0
LGConfig					LT						TR	
Volume				62	611						724	177
Lane Width					11.0						12.0	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				41.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	1181	2725	0.60	0.43	21.8	C	21.8	C
Northbound								
Southbound								
TR	1105	2425	0.86	0.46	30.6	C	30.6	C

Intersection Delay = 26.8 (sec/veh) Intersection LOS = C

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

site description:							existing conditions:															No-Action conditions:														
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:						
11	proj	158 WEST 125 STREET	1909	59	10,091	15,091	C4-4	1.50	4		15,091												15,091														
	proj	2089 ADAM C POWELL BLVD	1909	63	2,523	7,569	C4-4	3.00	4			2,523						5,046					2,523	5,046													
		subtotal:			12,614	22,660					15,091	2,523						5,046					17,614	5,046							0						
12	proj	120 WEST 125 STREET	1909	44	5,046	10,000	C4-4	1.98	4		10,000												10,000														
	proj	124 WEST 125 STREET	1909	46	10,092	8,975	C4-4	0.89	4		8,975								6				8,975								6						
	proj	124 WEST 125 STREET	1909	46	10,092	8,975	C4-4	0.89	3.44		8,975												8,975														
		subtotal:			25,229	27,950					27,950								6				27,950								6						
13	proj	111 WEST 124 STREET	1909	26	2,523	0	C4-4	0.00	3.44									2,523		3			7,569														
	proj	109 WEST 124 STREET	1909	27	2,523	0	C4-4	0.00	3.44									2,523		3			7,569														
	proj	107 WEST 124 STREET	1909	28	2,523	0	C4-4	0.00	4									2,523		3			7,569														
	proj	281 LENOX AVENUE	1909	29	1,400	4,140	C4-4	2.96	4									4,140		3			4,200														
	proj	283 LENOX AVENUE	1909	129	1,400	4,140	C4-4	2.96	4									4,140		3			4,200														
	proj	285 LENOX AVENUE	1909	30	1,400	4,140	C4-4	2.96	4									4,140		3			4,200														
	proj	287 LENOX AVENUE	1909	31	1,475	1,416	C4-4	0.96	4									1,416		3			4,425														
	proj	289 LENOX AVENUE	1909	32	1,894	1,875	C4-4	0.99	4									1,875		3			5,682														
	proj	291 LENOX AVENUE	1909	33	10,092	34,013	C4-4	3.37	4									34,013		3			30,276														
	proj	108 WEST 125 STREET	1909	38	2,523	0	C4-4	0.00	4									2,523		3			7,569														
	proj	110 WEST 125 STREET	1909	39	2,523	0	C4-4	0.00	4									2,523		3			7,569														
		subtotal:			30,276	49,724												62,339					90,828								0						
14	proj	35 WEST 125 STREET	1723	17	9,992	17,124	C4-4	1.71	4		13,724	3,400											13,724	3,400													
	proj	33 WEST 125 STREET	1723	21	1,998	8,778	C4-4	4.39	4		1,400				7,378								1,400					7,378									
	proj	31 WEST 125 STREET	1723	22	1,998	7,296	C4-4	3.65	4		1,400				5,896								1,400					5,896									
	proj	29 WEST 125 STREET	1723	122	1,998	7,296	C4-4	3.65	4		2,997	4,299											2,997	4,299													
	proj	38 WEST 126 STREET	1723	53	1,998	0	C4-4	0.00	3.44							1,998													1,998								
		subtotal:			17,984	40,494					19,521	7,699			13,274	1,998							19,521	7,699				13,274	1,998		0						
15	proj	5 WEST 125 STREET	1723	31	21,804	0	C4-4	0.00	3.44									21,804	6	0.85	63	32	18,533			66,720					32						
	proj	16 WEST 126 STREET	1723	144	1,874	2,865	C4-4	1.53	3.44									2,865		0.85	5	3	1,593			5,734					3						
	proj	18 WEST 126 STREET	1723	45	1,874	0	C4-4	0.00	3.44									1,874		0.85	5	3	1,593			5,734					3						
		subtotal:			25,552	2,865												26,543	6		73	37	21,719			78,189					37						
16	proj	76 WEST 125 STREET	1722	168	1,892	1,892	C4-4	1.00	4		1,892												1,892														
	proj	74 WEST 125 STREET	1722	68	1,892	1,892	C4-4	1.00	4		1,892												1,892														
	proj	72 WEST 125 STREET	1722	67	1,892	1,892	C4-4	1.00	4		1,892												1,892														
	proj	70 WEST 125 STREET	1722	66	1,935	3,783	C4-4	1.96	4		2,522	1,261											2,522	1,261													
	proj	68 WEST 125 STREET	1722	65	2,422	2,422	C4-4	1.00	4		2,422												2,422														
	proj	64 WEST 125 STREET	1722	63	5,147	5,147	C4-4	1.00	4		5,147												5,147														
		subtotal:			15,180	17,028					15,767	1,261											15,767	1,261							0						
17	proj	62 WEST 125 STREET	1722	62	2,876	9,180	C4-4	3.19	4		2,445				6,735					0.85	7		2,445														
	proj	60 WEST 125 STREET	1722	61	2,018	5,192	C4-4	2.57	4		2,000				3,192					0.85	4		1,715														
	proj	58 WEST 125 STREET	1722	60	2,826	9,012	C4-4	3.19	4		2,000							7,012		0.85	7		2,402														
	proj	56 WEST 125 STREET	1722	59	2,018	5,192	C4-4	2.57	4		2,000							3,192		0.85	4		1,715														
	proj	54 WEST 125 STREET	1722	58	2,876	9,180	C4-4	3.19	4		4,000							5,180		0.85	7		2,445														
		subtotal:			12,614	37,756					12,445				9,927			15,384			29		10,722								0						
18	proj	69 EAST 125 STREET	1750	28	2,498	6,750	C4-4	2.70	4	2	3,000	1,250								0.85	9	5	2,123			6,245					5						
	proj	71 EAST 125 STREET	1750	29	2,498	0	C4-4	0.00	4									2,498		0.85	9	5	2,123			6,245					5						
	proj	75 EAST 125 STREET	1750	30	3,796	3,848	C4-4	1.01	4					3,848						0.85	13	7	3,227			9,490					7						
	proj	58 EAST 126 STREET	1750	44	1,998	2,934	C4-4	1.47	3.44									2,934		0	8	4	0			6,114					4						
		subtotal:			10,790	13,532				2	3,000	1,250		3,848				5,432			39	20	7,473			28,094					20						
19	proj	1824 PARK AVENUE	1750	40	13,493	1,798	C4-4	0.13	4							13,493			45										13,493		45						
	proj	81 EAST 125 STREET	1750	34	4,493	20,586	C4-4	4.58	4									20,586									20,586									
		subtotal:			17,986	22,384										13,493		20,586	45								20,586		13,493		45						

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	Broadway @ 31st St
Area Type:	CBD or Similar
Jurisdiction:	21580
Analysis Year:	2003
Project ID:	Number 7 Train Expansion Project
	East/West Street: 31st Street
	North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				62	611						724	177
% Heavy Veh				2	3						6	3
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				16	161						191	47
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist						X				X		X
NumPark						20				20		20
No. Lanes	0	0	0	0	2	0	0	0	0	0	2	0
LGConfig					LT						TR	
Lane Width					11.0						12.0	
RTOR Vol												0
Adj Flow					708						948	
%InSharedLn												
Prop LTs					0.092						0.000	
Prop RTs				0.000						0.196		
Peds Bikes	52									52		0
Buses					0						20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						3	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

		With-Action conditions:														Increment:												
site:	proj/pot	proposed zoning:	proposed resid FAR:	bl bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
11	proj	C6-3	8	2	1.7	71	14	17,155								71	2,064										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	18	4	4,289								18	1,766	-5,046									Retail and offices renovation under No-Action scenario, New residential dev, two levels of retail, under With-Action scenario
						89	**18**	**21,444**							**19**	**89**	**3,830**	**-5,046**							**23**	**19**	This dev site provides one level of below-grade parking including public parking under With-Action scenario
12	proj	C6-3	8	2	1.7	35	7	8,578								35	-1,422										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	71	14	17,156								71	8,181										North portion of lot 46, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	62	12	17,156								62	8,181										South portion of lot 46, New residential dev, two levels of retail, under With-Action scenario
						168	**34**	**42,889**							**67**	**133**	**16,361**								**150**	**61**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
13	proj	C4-4D	7.2	1.8	1.7	15	3	4,289								15	-3,260										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	15	3	4,289								15	-3,260										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	15	3	4,289								15	-3,260										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	9	2	2,380								9	-1,820										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	9	2	2,380								9	-1,820										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	9	2	2,380								9	-1,820										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	9	2	2,508								9	-1,918										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	12	2	3,220								12	-2,462										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	71	14	17,156								71	-13,120										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	18	4	4,289								18	-3,260										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	18	4	4,289								18	-3,260										New retail dev under No-Build scenario, New residential dev, two levels of retail, under With-Action scenario
						200	**40**	**51,469**							**81**	**200**	**-39,359**								**150**	**81**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
14	proj	C4-7	12	3	1.7	114	23	16,986								114	3,262	-3,400									New residential dev, two levels of retail, under With-Action scenario
	proj	C4-7	12	3	1.7	23	5	3,397								23	1,997	0				-7,378					New residential dev, two levels of retail, under With-Action scenario
	proj	C4-7	12	3	1.7	23	5	3,397								23	1,997	0				-5,896					New residential dev, two levels of retail, under With-Action scenario
	proj	C4-7	12	3	1.7	23	5	3,397								23	400	-4,299									New residential dev, two levels of retail, under With-Action scenario
	proj	R6A	3	0	0	0		0					1,998										-1,998				Lot used for access to required parking and loading, no development above
						183	**37**	**27,176**					**1,998**		**39**	**183**	**7,655**	**-7,699**				**-13,274**	**-1,998**		**121**	**39**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
15	proj	C4-4A	4	0	0.85	76		18,533								13	0			-66,720							New resid/community facility dev, ground floor retail, under No-Action, New resid, dev, ground floor retail, under With-Action scenario
	proj	C4-4A	4	0	0.85	7		1,593								2	0			-5,734							New resid/community facility dev, ground floor retail, under No-Action, New resid, dev, ground floor retail, under With-Action scenario
	proj	C4-4A	4	0	0.85	7		1,593								2	0			-5,734							New resid/community facility dev, ground floor retail, under No-Action, New resid, dev, ground floor retail, under With-Action scenario
						90		**21,719**							**45**	**17**	**0**			**-78,189**					**150**	**8**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
16	proj	C6-3	8	2	1.7	13	3	3,216								13	1,324										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	13	3	3,216								13	1,324										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	13	3	3,216								13	1,324										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	14	3	3,290								14	768	-1,261									New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	17	3	4,117								17	1,695										New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	36	7	8,750								36	3,603										New residential dev, two levels of retail, under With-Action scenario
						106	**21**	**25,806**							**0**	**106**	**10,039**	**-1,261**							**0**	**0**	
17	proj	C6-3	8	2	1.7	20	4	4,889								13	2,445										Vacant bldg is occupied with resid and ground floor retail, under No-Action, New resid dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	14	3	3,431								10	1,715										Vacant bldg is occupied with resid and ground floor retail, under No-Action, New resid dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	20	4	4,804								13	2,402										Vacant bldg is occupied with resid and ground floor retail, under No-Action, New resid dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	14	3	3,431								10	1,715										Vacant bldg is occupied with resid and ground floor retail, under No-Action, New resid dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	20	4	4,889								13	2,445										Vacant bldg is occupied with resid and ground floor retail, under No-Action, New resid dev, two levels of retail, under With-Action scenario
						88	**18**	**21,444**							**0**	**59**	**10,722**								**0**	**0**	
18	proj	C4-4A	4	0	0.85	9		2,123								0	0			-6,245							New resid, / community facility dev, ground floor retail, under No-Action scenario, New resid, dev, ground floor retail, under With-Action scenario
	proj	C4-4A	4	0	0.85	9		2,123								0	0			-6,245							New resid, / community facility dev, ground floor retail, under No-Action scenario, New resid, dev, ground floor retail, under With-Action scenario
	proj	C4-4A	4	0	0.85	9		3,227			3,848					-4	0			-5,642							New residential and community facility (church) dev, ground floor retail, under No-Action and With-Action scenarios
	proj	R6A	3	0	0	7		0								-1	0			-6,114							New residential and community facility dev, under No-Action and With-Action scenarios
						34		**7,473**			**3,848**				**17**	**-5**	**0**			**-24,246**					**0**	**-3**	This dev site provides one level of below-grade parking under With-Action scenario
19	proj	C6-3	8	2	1.7	94	19	22,938								94	22,938						-13,493				New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	6	0	0	5	1	0				20,586				5					0						Known dev (Corn Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing building remains, transfers 1 FAR of dev rights to lot 40
						99	**20**	**22,938**				**20,586**			**37**	**99**	**22,938**				**0**		**-13,493**		**0**	**-8**	This dev site provides one level of below-grade parking under With-Action scenario

Ped Min g	3.6			3.6

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				41.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				62	611						724	177
PHF				0.95	0.95						0.95	0.95
Adj flow				65	643						762	186
No. Lanes	0	0	0	0	2	0	0	0	0	0	2	0
Lane group					LT						TR	
Adj flow					708						948	
Prop LTs					0.092						0.000	
Prop RTs					0.000						0.196	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG					LT						TR	
So					1900						1900	
Lanes	0	0	0	0	2	0	0	0	0	0	2	0
fW					0.967						1.000	
fHV					0.972						0.949	
fG					1.000						1.000	
fP					0.900						0.850	
fBB					1.000						0.960	
fA					0.90*						0.90*	
fLU					0.95						0.95	
fRT					1.000						0.971	
fLT					0.995						1.000	
Sec.												
fLpb					0.997						1.000	
fRpb					1.000						0.993	
S					2725						2425	
Sec.												

CAPACITY AND LOS WORKSHEET

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

site description:							existing conditions:																No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
20	proj	60 EAST 125 STREET	1749	48	2,523	0	C4-4	0.00	4									2,523		0.85	9	5	2,145								
	proj	58 EAST 125 STREET	1749	49	2,523	0	C4-4	0.00	4									2,523		0.85	9	5	2,145								
		subtotal			5,046	0												5,046			18	9	4,289								0
21	proj	71 EAST 124 STREET	1749	31	12,615	0	C4-7	0.00	10									12,615		3			37,845	88,305							
	proj	1800 PARK AVENUE	1749	33	3,539	0	C4-7	0.00	10									3,539		3			10,617	24,773							
	proj	1804 PARK AVENUE	1749	35	3,475	0	C4-7	0.00	10									3,475		3			10,425	24,325							
	proj	1808 PARK AVENUE	1749	40	9,083	0	C4-7	0.00	10									9,083		3			27,249	63,581							
	proj	66 EAST 125 STREET	1749	43	7,569	0	C4-7	0.00	10									7,569		3			22,707	52,983							
	proj	55 EAST 124 STREET	1749	24	17,409	55,770	C4-7	3.20	10					55,770						mix of d. r.				118,320		55,770					
		subtotal			53,690	55,770								55,770				36,281					108,843	372,287		55,770					0
22	proj	127 EAST 125 STREET	1774	17	21,482	39,926	C4-4A	1.86	4		26,619	13,309											51,181	25,591							
	proj	132 EAST 126 STREET	1774	56	1,499	1,499	C4-4A	1.00	4		1,499												1,499								
		subtotal			22,981	41,427					28,118	13,309											52,680	25,591							0
23	proj	1815 PARK AVENUE	1773	69	6,810	15,322	C4-4	2.25	4		6,810		8,512										6,810		8,512						
	proj	1811 PARK AVENUE	1773	72	2,843	0	C4-4	0.00	4									2,843		0.85	10	5	2,417								
	proj	1807 PARK AVENUE	1773	4	2,843	0	C4-4	0.00	4									2,843		0.85	10	5	2,417								
	proj	1801 PARK AVENUE	1773	1	5,670	0	C4-4	0.00	4							5,670			19										5,670			19
	proj	1801 PARK AVENUE	1773	1	3,150	0	C4-4	0.00	4							3,150			11										3,150			11
	proj	110 EAST 125 STREET	1773	67	4,504	0	C4-4	0.00	4							4,504			15											4,504	15
		subtotal			25,820	15,322					6,810		8,512			13,324		5,686	45		20	10	11,643		8,512				8,820	4,504	45
24	proj	212 EAST 125 STREET	1789	45	2,523	5,000	C4-4	1.98	4						5,000													5,000			
	proj	214 EAST 125 STREET	1789	43	5,046	10,000	C4-4	1.98	4		5,200				4,800								5,200					4,800			
	proj	218 EAST 125 STREET	1789	42	2,523	3,750	C4-4	1.49	4						3,750													3,750			
	proj	215 EAST 124 STREET	1789	9	8,376	0	C4-4	0.00	3.44							8,376			28										8,376			28
		subtotal			18,468	18,750					5,200				13,550	8,376			28				5,200					13,550	8,376			28
25	proj	246 EAST 125 STREET	1789	30	9,588	17,100	C4-4	1.78	4		8,550			8,550									8,550			8,550					0
26	proj	233 EAST 124 STREET	1789	16	4,037	3,500	C4-4	0.87	3.44						4,037					0	15	8	0								8
	proj	237 EAST 124 STREET	1789	18	4,037	0	C4-4	0.00	3.44									4,037		0	15	8	0								8
	proj	241 EAST 124 STREET	1789	19	2,018	0	C4-4	0.00	3.44									2,018		0	8	4	0								4
	proj	243 EAST 124 STREET	1789	20	2,018	0	C4-4	0.00	3.44									2,018		0	8	4	0								4
	proj	245 EAST 124 STREET	1789	21	1,867	0	C4-4	0.00	3.44									1,867	6	0	7	4	0								4
	proj	247 EAST 124 STREET	1789	121	2,826	0	C4-4	0.00	4									2,826		0.85	10	5	2,402								5
	proj	2423 2 AVENUE	1789	25	2,174	0	C4-4	0.00	4									2,174		0.85	8	4	1,848								4
	proj	2421 2 AVENUE	1789	24	2,174	9,450	C4-4	4.35	4	10	1,890										10	5	1,890								5
	proj	2419 2 AVENUE	1789	23	2,174	9,515	C4-4	4.38	4	16	1,903										16	8	1,903								8
	proj	2417 2 AVENUE	1789	22	1,610	0	C4-4	0.00	4									1,610		0.85	6	3	1,369								3
		subtotal			24,935	22,465				26	3,793				4,037			16,550	6		103	52	9,412								52
site description:							existing conditions:																No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
		totals:			543,809	844,978				28	340,434	115,605	8,512	80,058	40,788	116,908	0	267,285	346		314	128	635,434	512,305	8,512	182,493	20,586	26,824	112,404	4,504	443

general notes:
Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

Summary of Reasonable Worst Case Development Scenario

FINAL October 10, 2006

site description:				existing conditions:												No-Action conditions:												
	# of sites	lot area:	built floor area	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):		DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
Projected Sites	26	543,809	844,978	28	340,434	115,605	8,512	80,058	40,788	116,908	0	267,285	346		314	128	635,434	512,305	8,512	182,493	20,586	26,824	112,404	4,504	443

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 32nd Street

Inter.: Broadway @ 32nd St
Area Type: CBD or Similar
Jurisd: 21571
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	0	0	0	0	0	0	1	2	0
LGConfig		TR								L	T	
Volume		206	53							197	848	
Lane Width		12.0								12.0	12.0	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds					Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				41.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1570	3623	0.17	0.43	15.9	B	15.9	B
Westbound								
Northbound								
Southbound								
L	572	1255	0.36	0.46	17.7	B		
T	1245	2733	0.71	0.46	23.1	C	22.1	C

Intersection Delay = 20.9 (sec/veh) Intersection LOS = C

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

		With-Action conditions:													Increment:												
site:	proj/pot	proposed zoning:	proposed resid FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
20	proj	C4-4A	4	0	0.85	9		2,145								0	0										New residential dev, ground floor retail, under With-Action and No-Action scenarios
	proj	C4-4A	4	0	0.85	9		2,145								0	0										New residential dev, ground floor retail, under With-Action and No-Action scenarios
						18		**4,289**							**0**	**0**	**0**								**0**	**0**	
21	proj	C4-7	10	0				37,845	88,305									0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	proj	C4-7	10	0				10,617	24,773									0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	proj	C4-7	10	0				10,425	24,325									0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	proj	C4-7	10	0				27,249	63,581									0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	proj	C4-7	10	0				22,707	52,983									0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	proj	C4-7	10	0					118,320		55,770							0	0		0						Existing community facility (school) transfers dev rights only
								108,843	**372,287**		**55,770**				**0**			**0**	**0**		**0**				**150**	**0**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
22	proj	C4-4D	7.2	1.8	1.7	131	26	36,519								131	-14,662	-25,591									Retail and commercial enlargement of existing building under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	9	2	2,548								9	1,049										New residential dev, two levels of retail, under With-Action scenario
						140	**28**	**39,068**							**63**	**140**	**-13,613**	**-25,591**							**157**	**63**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
23	proj	C6-3	8	2	1.7	48	10	11,577								48	4,767		-8,512								New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	20	4	4,833								10	2,417										New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	20	4	4,833								10	2,417										New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	proj	C6-3	8	2	1.7	40	8	9,639								40	9,639						-5,670				West portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	1.7	19	4	5,355								19	5,355						-3,150				East portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	32	6	3,828								32	3,828							0			Site planned for partial acquisition for the 2nd Ave subway. New residential dev, mechanical ground floor for subway and second story retail, under With-Action scenario.
						179	**36**	**40,066**							**70**	**159**	**28,423**		**-8,512**				**-8,820**	**0**	**150**	**25**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
24	proj	C4-4D	7.2	1.8	0.85	18	4	2,145								18	2,145					-5,000					New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	36	7	4,289								36	-911					-4,800					New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	18	4	2,145								18	2,145					-3,750					New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	59	12	7,120								59	7,120						-8,376				New residential dev under With-Action scenario
						131	**26**	**15,698**							**59**	**131**	**10,498**					**-13,550**	**-8,376**		**126**	**31**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
25	proj	C4-4D	7.2	1.8	0.85	**68**	**14**	**8,150**							**0**	**68**	**-400**			**-8,550**						**0**	**0**	New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
26	proj	C4-4D	7.2	1.8	0	32	6	0								17	0										New residential dev under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0	32	6	0								17	0										New residential dev under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0	16	3	0								8	0										New residential dev under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0	16	3	0								8	0										New residential dev under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0	15	3	0								8	0										New residential dev under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0.85	20	4	2,402								10	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0.85	15	3	1,848								7	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	proj	C4-4D	7.2	1.8	0.85	15	3	1,848								5	-42										New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	15	3	1,848								-1	-55										New residential dev, ground floor retail, under With-Action scenario
	proj	C4-4D	7.2	1.8	0.85	11	2	1,369								5	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
						187	**37**	**9,314**							**84**	**84**	**-97**								**150**	**32**	This dev site provides two levels of below-grade parking including public parking under With-Action scenario

		With-Action conditions:													Increment:												
site:	proj/pot	proposed zoning:	proposed resid FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
						2,792	530	843,923	844,361	20,184	71,508	20,586	1,998	0	1,111	2,478	208,489	332,056	11,672	-110,985	0	-26,824	-36,687	0	1,851	668	

Summary of Reasonable Worst Case Development Scenario

FINAL October 10, 2006

With-Action conditions:												Increment:											
DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	
2,792	530	843,923	844,361	20,184	71,508	20,586	1,998	0	1,111	2,478	208,489	332,056	11,672	-110,985	0	-26,824	-36,687	0	1,851	668	Projected Sites

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	Broadway @ 32nd St
Area Type:	CBD or Similar
Jurisdiction:	21571
Analysis Year:	2003

Project ID: Number 7 Train Expansion Project

East/West Street: 32nd Street — North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		206	53							197	848	
% Heavy Veh		9	7							0	7	
PHF		0.95	0.95							0.95	0.96	
PK 15 Vol		54	14							52	221	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900								1900	1900	
ParkExist	X		X							X		X
NumPark	20		20							20		20
No. Lanes	0	3	0	0	0	0	0	0	0	1	2	0
LGConfig		TR								L	T	
Lane Width		12.0								12.0	12.0	
RTOR Vol			0									
Adj Flow		273								207	883	
%InSharedLn												
Prop LTs		0.000									0.000	
Prop RTs		0.205									0.000	
Peds Bikes		52	0					52				
Buses		20								0	0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0								0.0	0.0	
Arriv. Type		3								3	3	
Unit Ext.		3.0								3.0	3.0	
I Factor		1.000									1.000	
Lost Time		2.0								2.0	2.0	
Ext of g		2.0								2.0	2.0	

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

REASONABLE WORST CASE DEVELOPMENT SCENARIO FINAL October 10, 2006

POTENTIAL DEVELOPMENT SITES

site description:							existing conditions:															No-Action conditions:											
site:	type:	address:	block:	lot:	lot area:	built floor area	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:		
27	pot	568 WEST 125 STREET	1980	75	32,050	28,900	R7-2	0.90	4		28,900												28,900								0		
28	pot	151-153 MORNINGSIDE AVE	1962	61	4,992	0	C4-4	0.00	4							4,992			17	0.85	17	0	4,243								0		
29	pot	381 WEST 125 STREET	1962	101	1,498	4,872	C4-4	3.25	4	3	900										3		900										
	pot	379 WEST 125 STREET	1962	2	1,498	4,872	C4-4	3.25	4	3	1,005										3		1,005										
		subtotal			2,996	9,744				6	1,905										6	0	1,905								0		
30	pot	361 WEST 125 STREET	1962	9	5,296	18,384	C4-4	3.47	4			18,384												18,384							0		
31	pot	313 WEST 125 STREET	1962	23	5,500	23,620	C4-4	4.29	4		5,500				18,120								5,500	18,120									
	pot	WEST 126 STREET	1962	41	4,162	0	C4-4	0.00	3.44							4,162			14	0	16	5	0										
	pot	309 WEST 125 STREET	1962	25	10,321	26,400	C4-4	2.56	3.44 / 4		21,476	4,924											21,476	4,924									
	pot	307 WEST 125 STREET	1962	27	2,000	6,560	C4-4	3.28	4		3,560	3,000											3,560	3,000									
	pot	305 WEST 125 STREET	1962	28	3,000	8,640	C4-4	2.88	4		8,640												8,640										
	pot	308 WEST 126 STREET	1962	38	1,664	1,664	C4-4	1.00	3.44						1,664													1,664					
	pot	306 WEST 126 STREET	1962	138	1,664	1,664	C4-4	1.00	3.44						1,664													1,664					
	pot	304 WEST 126 STREET	1962	37	1,664	1,664	C4-4	1.00	3.44						1,664													1,664					
		subtotal			29,975	70,212					39,176	7,924			23,112	4,162			14		16	5	39,176	26,044					4,992		0		
32	pot	2342 FRED DOUGLASS BLVD	1931	61	4,992	3,500	C4-4	0.70	4		3,500									0.85	17	9	4,243								9		
	pot	260 WEST 126 STREET	1931	56	12,490	7,494	C4-4	0.60	3.44					7,494		4,996			17	0.5	32	16	6,245			7,494					16		
	pot	2340 FRED DOUGLASS BLVD	1931	63	2,500	9,250	C4-4	3.70	4						9,250								2,300	6,950									
	pot	2338 FRED DOUGLASS BLVD	1931	64	2,500	2,380	C4-4	0.95	4		1,190	1,190											1,190	1,190									
		subtotal			22,482	22,624					4,690	1,190		7,494	9,250	4,996			17		49	25	13,978	8,140		7,494					25		
33	pot	2330 FRED DOUGLASS BLVD	1931	1	11,590	42,310	C4-4	3.65	4		11,590	30,720											11,590	30,720							0		
34	pot	2310 FRED DOUGLASS BLVD	1930	1	10,092	22,593	C4-4	2.24	3.44		8,680			13,913									8,680			13,913							
	pot	2310 FRED DOUGLASS BLVD	1930	1	10,092	22,593	C4-4	2.24	3.44					22,593												22,593							
		subtotal			20,184	45,185					8,680			36,505									8,680			36,505					0		
35	pot	268 WEST 125 STREET	1930	59	5,046	5,046	C4-4	1.00	4		5,046												5,046										
	pot	264 WEST 125 STREET	1930	57	5,028	10,988	C4-4	2.19	4		4,500				6,488								4,500					6,488					
	pot	264 WEST 125 STREET	1930	57	5,028	10,988	C4-4	2.19	3.44		4,500				6,488								4,500					6,488					
		subtotal			15,101	27,022					14,046				12,976								14,046					12,976			0		
36	pot	112 WEST 125 STREET	1909	40	2,330	2,016	C4-4	0.87	4		2,018												2,018										
	pot	114 WEST 125 STREET	1909	41	3,028	3,752	C4-4	1.24	4		3,752												3,752										
	pot	116 WEST 125 STREET	1909	42	5,046	4,944	C4-4	0.98	4		4,944												4,944										
	pot	117 WEST 124 STREET	1909	24	2,523	225	C4-4	0.09	3.44							2,523			9	0.85	7	4	2,145										
	pot	WEST 124 STREET	1909	25	2,133	0	C4-4	0.00	3.44								2,133			0.85	6	3	1,813										
	pot	283 WEST 125 STREET	1909	140	400	0	C4-4	0.00	3.44								400			0.85	1	1	340										
		subtotal			15,460	10,939					10,714					2,523	2,533		9		14	7	15,012								0		
37	pot	300 LENOX AVENUE	1723	1	6,993	18,629	C4-7	2.66	10		4,700	13,929											4,700	13,929									
	pot	308 LENOX AVENUE	1723	4	1,500	6,000	C4-7	4.00	10		1,500	4,500											1,500	4,500									
		subtotal			8,493	24,629					6,200	18,429											6,200	18,429							0		
38	pot	2022 5 AVENUE	1723	33	10,894	20,764	C4-4	1.91	4		4,900	11,326			4,538								4,900	11,326				4,538					
	pot	2032 5 AVENUE	1723	37	1,700	4,774	C4-4	2.81	4		1,700	3,074											1,700	3,074									
		subtotal			12,594	25,538					6,600	14,400			4,538								6,600	14,400				4,538			0		

Ped Min g	3.6		3.6		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds					Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				41.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		206	53							197	848	
PHF		0.95	0.95							0.95	0.96	
Adj flow		217	56							207	883	
No. Lanes	0	3	0	0	0	0	0	0	0	1	2	0
Lane group		TR								L	T	
Adj flow		273								207	883	
Prop LTs		0.000									0.000	
Prop RTs	0.205									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									L	T	
So	1900									1900	1900	
Lanes	3	0	0	0	0	0	0	0	0	1	2	0
fW	1.000									1.000	1.000	
fHV	0.921									1.000	0.935	
fG	1.000									1.000	1.000	
fP	0.900									0.800	0.900	
fBB	0.973									1.000	1.000	
fA	0.90*									0.90*	0.90*	
fLU	0.91									1.00	0.95	
fRT	0.969										1.000	
fLT	1.000									0.950	1.000	
Sec.												
fLpb	1.000									0.966	1.000	
fRpb	0.993										1.000	
S	3623									1255	2733	
Sec.												

CAPACITY AND LOS WORKSHEET

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

site:	prj/pot	With-Action conditions: proposed zoning:	proposed resid FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instl FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	Increment: DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instl FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
27	pot	R7-2	3.44	0	2				28,900	28,900					0			0	28,900							0	Expansion of existing comercial use adding a second story for offices under With-Action scenario
28	pot	C4-4D	7.2	1.8	0.85	35	7	4,243							0	18	0								0	0	New residential dev, ground floor retail, under No-Action and With-Action scenarios
29	pot	C4-4D	7.2	1.8	0.85	11	2	1,273								8	373										New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	11	2	1,273								8	268										New residential dev, ground floor retail, under With-Action scenario
						22	4	2,547							0	16	642								0	0	
30	pot	C4-4D	7.2	1.8	0.85	37	7	4,502							0	37	4,502	-18,384							0	0	New residential dev, ground floor retail, under With-Action scenario
31	pot	C4-4D	7.2	1.8	0.85	39	8	4,675								39	-825	-18,120									Conversion to offices, ground floor retail, under No-Action scenario. New resid dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	29	6	3,538								13	3,538										New residential dev, under No-Action and With-Action scenarios
	pot	C4-4D	7.2	1.8	0.85	73	15	8,773								73	-12,703	-4,924									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	14	3	1,700								14	-1,860	-3,000									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	21	4	2,550								21	-6,090										New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	12	2	1,414								12						-1,664					New residential dev under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	12	2	1,414								12						-1,664					New residential dev under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	12	2	1,414								12						-1,664					New residential dev under With-Action scenario
						212	42	25,479							95	196	-17,940	-26,044				-4,992			150	95	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
32	pot	C4-4D	7.2	1.8	0.85	35	7	4,243								18	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	pot	C4-4D	7.2	1.8	0.5	85	17	6,245		7,494						53	0			0							New residential dev including new comm facility (church), partial ground floor retail, under No-Action and With-Action scenarios
	pot	C4-4D	7.2	1.8	0.85	18	4	2,125								18	-175	-6,950									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	18	4	2,125								18	935	-1,190									New residential dev, ground floor retail, under With-Action scenario
						156	31	14,738		7,494					70	107	760	-8,140		0					150	45	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
33	pot	C4-7	12	3	1.7	133	27	19,703							28	133	8,113	-30,720							0	28	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action scenario
34	pot	C6-3	8	2	1.7	71	14	17,156								71	8,476			-13,913							North portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	pot	C4-4D	6	0	0	11	2	0		22,593						11	0			0							South portion of lot 1. Existing church remains; transfers 1 FAR of dev rights to north portion of lot 1, under With-Action scenario
						82	16	17,156		22,593					31	82	8,476			-13,913					0	31	This dev site provides one level of below-grade parking under With-Action scenario
35	pot	C6-3	8	2	1.7	35	7	8,578								35	3,532										New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	35	7	8,547								35	4,047					-6,488					North portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	1.7	31	6	8,547								31	4,047					-6,488					South portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
						101	20	25,672							40	101	11,626					-12,976			111	40	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
36	pot	C6-3	8	2	1.7	16	3	3,961								16	1,943										New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	21	4	5,148								21	1,396										New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	35	7	8,578								35	3,634										New residential dev, two levels of retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	1.7	15	3	4,289								8	2,145										New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	1.7	13	3	3,626								7	1,813										New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	1.7	2	0	680								1	340										New residential dev under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
						102	20	26,282							40	88	11,270								115	40	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
37	pot	C4-7	12	3	1.7	80	16	11,888								80	7,188	-13,929									New residential dev, two levels of retail, under With-Action scenario
	pot	C4-7	12	3	1.7	17	3	2,550								17	1,050	-4,500									New residential dev, two levels of retail, under With-Action scenario
						97	19	14,438							0	97	8,238	-18,429							0	0	
38	pot	C4-4A	4	0	0.85	38		9,260								38	4,360	-11,326				-4,538					New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4A	4	0	0.85	6		1,445								6	-255	-3,074									New residential dev, ground floor retail, under With-Action scenario
						44		10,705							0	44	4,105	-14,400				-4,538			42	0	This dev site provides one level of below-grade public parking under With-Action scenario

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 33rd Street

Inter.: Broadway @ 33rd St
Area Type: CBD or Similar
Jurisd: 21561
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	0	0	0	0	0	2	0
LGConfig				L							T	
Volume				80							965	
Lane Width				12.0							10.0	
RTOR Vol												

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				35.0		
Yellow		3.0				3.0		
All Red		2.0				8.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	493	1137	0.17	0.43	16.4	B		
							16.4	B
Northbound								
Southbound								
T	1179	3032	0.86	0.39	33.7	C	33.7	C

Intersection Delay = 32.3 (sec/veh) Intersection LOS = C

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

site description:							existing conditions:															No-Action conditions:															
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
39	pot	290 LENOX AVENUE	1722	69	8,578	25,326	C4-4	2.95	4		8,578	16,748											8,578	16,748							0
40	pot	52 WEST 125 STREET	1722	57	1,576	4,066	C4-4	2.58	4		1,000				3,066								1,000	3,066							
	pot	50 WEST 125 STREET	1722	156	1,576	4,121	C4-4	2.61	4		1,000				3,121								1,000	3,121							
	pot	48 WEST 125 STREET	1722	56	1,576	4,113	C4-4	2.61	4		1,000				3,113								1,000	3,113							
	pot	46 WEST 125 STREET	1722	155	1,576	3,809	C4-4	2.42	4		400							3,409					400	3,409							
	pot	44 WEST 125 STREET	1722	55	2,102	5,400	C4-4	2.57	4		2,160	2,160			1,080								2,160	3,240							
	subtotal:				8,406	21,509					5,560	2,160			10,380			3,409					5,560	15,949							0
41	pot	32 WEST 125 STREET	1722	51	10,512	21,024	C4-4	2.00	4								10,512	10,512		0.42	25	13	4,415						15,013		13
	pot	32 WEST 125 STREET	1722	51	4,501	9,002	R7-2	2.00	3.44								4,501	4,501		0	17	9	0								9
	subtotal:				15,013	30,026											15,013	15,013			42	21	4,415						15,013		21
42	pot	102 EAST 126 STREET	1774	68	11,491	0	M1-2	0.00	2								11,491												11,491		0
43	pot	108 EAST 126 STREET	1774	65	2,198	4,928	M1-2	2.24	4	4	1,230										4		1,230								
	pot	106 EAST 126 STREET	1774	66	2,798	6,720	M1-2	2.40	4			6,720												6,720							
	pot	104 EAST 126 STREET	1774	67	2,498	9,500	M1-2	3.80	4			9,500												9,500							
	pot	107 EAST 125 STREET	1774	5	2,548	5,577	C4-4	2.19	4		2,471				3,106								2,471	3,106							
	pot	109 EAST 125 STREET	1774	6	2,448	5,880	C4-4	2.40	4									5,880					2,081	3,799							
	pot	111 EAST 125 STREET	1774	7	2,498	6,800	C4-4	2.72	4	5	1,700										5		1,700								
	pot	113 EAST 125 STREET	1774	8	2,498	6,800	C4-4	2.72	4		6,800												6,800								
	subtotal:				17,486	46,205				9	12,201	16,220			3,106			5,880			9		14,282	23,125							0
44	pot	150-170 EAST 126 STREET	1774	48	22,531	0	M1-2	0.00	2							22,531			75										22,531		75
45	pot	2306 3 AVENUE	1774	33	17,993	27,000	C4-4/M1-2	1.50	4 / 2					27,000												27,000					0
46	pot	122 EAST 125 STREET	1773	61	2,523	3,300	C4-4	1.31	4		3,300												3,300								
	pot	128 EAST 125 STREET	1773	56	8,074	21,556	C4-4	2.67	4		21,556												21,556								
	subtotal:				10,597	24,856					24,856												24,856								0
47	pot	129 EAST 124 STREET	1773	15	2,523	7,194	C4-4	2.85	4						7,194													7,194			
	pot	2050 LEXINGTON AVENUE	1773	17	3,828	4,037	C4-4	1.05	4		4,037												4,037								
	pot	2054 LEXINGTON AVENUE	1773	18	216	525	C4-4	2.43	4		525												525								
	subtotal:				6,567	11,756					4,562				7,194								4,562					7,194			0
48	pot	149 EAST 124 STREET	1773	20	68,681	64,363	C4-4	0.94	4		64,363												64,363								0
49	pot	228 EAST 125 STREET	1789	36	2,523	2,700	C4-4	1.07	4						2,700				2									2,700			
	pot	230 EAST 125 STREET	1789	35	2,523	3,500	C4-4	1.39	4					3,500												3,500					
	pot	232 EAST 125 STREET	1789	34	2,523	7,659	C4-4	3.04	4						7,659													7,659			
	subtotal:				7,569	13,859								3,500	10,359				2							3,500		10,359			0

site description:							existing conditions:															No-Action conditions:															
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:

general notes:

Sites within the core subdistrict (C4-7 and C6-3 zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a small portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: Broadway @ 33rd St
Area Type: CBD or Similar
Jurisdiction: 21561
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 33rd Street
North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				80							965	
% Heavy Veh				0							0	
PHF				0.95							0.95	
PK 15 Vol				21							254	
Hi Ln Vol												
% Grade					0						0	
Ideal Sat				1900							1900	
ParkExist				X		X						
NumPark				20		20						
No. Lanes	0	0	0	1	0	0	0	0	0	0	2	0
LGConfig				L							T	
Lane Width				12.0							10.0	
RTOR Vol												
Adj Flow				84							1016	
%InSharedLn												
Prop LTs											0.000	
Prop RTs										0.000		
Peds Bikes	0											
Buses				0							0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet				0.0							0.0	
Arriv. Type				3							3	
Unit Ext.				3.0							3.0	
I Factor					1.000						1.000	
Lost Time				2.0							2.0	
Ext of g				2.0							2.0	

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

		With-Action conditions:														Increment:											
site:	proj/pot	proposed zoning:	proposed resid FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
39	pot	C6-3	8	2	1.7	60	12	14,583							0	60	6,005	-16,748							0	0	New residential dev, two levels of retail, under With-Action scenario
40	pot	C6-3	8	2	1.7	11	2	2,679								11	1,679	-3,066									Retail and offices renovation under No-Action scenario, New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	11	2	2,679								11	1,679	-3,121									Retail and offices renovation under No-Action scenario, New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	11	2	2,679								11	1,679	-3,113									Retail and offices renovation under No-Action scenario, New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	11	2	2,679								11	2,279	-3,409									Retail and offices renovation under No-Action scenario, New residential dev, two levels of retail, under With-Action scenario
	pot	C6-3	8	2	1.7	15	3	3,573								15	1,413	-3,240									Retail and offices renovation under No-Action scenario, New residential dev, two levels of retail, under With-Action scenario
						59	12	14,290							0	59	8,730	-15,949							0	0	
41	pot	C6-3	8	2	0.7	85	17	7,358						10,512		60	2,943							-4,501			North portion of lot 51, New resid dev with partial ground floor retail and ConEd service center on two levels under No-Action and With-Action scenarios,
	pot	C4-4A	4	0	0.7	17		3,151						4,501		0	3,151							4,501			South portion of lot 51, New resid dev under No-Action scenario, New resid dev with partial ground floor retail and ConEd service center on two levels, under With-Action scenario,
						102	17	10,509						15,013	40	60	6,094							0	110	19	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
42	pot	C6-3	8	2	1.7	80	16	19,535							17	80	19,535							-11,491	21	17	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public parking under With-Action scenario
43	pot	C4-4D	7.2	1.8	0.85	16	3	1,868								12	638										New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	20	4	2,378								20	2,378	-6,720									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	18	4	2,123								18	2,123	-9,500									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	18	4	2,166								18	-305	-3,106									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	17	3	2,081								17	0	-3,799									New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	18	4	2,123								13	423										New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	18	4	2,123								18	-4,677										New residential dev, ground floor retail, under With-Action scenario
						125	25	14,863							56	116	581	-23,125							119	56	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
44	pot	C4-4D	7.2	1.8	0.85	159	32	19,151							72	159	19,151						-22,531		153	-3	New residential dev, two levels of retail, under With-Action scenario; 75 public parking spaces in the no-build. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
45	pot	C4-4D	7.2	1.8	0.85	127	25	15,294							57	127	15,294			-27,000					123	57	New residential dev, ground floor retail, This dev site provides two levels of below-grade parking including public parking under With-Action scenario
46	pot	C4-4D	7.2	1.8	0.85	18	4	2,145								18	-1,155										New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	57	11	6,863								57	-14,693										New residential dev, ground floor retail, under With-Action scenario
						75	15	9,007							0	75	-15,849								0	0	
47	pot	C4-4D	7.2	1.8	0.85	18	4	2,145								18	2,145					-7,194					New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	27	5	3,254								27	-783										New residential dev, ground floor retail, under With-Action scenario
	pot	C4-4D	7.2	1.8	0.85	2	0	184								2	-341										New residential dev, ground floor retail, under With-Action scenario
						47	9	5,582							0	47	1,020					-7,194			0	0	
48	pot	C4-4D	7.2	1.8	0.85	485	97	58,379							218	485	-5,984								150	218	New residential dev, ground floor retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
49	pot	C4-4D	7.2	1.8	0.85	18	4	2,145								18	2,145					-2,700					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	pot	C4-4D	7.2	1.8	0.85	18	4	2,145								18	2,145			-3,500							New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	pot	C4-4D	7.2	1.8	0.85	18	4	2,145								18	2,145					-7,659					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
						54	11	6,434							0	54	6,434			-3,500		-10,359			0	0	
		With-Action conditions:														Increment:											
site:	proj/pot	proposed zoning:	proposed resid FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:

Ped Min g	3.2			

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		39.0				35.0		
Yellow		3.0				3.0		
All Red		2.0				8.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				80							965	
PHF				0.95							0.95	
Adj flow				84							1016	
No. Lanes	0	0	0	1	0	0	0	0	0	0	2	0
Lane group				L							T	
Adj flow				84							1016	
Prop LTs											0.000	
Prop RTs										0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG				L							T	
So				1900							1900	
Lanes	0	0	0	1	0	0	0	0	0	0	2	0
fW				1.000							0.933	
fHV				1.000							1.000	
fG				1.000							1.000	
fP				0.700							1.000	
fBB				1.000							1.000	
fA				0.90*							0.90*	
fLU				1.00							0.95	
fRT											1.000	
fLT				0.950							1.000	
Sec.												
fLpb				1.000							1.000	
fRpb											1.000	
S				1137							3032	
Sec.												

CAPACITY AND LOS WORKSHEET

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

REASONABLE WORST CASE DEVELOPMENT SCENARIO FINAL October 10, 2006

KNOWN DEVELOPMENTS

site description:							existing conditions:															No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):		proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:				
A	known	261 WEST 125 STREET	1931	6	9,992	0	C4-7	0.00	10									9,992			1.7			16,986	4,996		9,992					0				
B	known	233 WEST 125 STREET	1931	17	4,995	22,495	C4-7	4.50	10									88,400						10,000												
	known	233 WEST 125 STREET	1931	17	14,989	67,505	C4-4	4.50	3.44		1,600															127,500	120,000									
		subtotal			19,984	90,000					1,600							88,400						10,000		127,500	120,000					147				
C	known	230 WEST 125 STREET	1930	44	25,048	148,355	C4-4	5.92	3.44 / 4		25,048							123,307										148,355				0				
D	known	63 WEST 125 STREET	1723	9	2,498	6,767	C4-7	2.71	10									6,767						2,000	16,700							0				
E	known	120 EAST 125 STREET	1773	62	2,523	8,500	C4-4	3.37	4									8,500										8,500								
F	known	220 EAST 125 STREET	1789	39	5,046	27,776	C4-4	5.50	4									27,776										27,776				0				

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 35th Street

Inter.: Broadway @ 35th St
Area Type: CBD or Similar
Jurisd: 9738
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	3	0	0	0	0	0	3	0
LGConfig					LT						TR	
Volume				73	581						892	99
Lane Width					9.0						10.5	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		57.0				23.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	2329	3677	0.30	0.63	7.8	A	7.8	A
Northbound								
Southbound								
TR	970	3796	1.08	0.26	84.9	F	84.9	F

Intersection Delay = 54.2 (sec/veh) Intersection LOS = D

Appendix Table 1 - 125th Street Corridor Rezoning and Related Actions EIS

		With-Action conditions:														Increment:												
site:	proj/pot	proposed zoning:	proposed resid FAR:	bl bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
A	known	C4-7	10	0	1.7			16,986	4,996		9,992				0	0	0	0	0		0						Known dev expected to accommodate a cultural institution, two levels of retail and 0.5FAR of offices, Not as a result of the Action
B	known	C4-7	10	0	1.7			10,000										0									Victoria Theater. South portion of lot 17. Special Development. Not as a result of the Action
	known	C4-4A	4	0	0					127,500	120,000									0	0						Victoria Theater. North portion of lot 17. Special Development. Not as a result of the Action
								10,000		127,500	120,000				0			0		0	0						
C	known	C6-3	6	0	0							148,355			0							0					Known dev expected to convert existing building to community facility (educational). Not as a result of the Action
D	known	C4-7	7.5	0	0.80			2,000	16,700						0			0	0								Known new commercial dev (offices), ground floor retail. Not as a result of the Action
E	known	C4-4D	6	0	0							8,500			0							0					Known dev expected to convert existing building to community facility. Not as a result of the Action
F	known	C4-4D	6	0	0							27,776			0							0					Known dev expected to convert existing building to community facility (educational)

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: Broadway @ 35th St
Area Type: CBD or Similar
Jurisdiction: 9738
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 35th Street
North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				73	581						892	99
% Heavy Veh				5	14						9	3
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				19	153						235	26
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist										X		X
NumPark										20		20
No. Lanes	0	0	0	0	3	0	0	0	0	0	3	0
LGConfig					LT						TR	
Lane Width					9.0						10.5	
RTOR Vol												0
Adj Flow					689						1043	
%InSharedLn												
Prop LTs					0.112						0.000	
Prop RTs					0.000						0.100	
Peds Bikes	104										104	0
Buses					0						0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						3	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

125th Street Corridor Rezoning and Related Actions

Draft Scoping Document

Appendix - B

Draft Proposed Text Amendment

Ped Min g	3.9			3.9

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		57.0				23.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				73	581						892	99
PHF				0.95	0.95						0.95	0.95
Adj flow				77	612						939	104
No. Lanes	0	0	0	0	3	0	0	0	0	0	3	0
Lane group					LT						TR	
Adj flow					689						1043	
Prop LTs					0.112						0.000	
Prop RTs					0.000						0.100	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG					LT						TR	
So					1900						1900	
Lanes	0	0	0	0	3	0	0	0	0	0	3	0
fW					0.900						0.950	
fHV					0.885						0.956*	
fG					1.000*						1.000	
fP					1.000						0.920*	
fBB					1.000						1.000	
fA					0.90*						0.90*	
fLU					0.91						0.91	
fRT					1.000						0.985	
fLT					0.994						1.000	
Sec.												
fLpb					0.995						1.000	
fRpb					1.000						0.988	
S					3677						3796	
Sec.												

CAPACITY AND LOS WORKSHEET

Manhattan 125th Street Rezoning and Related Actions
Special 125th Street District
Draft Proposed Text Amendment

Matter in underline is new, to be added
Matter in strikeout is old, to be deleted;
Matter within # # is defined in 12-10 or
* * * indicates where unchanged text appears in the Zoning Resolution

ARTICLE I
GENERAL PROVISIONS

* * *

11-12
Establishment of Districts

* * *

Establishment of the Special 125th Street District

In order to carry out the special purposes of this Resolution as set forth in Article IX, Chapter 7, the Special 125th Street District is hereby established.

Establishment of the Special Battery Park City District

* * *

12-10
DEFINITIONS

* * *

Inclusionary Housing designated area

An "Inclusionary Housing designated area" is a specified area in which the Inclusionary Housing Program is applicable, pursuant to the regulations set forth in Section 23-90, inclusive. Such #Inclusionary Housing designated areas# are identified in Section 23-922 or in Special Purpose Districts, as applicable.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 36th Street

Inter.: Broadway @ 36th St
Area Type: CBD or Similar
Jurisd: 9737
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	0	0	0	0	0	0	4	0
LGConfig		TR									LT	
Volume		564	61							155	930	
Lane Width		12.5									10.5	
RTOR Vol			0									

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		P			Thru			
Right		P			Right			
Peds		X			Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		50.0				30.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
TR	1421	2557	0.46	0.56	13.1	B	13.1	B
Westbound								
Northbound								
Southbound								
LT	1636	4909	0.70	0.33	28.6	C	28.6	C

Intersection Delay = 22.9 (sec/veh) Intersection LOS = C

* * *

Special 125th Street District

The "Special 125th Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125th Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

Special Battery Park City District

* * *

Chapter 3
Sidewalk Cafe Regulations

* * *

14-44
Special Zoning Districts Where Certain Sidewalk Cafes Are Permitted

* * *

Manhattan	#Enclosed Sidewalk Café#	#Unenclosed Sidewalk Café#
125th Street District	Yes	Yes
Battery Park City District	Yes	Yes

* * *

Article II
Residence District Regulations

* * *

Chapter 3
Bulk Regulations for Residential Buildings in Residence Districts

* * *

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Weekday PM
Intersection: Broadway @ 36th St
Area Type: CBD or Similar
Jurisdiction: 9737
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 36th Street North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		564	61							155	930	
% Heavy Veh		8	4							4	10	
PHF		0.95	0.95							0.95	0.95	
PK 15 Vol		148	16							41	245	
Hi Ln Vol												
% Grade		0									0	
Ideal Sat		1900									1900	
ParkExist	X		X							X		X
NumPark	20		20							20		20
No. Lanes	0	2	0	0	0	0	0	0	0	0	4	0
LGConfig		TR									LT	
Lane Width		12.5									10.5	
RTOR Vol			0									
Adj Flow		658									1142	
%InSharedLn												
Prop LTs		0.000									0.143	
Prop RTs		0.097									0.000	
Peds Bikes		104	0					104				
Buses		0									0	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0									0.0	
Arriv. Type		3									3	
Unit Ext.		3.0									3.0	
I Factor		1.000									1.000	
Lost Time		2.0									2.0	
Ext of g		2.0									2.0	

23-00
APPLICABILITY AND GENERAL PURPOSES

* * *

23-011
Quality Housing Program

* * *

(c) The Quality Housing Program shall not apply to:

(1) Article VII, Chapter 8 (Large Scale Residential Developments);

(2) Special Purpose Districts, except the following:

* * *

(viii) the #Special Downtown Brooklyn District#; ~~or~~

(ix) the #Special 125th Street District#; or

* * *

23-142
In R6, R7, R8 or R9 Districts

R6 R7 R8 R9

Except as otherwise provided in the following Sections:

Section 23-144 (~~In R6, R7, and R8 Districts~~ In designated areas where the Inclusionary Housing Program is applicable)

* * *

23-144
In ~~R6, R7 and R8 Districts~~ designated areas where the Inclusionary Housing Program is applicable

In ~~R6, R7 and R8 Districts~~ #Inclusionary Housing designated areas# where the Inclusionary Housing Program is applicable, as listed in the following table, the maximum permitted #floor area ratios# shall be as set forth in Section 23-942 (In ~~R6, R7 and R8 Districts~~ Inclusionary Housing designated areas). The

Ped Min g	3.9		3.9	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru	P				Thru			
Right	P				Right			
Peds	X				Peds	X		
WB Left					SB Left	P		
Thru					Thru	P		
Right					Right			
Peds	X				Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green	50.0					30.0		
Yellow	3.0					3.0		
All Red	2.0					2.0		

Cycle Length: 90.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V		564	61							155	930	
PHF		0.95	0.95							0.95	0.95	
Adj flow		594	64							163	979	
No. Lanes	0	2	0	0	0	0	0	0	0	0	4	0
Lane group		TR									LT	
Adj flow		658									1142	
Prop LTs		0.000									0.143	
Prop RTs	0.097									0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	TR									LT		
So	1900									1900		
Lanes	0	2	0	0	0	0	0	0	0	0	4	0
fW	1.017									0.950		
fHV	0.929									0.916		
fG	1.000									1.000		
fP	0.850									0.925		
fBB	1.000									1.000		
fA	0.90*									0.90*		
fLU	0.95									0.91		
fRT	0.985									1.000		
fLT	1.000									0.993		
Sec.												
fLpb	1.000									0.987		
fRpb	0.995									1.000		
S	2557									4909		
Sec.												

CAPACITY AND LOS WORKSHEET

locations of such districts are specified in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas).

* * *

23-90
INCLUSIONARY HOUSING

* * *

23-921
R10 Districts

The Inclusionary Housing Program shall apply in R10 Districts, as applicable.

23-922
~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas

The Inclusionary Housing Program shall apply in the following areas:

* * *

The Inclusionary Housing Program shall apply in special purpose districts when specific zoning districts or areas are defined as #Inclusionary Housing designated areas# within the special purpose district, pursuant to this Section.

23-93
Definitions

For the purposes of the Inclusionary Housing program, matter in italics is defined either in Section 12-10 (DEFINITIONS) or in this Section.

Administering agent

* * *

The #administering agent# shall be a not-for-profit organization, unless the Commissioner of Housing Preservation and Development finds that a good faith effort by the developer of the #compensated development# to secure a qualified not-for-profit organization as the #administering agent# was unsuccessful. However, in #~~R6, R7 and R8~~ Inclusionary Housing designated areas# , the Commissioner may approve an entity that is responsible for compliance monitoring pursuant to City, State or Federal funding sources, to serve as the #administering agent# during such compliance period.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Weekday PM
Project ID: Number 7 Train Expansion Project
E/W St: 37th Street

Inter.: Broadway @ 37th St
Area Type: CBD or Similar
Jurisd: 9736
Year : 2003
N/S St: Broadway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Volume				93	790						992	192
Lane Width					9.0						10.5	
RTOR Vol												0

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru			
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru		P			Thru	P		
Right					Right	P		
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		45.0				35.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LT	1151	2302	0.81	0.50	25.0	C	25.0	C
Northbound								
Southbound								
TR	2349	6039	0.53	0.39	22.0	C	22.0	C

Intersection Delay = 23.3 (sec/veh) Intersection LOS = C

* * *

Inclusionary Housing designated areas

"Inclusionary Housing designated areas" shall be those areas specified in Section 23-922 (Inclusionary Housing designated areas).

* * *

Fair rent

* * *

However, in #~~R6, R7 and R8~~ Inclusionary Housing designated areas# , the Commissioner of Housing Preservation and Development may determine that rents satisfying the requirements of City, State or Federal programs assisting #lower income housing# will be considered #fair rent#, provided that such rents do not exceed 30 percent of #lower income household's# income, as applicable, and provided further that upon expiration or termination of the requirements of the City, State or Federal program, rent increases and re-rentals shall be subject to the higher of the then-currently applicable Section 8 Standard or the Rent Stabilization Standard.

* * *

In #~~R6, R7 and R8~~ Inclusionary Housing designated areas#, at initial occupancy of any #lower income housing#, a portion of the #fair rents# may be for the payment of the principal or interest on debt, and such housing may secure debt, provided that, as of the date of the approval of the #lower income housing plan#, the Commissioner of Housing Preservation and Development finds that the total annual rent, when such interest and principal payments are deducted, is in compliance with the requirements of Section 23-95, paragraph (c), and provided that the lender agrees to enter into a written agreement which subordinates such debt to the provisions of the #lower income housing plan#.

Lower income household

* * *

In #~~R6, R7 and R8~~ Inclusionary Housing designated areas#, #lower income households# shall also include all existing households in tenancy, provided such households occupy units that are within a #building# in which rents for all occupied units are regulated by City or State law, and the aggregate maximum permitted annual rent roll for such occupied units, divided by the number of occupied units, is less than 30 percent of the applicable income limit for a #lower income household# as provided in this Section. In determining the applicable income limit for such #lower income households#, the Commissioner of Housing Preservation and Development may make adjustments, consistent with U. S. Department of Housing and Urban Development regulations, for the number of persons residing in each unit.

Lower income housing

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Weekday PM
Intersection:	Broadway @ 37th St
Area Type:	CBD or Similar
Jurisdiction:	9736
Analysis Year:	2003
Project ID:	Number 7 Train Expansion Project

East/West Street: 37th Street
North/South Street: Broadway

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				93	790						992	192
% Heavy Veh				4	7						10	4
PHF				0.95	0.95						0.95	0.95
PK 15 Vol				24	208						261	51
Hi Ln Vol												
% Grade					0						0	
Ideal Sat					1900						1900	
ParkExist				X		X				X		X
NumPark				20		20				20		20
No. Lanes	0	0	0	0	2	0	0	0	0	0	5	0
LGConfig					LT						TR	
Lane Width					9.0						10.5	
RTOR Vol												0
Adj Flow					930						1246	
%InSharedLn												
Prop LTs					0.105						0.000	
Prop RTs				0.000						0.162		
Peds Bikes	104									104		0
Buses					0						20	
%InProtPhase												

Duration 0.25 Area Type: CBD or Similar

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0						0.0	
Arriv. Type					3						3	
Unit Ext.					3.0						3.0	
I Factor					1.000						1.000	
Lost Time					2.0						2.0	
Ext of g					2.0						2.0	

* * *

However, in ~~#R6, R7 and R8~~ Inclusionary Housing designated areas#, #lower income housing# shall include #standard units# assisted under City, State or Federal programs.

* * *

~~R6, R7 and R8 designated areas~~

~~"R6, R7 and R8 designated areas" shall be those areas specified in Section 23-922 (Certain R6, R7 and R8 Districts).~~

* * *

23-941
In R10 Districts other than Inclusionary Housing designated areas

The #floor area ratio# of a #development# may be increased from 10.0 to a maximum of 12.0 at the rate set forth in this Section, if the developer of such #development# provides #lower income housing# pursuant to Section 23-95 (Lower Income Housing Requirements).

* * *

23-942
In ~~R6, R7 and R8 Districts~~ Inclusionary Housing designated areas

The provisions of this Section shall apply in the #Inclusionary Housing designated areas# set forth in Section 23-922, except within Waterfront Access Plan BK-1 and in R7-3 Districts within Community District 1, Borough of Brooklyn.

* * *

(a) Maximum #floor area ratio#

The #floor area# of a #development# or #enlargement# may not exceed the base #floor area ratio# set forth in the following table, except that such #floor area# may be increased by one and one-quarter square feet for each square foot of #floor area# provided for #lower income housing#, up to the maximum #floor area ratio# specified in the table. However, the amount of #lower income housing# required to receive such bonus #floor area# need not exceed 20 percent of the total #floor area#, exclusive of ground floor non-#residential floor area#, in the #building#. In addition, the following rules shall apply:

District	Base #floor area ratio#	Maximum #floor area ratio#
R6*	2.2	2.42
R6**	2.7	3.6

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 30th ST.

Inter.: 12TH AVE. @ 30th ST.
Area Type: All other areas
Jurisd: 9874
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	0	0	0	4	0	1	3	0
LGConfig		LTR						TR		L	TR	
Volume	0	0	0					2529	306	123	1978	5
Lane Width		12.0						11.0		11.0	11.0	
RTOR Vol			0						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds		X			Peds			
WB Left					SB Left		P	
Thru					Thru	P	P	
Right					Right	P	P	
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	14.0	30.0				50.0	10.0	
Yellow	3.0	0.0				3.0	3.0	
All Red	3.0	0.0				2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	217	1863	0.00	0.12	46.8	D		
Westbound								
Northbound								
TR	2546	6111	1.15	0.42	107.7	F	107.7	F
Southbound								
L	132	1586	0.98	0.08	127.4	F		
TR	2688	4963	0.78	0.54	24.0	C	30.0	C

Intersection Delay = 74.3 (sec/veh) Intersection LOS = E

R6A	2.7	3.6
R6B	2.0	2.2
R7A	3.45	4.6
R7X	3.75	5.0
R8~~A~~	5.4	7.2
R9	6.0	8.0
R10	9.0	12.0

---

* for #zoning lots#, or portions thereof, beyond 100 feet of a #wide street#
** for #zoning lots#, or portions thereof, within 100 feet of a #wide street#

* * *

23-951
On-site new construction option

* * *

In #~~R6, R7 and R8~~ Inclusionary Housing designated areas#, if the #lower income housing# is subject to the requirements of City, State or Federal programs assisting the #lower income housing# that have size and distribution requirements conflicting with the size and distribution requirements of this paragraph, (b), then the size and distribution requirements of this paragraph, (b), may be waived by the Commissioner of Housing Preservation and Development to facilitate the #development# of #lower income housing#.

23-952
Substantial rehabilitation and off-site new construction options

To qualify for one or more of these options, the designated #lower income housing# shall meet the following requirements:

(a) The #lower income housing# shall be located either:

* * *

Furthermore, in #~~R6, R7 and R8~~ Inclusionary Housing designated areas#, the #administering agent# shall not be required to verify the income of households in tenancy, as of the date upon which the Commissioner of Housing Preservation and Development approves the #lower income housing plan#.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12TH AVE. @ 30th ST.
Area Type: All other areas
Jurisdiction: 9874
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 30th ST. North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	0	0					2529	306	123	1978	5
% Heavy Veh	0	2	2					2	4	10	1	0
PHF	0.95	0.95	0.95					0.97	0.95	0.95	0.95	0.95
PK 15 Vol	0	0	0					652	81	32	521	2
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900		1900	1900	
ParkExist									X			
NumPark									20			
No. Lanes	0	1	0	0	0	0	0	4	0	1	3	0
LGConfig		LTR						TR		L	TR	
Lane Width		12.0						11.0		11.0	11.0	
RTOR Vol			0						0			0
Adj Flow		0						2929		129	2087	
%InSharedLn												
Prop LTs		0.000						0.000			0.000	
Prop RTs	0.000						0.110			0.002		
Peds Bikes	696			0			708			152		
Buses		0						0		0	0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0						0.0		0.0	0.0	
Arriv. Type		3						3		3	3	
Unit Ext.		3.0						3.0		3.0	3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0		2.0	2.0	
Ext of g		2.0						2.0		2.0	2.0	

* * *

23-953
Preservation option

To qualify for this option, the designated #lower income housing# shall meet the following requirements.

(a) The #lower income housing# shall be located either:

* * *

Furthermore, in ~~#R6, R7 and R8~~ Inclusionary Housing designated areas#, the #administering agent# shall not be required to verify the income of households in tenancy, as of the date upon which the Commissioner of Housing Preservation and Development approves the #lower income housing plan#.

* * *

24-161
Maximum floor area ratio for zoning lots containing community facility and residential uses

* * *

R1 R2 R3-1 R3A R3X R4-1 R4A R4B R5D R6A R6B R7-2 R7A R7B R7X R8 R9 R10

In the districts indicated, for #zoning lots# containing #community facility# and #residential uses#, the maximum #floor area ratio# permitted for a #community facility use# shall be as set forth in Section 24-11, inclusive, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#.

In the designated areas set forth in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, ~~the #floor area ratios# of section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the quality housing program.~~ the maximum #floor area ratio# permitted for #buildings# containing #community facility# and #residential uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90 (INCLUSIONARY HOUSING).

* * *

35-31
Maximum Floor Area Ratio for Mixed Buildings

Ped Min g	9.5	3.2	9.6	4.6

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds		X			Peds			
WB Left					SB Left		P	
Thru					Thru	P	P	
Right					Right	P	P	
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	14.0	30.0			50.0	10.0		
Yellow	3.0	0.0			3.0	3.0		
All Red	3.0	0.0			2.0	2.0		

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	0	0	0					2529	306	123	1978	5
PHF	0.95	0.95	0.95					0.97	0.95	0.95	0.95	0.95
Adj flow	0	0	0					2607	322	129	2082	5
No. Lanes	0	1	0	0	0	0	0	4	0	1	3	0
Lane group		LTR						TR		L	TR	
Adj flow		0						2929		129	2087	
Prop LTs		0.000						0.000			0.000	
Prop RTs		0.000						0.110			0.002	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	LTR						TR			L	TR	
So	1900						1900			1900	1900	
Lanes	1	0	0	0	0	0	4	0		1	3	0
fW	1.000						0.967			0.967	0.967	
fHV	0.980						0.978			0.909	0.990	
fG	1.000						1.000			1.000	1.000	
fP	1.000						0.950			1.000	1.000	
fBB	1.000						1.000			1.000	1.000	
fA	1.00*						1.00*			1.00*	1.00*	
fLU	1.00						0.91			1.00	0.91	
fRT	1.000						0.984				1.000	
fLT	1.000						1.000			0.950	1.000	
Sec.												
fLpb	1.000						1.000			1.000	1.000	
fRpb	1.000						1.000				1.000	
S	1863						6111			1586	4963	
Sec.												

CAPACITY AND LOS WORKSHEET

C1 C2 C3 C4 C5 C6

In all districts, except as set forth in Section 35-311, the provisions of this Section shall apply to any #zoning lot# containing a #mixed building#.

The maximum #floor area ratio# permitted for a #commercial# or #community facility use# shall be as set forth in Article III, Chapter 3, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#. However, in C4-7 Districts within Community District 7 in the Borough of Manhattan, such maximum #residential floor area ratio# may be increased pursuant to the provisions of Section 23-90 (INCLUSIONARY HOUSING).

In the designated areas set forth in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas), except within Waterfront Access Plan BK-1, ~~the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program.~~ the maximum #floor area ratio# permitted for #buildings# containing #residential# and #commercial# or #community facility uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90.

A non-#residential use# occupying a portion of a #building# that was in existence on December 15, 1961, may be changed to a #residential use# and the regulations on maximum #floor area ratio# shall not apply to such change of #use#.

* * *

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 34th ST.

Inter.: 12TH AVE. @ 34th ST.
Area Type: All other areas
Jurisd: 9872
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	2	0	1	0	4	1	2	3	0
LGConfig				L		R		T	R	L	T	
Volume				184		479		2360	169	243	1922	
Lane Width				10.0		10.0		11.0	9.0	10.0	11.0	
RTOR Vol						0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds		X			Peds			
WB Left	P				SB Left		P	
Thru					Thru	P	P	
Right	P				Right			
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right		P	
Green	17.0	40.0				38.0	9.0	
Yellow	3.0	0.0				3.0	3.0	
All Red	3.0	0.0				2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	454	3204	0.43	0.14	50.0	D		
							174.5	F
R	371	1436	1.36	0.26	222.5	F		
Northbound								
T	2096	6619	1.19	0.32	129.5	F	123.1	F
R	451	1425	0.39	0.32	34.6	C		
Southbound								
L	225	2998	1.14	0.08	157.6	F		
T	2151	4964	0.94	0.43	42.2	D	55.2	E

Intersection Delay = 102.0 (sec/veh) Intersection LOS = F

ARTICLE IX, CHAPTER 7 (97-00), IS NEW TEXT; IT IS NOT UNDERLINED

ARTICLE IX
SPECIAL PURPOSE DISTRICTS

* * *

Chapter 7
Special 125th Street District

97-00
GENERAL PURPOSES

The "Special 125th Street District" established in this Resolution is designed to promote and protect the public health, safety, general welfare and amenity. The general goals include, among others, the following specific purposes:

(a) to preserve, protect and promote the special character of 125th Street as Harlem's "Main Street" and the location of Upper Manhattan's premier mixed use corridor;

(b) to catalyze future development with commercial land use of citywide significance and residential land use that produces affordable housing;

(c) to ensure that the form and use of new buildings is compatible and relates to the character of the 125th Street corridor,

(d) to expand the retail and commercial character of the area along 125th Street and enhance the area's role as a major arts, entertainment and cultural destination for the City;

(e) to promote the most desirable use of land and thus conserve and enhance the value of land and buildings and thereby protect the City's revenue.

97-01
Definitions

Special 125th Street District (Repeated from Section 12-10)

The "Special 125th Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125th Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12TH AVE. @ 34th ST.
Area Type: All other areas
Jurisdiction: 9872
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

	East/West Street	North/South Street
	34th ST.	12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				184		479		2360	169	243	1922	
% Heavy Veh				2		5		1	2	9	1	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
PK 15 Vol				48		126		621	44	64	506	
Hi Ln Vol												
% Grade					0			0			0	
Ideal Sat				1900		1900		1900	1900	1900	1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	2	0	1	0	4	1	2	3	0
LGConfig				L		R		T	R	L	T	
Lane Width				10.0		10.0		11.0	9.0	10.0	11.0	
RTOR Vol						0			0			
Adj Flow				194		504		2484	178	256	2023	
%InSharedLn												
Prop LTs								0.000			0.000	
Prop RTs						1.000	0.000		1.000	0.000		
Peds Bikes	1700			0			1700					
Buses				0		0		0	0	0	0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet				0.0		0.0		0.0	0.0	0.0	0.0	
Arriv. Type				3		3		3	3	3	3	
Unit Ext.				3.0		3.0		3.0	3.0	3.0	3.0	
I Factor					1.000			1.000			1.000	
Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Ext of g				2.0		2.0		2.0	2.0	2.0	2.0	

97-02
General Provisions

In harmony with the general purposes of the #Special 125th Street District# and in accordance with the provisions of this Chapter, the express requirements of the #Special District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the Special District. The regulations of the Special District shall supersede, supplement or modify the requirements of the underlying zoning districts on which the Special District is superimposed.

Except as modified by the particular provisions of the Special District, the regulations of the underlying zoning districts remain in effect. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

97-03
District Plan and Maps

The regulations of this Chapter are designed to implement the #Special 125th Street District# Plan. The District Plan, including the map of the #Special 125th Street District#, is set forth in Appendix A of this Chapter and is hereby incorporated as part of this Resolution for the purpose of specifying locations where special regulations and requirements set forth in the text of this Chapter apply.

97-04
Arts and Entertainment Core Subdistrict

In order to carry out the purposes and provisions of this Chapter, the Arts and Entertainment Core Subdistrict is established within the #Special 125th Street District# and includes specific regulations designed to promote and support the establishment of a special arts and entertainment-related environment along 125th Street from Frederick Douglass Boulevard on the west to 545 feet east of Lenox Avenue on the east. The complete boundary of the Subdistrict which extends to 124th and 126th Streets between Frederick Douglass Boulevard and Lenox Avenue is shown on the map of the #Special 125th Street District# in Appendix A of this Chapter.

97-05
Applicability of Special Transit Land Use District Regulations

Where the #Special 125th Street District# includes an area that also lies within the #Special Transit Land Use District#, the requirements of the #Special Transit Land Use District#, as set forth in Article IX, Chapter 5, shall apply, subject to the modifications of Section 97-332 (Street wall location).

97-10
SPECIAL USE AND LOCATION REGULATIONS

97-11

Ped Min g	18.5	3.2	18.5		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds		X			Peds			
WB Left	P				SB Left		P	
Thru					Thru	P	P	
Right	P				Right			
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right		P	
Green	17.0	40.0				38.0	9.0	
Yellow	3.0	0.0				3.0	3.0	
All Red	3.0	0.0				2.0	2.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				184		479		2360	169	243	1922	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Adj flow				194		504		2484	178	256	2023	
No. Lanes	0	0	0	2	0	1	0	4	1	2	3	0
Lane group				L		R		T	R	L	T	
Adj flow				194		504		2484	178	256	2023	
Prop LTs								0.000			0.000	
Prop RTs						1.000		0.000	1.000		0.000	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG				L		R		T	R	L	T	
So				1900		1900		1900	1900	1900	1900	
Lanes	0	0	0	2	0	1	0	4	1	2	3	0
fW				0.933		0.933		0.967	0.900	0.933	0.967	
fHV				0.980		0.952		0.990	0.980	0.917	0.990	
fG				1.000		1.000		1.000	1.000	1.000	1.000	
fP				1.000		1.000		1.000	1.000	1.000	1.000	
fBB				1.000		1.000		1.000	1.000	1.000	1.000	
fA				1.00*		1.00*		1.00*	1.00*	1.00*	1.00*	
fLU				0.97		1.00		0.91	1.00	0.97	0.91	
fRT						0.850		1.000	0.850		1.000	
fLT				0.950				1.000		0.950	1.000	
Sec.												
fLpb				1.000				1.000		1.000*	1.000	
fRpb						1.000		1.000	1.000		1.000	
S				3204		1436		6619	1425	2998	4964	
Sec.												

CAPACITY AND LOS WORKSHEET

Arts, cultural and entertainment uses

(a) Within the #Special 125th Street District#, the following arts, cultural and entertainment #uses# may be located anywhere throughout the #building#, provided that any #residential use# is located on a floor wholly above such #use#, or provided that, within the Special District, the provisions of Section 32-422 (Location of floors occupied by non-residential uses) are modified to permit #residential uses# on the same #story# as a non-#residential use# provided no access exists between such #uses# at any level containing #residences# and provided any non-#residential uses# are not located directly over any #residential uses#. However, such non-#residential uses# may be located over a #residential use# by authorization of the City Planning Commission upon a finding that sufficient separation of #residential uses# from non-#residential uses# exists within the #building#.

(b) Within the Arts and Entertainment Core Subdistrict, as shown on the map in Appendix A of this Chapter, for new #developments# or #enlargements# that contain at least 60,000 square feet of #floor area# and are located on #zoning lots# with frontage on 125th Street, a minimum of five percent of the #floor area# of the #development# or #enlargement# shall contain such #uses#, which shall be accessible from 125th Street.

Art galleries
Auditoriums
Bookstores
Bowling alleys
Clubs, commercial
Dance clubs, public
Eating or drinking establishments, with table service only
Historical exhibits
Museums
Music or record stores
Performance spaces.
Studios, art, music, dancing or theatrical
Studios, radio, television or motion picture
Theaters

97-12
Use Regulations along 125th Street

Within the #Special 125th Street District#, for any #zoning lot# that fronts upon 125th Street, the underlying #use# regulations are modified by the locational restrictions of Section 97-10, inclusive. On #through lots# with frontage along 125th Street, such restrictions shall apply within the first 100 feet from the 125th Street #street line#.

97-121
Non-ground floor uses

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 39th Street

Inter.: 12th Ave @ 39th St
Area Type: All other areas
Jurisd: 9870
Year : 2003
N/S St: 12th Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	1	4	0	0	3	0
LGConfig		LR					L	T			T	
Volume	1		1				10	2524			1928	
Lane Width		16.0					12.0	11.0			11.0	
RTOR Vol			0									

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	P				NB Left		P		
Thru					Thru	P	P		
Right	P				Right				
Peds		X			Peds				
WB Left					SB Left				
Thru					Thru	P			
Right					Right				
Peds		X			Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	17.0	40.0				40.0	7.0		
Yellow	3.0	0.0				3.0	3.0		
All Red	3.0	0.0				2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	250	1767	0.01	0.14	44.3	D	44.3	D
Westbound								
Northbound								
L	100	1719	0.11	0.06	55.8	E		
T	2698	6227	0.98	0.43	47.7	D	47.8	D
Southbound								
T	1671	5014	1.20	0.33	136.8	F	136.8	F

Intersection Delay = 86.0 (sec/veh) Intersection LOS = F

The #uses# listed in this Section are not permitted at the ground floor level of a #building# or within five feet of the as-built level of the adjoining sidewalk. level#. Entranceways and lobby space for access to such #uses# shall comply with the provisions of Section 97-122 (Access to non-ground floor uses).

From Use Group 2:
All #uses#.

From Use Groups 3A and 3B:
All #uses#, except for libraries, museums or non-commercial art galleries.

From Use Groups 4A and 4B:
All #uses#, except for houses of worship or playgrounds.

From Use Group 5A:
All #uses#.

From Use Groups 6A, 6B, 6C and 6E:
Banks (except for automated teller machines), electrolysis studios, frozen food lockers, laundry establishments, loan offices, offices or veterinary medicine offices.

From Use Group 6D:
All #uses#.

From Use Group 7:
All #uses#, except for bicycle rental or repair shops.

From Use Groups 8A and 8B:
Automobile driving schools, ice vending machines, lumber stores or pawn shops.

From Use Groups 8C, 8D and 8E:
All #uses#.

From Use Groups 9A, 9B and 9C:
All #uses#, except for gymnasiums, public auction rooms, photographic developing or printing establishments for the consumer, or art, music, dancing or theatrical studios.

From Use Groups 10A, 10B and 10C:
Depositories for storage, and wholesale offices or showrooms.

Use Group 11:
All #uses#.

Use Groups 12A and 12B:
Trade expositions.

Use Groups 12C and 12D:
All #uses#.

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12th Ave @ 39th St
Area Type: All other areas
Jurisdiction: 9870
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 39th Street North/South Street: 12th Avenue

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	1		1				10	2524			1928	
% Heavy Veh	2		2				5	2			0	
PHF	0.95		0.95				0.95	0.95			0.96	
PK 15 Vol	1		1				3	664			502	
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900					1900	1900			1900	
ParkExist									X			
NumPark									20			
No. Lanes	0	0	0	0	0	0	1	4	0	0	3	0
LGConfig		LR					L	T			T	
Lane Width		16.0					12.0	11.0			11.0	
RTOR Vol			0									
Adj Flow		2					11	2657			2008	
%InSharedLn												
Prop LTs		0.500						0.000			0.000	
Prop RTs	0.500						0.000			0.000		
Peds Bikes	52			52						777		
Buses		20					0	0			0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0					0.0	0.0			0.0	
Arriv. Type		3					4	3			3	
Unit Ext.		3.0					3.0	3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0					2.0	2.0			2.0	
Ext of g		2.0					2.0	2.0			2.0	

Use Group 14A and 14B:
All #uses#, except for bicycle sales, rental or repair shops.

97-122
Access to non-ground floor uses

Within the #Special 125th Street District#, for #uses# listed in Section 97-121 (Non-ground floor uses) the length of #street# frontage allocated to an entranceway or lobby space shall be no more than 25 linear feet or 40 percent of the ground floor frontage of the #zoning lot#, whichever is less, except that an entranceway or lobby space need not be less than 20 feet.

For a #development# or #enlargement# with more than one entranceway or lobby for non-ground floor #uses#, each entranceway or lobby for such #uses# shall be no more than 25 linear feet and, in the aggregate, shall not exceed 40 percent of the ground floor frontage of the #zoning lot#.

For #developments# or #enlargements# with at least 200 linear feet fronting on 125th Street, the length of #street# frontage allocated to entranceways or lobby space shall be no more than 40 linear feet of the ground floor frontage of the #zoning lot#.

97-13
Transparency Requirements

For all #uses#, other than houses of worship and libraries, located on the ground floor of #developments# and #enlargements# which front upon that portion of 125th Street located within the #Special 125th Street District#, the ground floor #street wall# shall be glazed with materials which may include show windows, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 70 percent of the area of each such ground floor #street wall#, measured to a height of 12 feet above the level of the adjoining sidewalk or public access area. Not less than 50 percent of such area shall be glazed with transparent materials and up to 20 percent of such area may be glazed with translucent materials.

97-14
Security Gates

All security gates installed after (date of enactment), that are swung, drawn or lowered to secure commercial or community facility premises shall, when closed, permit visibility of at least 75 percent of the area covered by such gate when viewed from the #street#, except that this provision shall not apply to entrances or exits to parking garages.

97-20
SPECIAL SIGN REGULATIONS

#Signs# for all #uses# within the #Special 125th Street District# shall be subject to the applicable #sign#

Ped Min g	3.7	3.7		10.2

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left	P		
Thru					Thru	P	P	
Right	P				Right			
Peds		X			Peds			
WB Left					SB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	17.0	40.0				40.0	7.0	
Yellow	3.0	0.0				3.0	3.0	
All Red	3.0	0.0				2.0	2.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	1		1				10	2524			1928	
PHF	0.95		0.95				0.95	0.95			0.96	
Adj flow	1		1				11	2657			2008	
No. Lanes	0	0	0	0	0	0	1	4	0	0	3	0
Lane group		LR					L	T			T	
Adj flow	2						11	2657			2008	
Prop LTs		0.500						0.000			0.000	
Prop RTs	0.500						0.000			0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	LR						L	T			T	
So	1900						1900	1900			1900	
Lanes 0	0	0	0	0	0		1	4	0	0	3	0
fW	1.133						1.000	0.967			0.967	
fHV	0.980						0.952	0.980			1.000	
fG	1.000						1.000	1.000			1.000	
fP	1.000						1.000	0.950			1.000	
fBB	0.920						1.000	1.000			1.000	
fA	1.00*						1.00*	1.00*			1.00*	
fLU	1.00						1.00	0.91			0.91	
fRT	0.933							1.000			1.000	
fLT	0.976						0.950	1.000			1.000	
Sec.												
fLpb	1.000						1.000	1.000			1.000	
fRpb	1.000							1.000			1.000	
S	1767						1719	6227			5014	
Sec.												

CAPACITY AND LOS WORKSHEET

requirements for #commercial uses# in Section 32-60, subject to the modifications of Sections 97-21 and 97-22.

97-21
Height of Signs For Arts, Cultural And Entertainment Uses

All #accessory signs# for arts and entertainment #uses# listed in Section 97-112 may exceed the maximum height listed in Section 32-655 (Height of signs in all other Commercial Districts), provided such #signs# are not higher than 85 feet or the maximum base height of the #building#, whichever is lower. In any event, no such sign shall be located at a height higher than three feet below the window sill of a #residential use#.

97-22
Marquee Signs

Notwithstanding the regulations of paragraph (b) of Section 32-653 (Additional regulations for projecting signs), only the following #uses# shall be considered places of public assembly permitted to erect a marquee sign on 125th Street above the entrance to such #use#:

Art galleries
Auditoriums
Clubs, commercial
Eating or drinking establishments with table service only
Historical exhibits
Museums
Performance spaces
Studios, art, music, dancing or theatrical
Studios, radio, television or motion picture
Theaters

Such marquee shall be supported entirely from the building wall and shall extend no further in width than the area above the entranceway or lobby. The marquee may extend in length up to 10 feet beyond the #street line#, but in no case shall such structure be closer to the curb in plan than three feet.

No part of the marquee shall be less than 15 feet above the level of the sidewalk and the facade of the marquee shall be at least three feet deep All marquees shall comply with the construction and maintenance requirements of Title 27, Subchapter 4, Article 9 of the New York City Building Code pertaining to projecting signs, or its successor. In the event of a conflict between the provisions of this Chapter and other regulations of the Administrative Code, the provisions of this Chapter shall apply.

97-30
SPECIAL BULK REGULATIONS

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 40th ST.

Inter.: 12TH AVE. @ 40th ST.
Area Type: All other areas
Jurisd: 9869
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	1	5	0	0	4	1
LGConfig							L	T			T	R
Volume							57	2468			1928	98
Lane Width							12.0	11.0			11.0	12.0
RTOR Vol												0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left		P	
Thru					Thru	P	P	
Right					Right			
Peds					Peds	X		
WB Left					SB Left			
Thru					Thru	P	P	
Right					Right	P	P	
Peds					Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green						50.0	12.0	44.0
Yellow						3.0	3.0	3.0
All Red						0.0	2.0	3.0

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
Northbound								
L	525	1433	0.11	0.37	23.8	C		
T	6418	8193	0.40	0.78	4.3	A	4.7	A
Southbound								
T	3621	6685	0.55	0.54	18.6	B	18.6	B
R	309	571	0.33	0.54	18.3	B		

Intersection Delay = 10.9 (sec/veh) Intersection LOS = B

Within the #Special 125th Street District#, except as indicated in this Section, inclusive, all #developments# and #enlargements# shall comply with the requirements of Article II, Chapter 8 (Quality Housing) and the applicable #bulk# regulations of the underlying districts.

97-31
Floor Area Regulations

The maximum #floor area ratio#, #open space ratio# and #lot coverage# requirements of the applicable underlying district shall apply, unless modified by the following regulations.

97-311
Maximum Floor Area Ratio C4-4D, C4-7 and C6-3 Districts

In C4-4D, C6-3 or C4-7 Districts within the #Special 125th Street District#, the maximum permitted #floor area ratios# for new #developments# or #enlargements# shall be as listed in the following table for #residential#, #commercial# and #community facility uses#, and may be increased pursuant to Section 97-32 (Floor Area Bonus).

MAXIMUM PERMITTED FLOOR AREA RATIOS (FAR) FOR RESIDENTIAL, COMMERCIAL AND COMMUNITY FACILITY USES IN C4-4D, C4-7 AND C6-3 DISTRICTS

District	#Residential Floor Area Ratio# (max)	Commercial #Floor Area Ratio# (max)	Community Facility #Floor Area Ratio# (max)
C4-4D	5.4	4.0	6.0
C6-3	6.0	6.0	6.0
C4-7	9.0	10.0	10.0

97-312
Maximum Lot Coverage in C6-3 Districts

In C6-3 Districts, the maximum #lot coverage# for #residential use# shall be 70 percent for #interior# or #through lots# and 80 percent for #corner lots#.

93-313
Lot coverage on small corner lots

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12TH AVE. @ 40th ST.
Area Type: All other areas
Jurisdiction: 9869
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 40th ST. North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume							57	2468			1928	98
% Heavy Veh							26	2			0	17
PHF							0.95	0.97			0.96	0.95
PK 15 Vol							15	636			502	26
Hi Ln Vol												
% Grade								0			0	
Ideal Sat							1900	1900			1900	1900
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	1	5	0	0	4	1
LGConfig							L	T			T	R
Lane Width							12.0	11.0			11.0	12.0
RTOR Vol												0
Adj Flow							60	2544			2008	103
%InSharedLn												
Prop LTs								0.000			0.000	
Prop RTs							0.000			0.000		1.000
Peds Bikes										777	0	
Buses							0	0			0	0
%InProtPhase												0.0

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet							0.0	0.0			0.0	0.0
Arriv. Type							4	3			3	3
Unit Ext.							3.0	3.0			3.0	3.0
I Factor								1.000			1.000	
Lost Time							2.0	2.0			2.0	2.0
Ext of g							2.0	2.0			2.0	2.0

Within the #Special 125th Street District#, there shall be no maximum #lot coverage# applied to any #zoning lot# comprising a #corner lot# of 5,000 square feet or less.

97-32
Floor Area Bonus

The maximum #floor area ratio# for a #development# or #enlargement# may be increased by a floor area bonus, pursuant to Sections 97-321and 23-90 (Inclusionary Housing).

97-321
Inclusionary Housing

C4-4D, C4-7 and C6-3 Districts within the #Special 125th Street District# shall be #Inclusionary Housing designated areas#, pursuant to Section 12-10 (Definitions), within which the #residential floor area ratio# may be increased, pursuant to the provisions of Section 23-90, inclusive,

97-33
Special Height and Setback Regulations

Within the #Special 125th Street District#, the underlying height and setback regulations shall be modified in accordance with the provisions of this Section, inclusive.

97-331
Permitted obstructions

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the #Special 125th Street District#, except the provisions of paragraph (c) of Section 33-42 shall not apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

(a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or

(b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

Ped Min g				10.2	

PHASE DATA

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left			P	
Thru					Thru	P		P	
Right					Right				
Peds					Peds	X			
WB Left					SB Left				
Thru					Thru	P	P		
Right					Right	P	P		
Peds					Peds	X			
NB Right					EB Right				
SB Right					WB Right				
Green						50.0	12.0	44.0	
Yellow						3.0	3.0	3.0	
All Red						0.0	2.0	3.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V							57	2468			1928	98
PHF							0.95	0.97			0.96	0.95
Adj flow							60	2544			2008	103
No. Lanes	0	0	0	0	0	0	1	5	0	0	4	1
Lane group							L	T			T	R
Adj flow							60	2544			2008	103
Prop LTs								0.000			0.000	
Prop RTs							0.000			0.000		1.000

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG							L	T			T	R
So							1900	1900			1900	1900
Lanes	0	0	0	0	0	0	1	5	0	0	4	1
fW							1.000	0.967			0.967	1.000
fHV							0.794	0.980			1.000	0.855
fG							1.000	1.000			1.000	1.000
fP							1.000	1.000			1.000	1.000
fBB							1.000	1.000			1.000	1.000
fA							1.00*	1.00*			1.00*	1.00*
fLU							1.00	0.91			0.91	1.00
fRT								1.000			1.000	0.850
fLT							0.950	1.000			1.000	
Sec.												
fLpb							1.000	1.000			1.000	
fRpb								1.000			1.000	0.414
S							1433	8193			6685	571
Sec.												

CAPACITY AND LOS WORKSHEET

97-332
Height and Setback Regulations for C4-7 and C6-3 Districts

The following modifications of the underlying district regulations shall apply for C6-3 Districts and C4-7 Districts within the #Special 125th Street District#:

(a) The minimum and maximum base height of the #street wall# and the maximum height of a #development# or #enlargement# shall be modified, as set forth in the following table:

District	Street Wall Height (in feet)		Maximum Building Height (in feet)
	Minimum Base Height	Maximum Base Height	
C6-3	60	85	160
C4-7	60	85	290

All portions of buildings that exceed a height of 85 feet in C6-3 and C4-7 Districts shall be set back at least 15 feet from the #street line#, except that such setback depth may include the depth of any permitted recess in the #street wall#, according to the provisions of 97-333 (Street wall location).

(b) In C6-3 Districts, the maximum length of any #story# located above a height of 85 feet shall not exceed 150 feet. Such length shall be measured by inscribing within a rectangle the outermost walls at the level of each #story# entirely above a height of 85 feet. No side of such rectangle shall exceed a width of 150 feet.

(c) In C4-7 Districts, within 50 feet of 126th Street between Adam Clayton Powell Boulevard and Lenox Avenue/Malcolm X Boulevard, the height of any portion of a #development# or #enlargement# shall be limited to 85 feet.

97-333
Street wall location

In all #commercial districts# within the #Special 125th Street District#, the following #street wall# location provisions shall apply along 125th Street and along intersecting #streets# within 50 feet of their intersection with 125th Street:

The #street wall# of any #development# or #enlargement# shall be located on the #street line# of 125th Street and extend along the entire #street# frontage of the #zoning lot# up to at least the applicable minimum base height of the underlying district, or the height of the #building#, whichever is less.

The #street wall# location provisions pertaining to the #street# intersections along 125th Street shall be modified. On Park Avenue, within 50 feet of its intersection with 125th Street, the #street wall# may be located anywhere within 15 feet of the Park Avenue #street line#. To allow articulation of #street walls# at the intersection of 125th Street and any other #street#, the #street wall# may be located anywhere within

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 41st ST.

Inter.: 12TH AVE. @ 41st ST.
Area Type: All other areas
Jurisd: 9868
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	4	0	0	3	0
LGConfig		LR						TR			T	
Volume	0		0					2277	191		2026	
Lane Width		12.0						11.0			11.0	
RTOR Vol			0						0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left		P			NB Left			
	Thru					Thru	P		
	Right		P			Right	P		
	Peds		X			Peds	X	X	
WB	Left					SB Left			
	Thru					Thru	P	P	
	Right					Right			
	Peds		X			Peds	X	X	
NB	Right					EB Right			
SB	Right					WB Right			
Green			43.0				50.0	12.0	
Yellow			3.0				3.0	3.0	
All Red			4.0				0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LR	681	1900	0.00	0.36	24.7	C		
Westbound								
Northbound								
TR	2604	6250	1.00	0.42	52.0	D	52.0	D
Southbound								
T	2716	5014	0.78	0.54	24.0	C	24.0	C

Intersection Delay = 39.5 (sec/veh) Intersection LOS = D

an area bounded by the two #street lines# and a line connecting such #street lines# at points 15 feet from their intersection.

Recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#. Above a height of 12 feet and up to the applicable minimum base height, recesses are permitted for #outer courts# or balconies, provided that the aggregate length of such recesses does not exceed 30 percent of the length of the #street wall# at any level, and the depth of such recesses does not exceed five feet. No recesses shall be permitted within 20 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except in compliance with corner articulation rules.

For all #developments# or #enlargements#, existing #buildings# fronting upon 125th Street that are to remain on the #zoning lot# shall comply with the #street wall# location and minimum #street wall# height provisions of this Section, except for houses of worship.

The requirements of this Section shall not apply within the #Special Transit Land Use District# except that, for the area of the #Special Transit Land Use District# that is also within the #Special 125th Street District, pursuant to Section 97-05 (Applicability of Special Transit Land Use District Regulations), a #street wall# of a #development# or #enlargement# located on the #street line# of a #zoning lot# need not exceed 15 feet if that portion of the #development# or #enlargement# is located directly over the proposed Second Avenue subway.

97-34
Special Provisions for Zoning Lots Divided by District Boundaries

The regulations of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) shall apply, except that within the Arts and Entertainment Core, as shown on the map in Appendix A of this Chapter, if a #through lot# which is completely within the Core has #street# frontage on 125th Street and is partially within a C4-4D District and partially within a C6-3 District, the #floor area# may be located anywhere on the #zoning lot# without regard to the requirements of Sections 77-22 (Floor Area Ratio).

97-40
SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS

The underlying provisions of Article II, Chapter 5, Article III, Chapter 6 and Article IV, Chapter 4 (Accessory Off-Street Parking and Off-Street Loading Regulations) shall apply within the #Special 125th Street District#, subject to modification by the regulations of this Section, inclusive.

97-41
Required Accessory Off-Street Residential Parking

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12TH AVE. @ 41st ST.
Area Type: All other areas
Jurisdiction: 9868
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 41st ST. North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0		0					2277	191		2026	
% Heavy Veh	2		2					1	0		0	
PHF	0.95		0.95					0.95	0.95		0.96	
PK 15 Vol	0		0					599	50		528	
Hi Ln Vol												
% Grade		0						0			0	
Ideal Sat		1900						1900			1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	4	0	0	3	0
LGConfig		LR						TR			T	
Lane Width		12.0						11.0			11.0	
RTOR Vol			0						0			
Adj Flow		0						2598			2110	
%InSharedLn												
Prop LTs		0.000						0.000			0.000	
Prop RTs	0.000						0.077			0.000		
Peds Bikes	52		0	52			777		0			
Buses		0						0			0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0						0.0			0.0	
Arriv. Type		3						3			3	
Unit Ext.		3.0						3.0			3.0	
I Factor		1.000						1.000			1.000	
Lost Time		2.0						2.0			2.0	
Ext of g		2.0						2.0			2.0	

#Accessory# off-street parking spaces, open or enclosed, shall be provided for all #developments# or #enlargements# within the Special District that contain #residences#, according to the provisions of the underlying district.

97-42
Required Accessory Off-Street Commercial Parking

In Commercial Districts, #accessory# off-street parking spaces shall be provided if required by Section 36-21, except that no #accessory# parking spaces shall be required for #commercial uses# in C4-4D Districts.

97-43
Modification of Off-Site Parking Provisions

The applicable district regulations for the location of #accessory# off-street parking spaces along 125th Street within the Special District may be modified, so that such facilities may be provided off-site, within any non-residential #zoning district# but at a distance no greater than 1,200 feet from the #zoning lot#.

97-44
Location of Access to the Street

Curb cuts for entrances and exits to #accessory# off-street parking spaces shall not be located on 125th Street or any other #wide street# that intersects with 125th Street, other than under the specific conditions of Sections 97-441 (Certification for access to required uses) and 97-442 (Authorization for access to permitted uses)

Such certification or authorization shall not be required if parking and loading requirements can be met through the provisions of 97-443 (Access through residential zoning lots).

If a #development# or #enlargement# on a #zoning lot# fronting along 125th Street is eligible for a waiver under the provisions of Section 36-36 (Waiver of Requirements for Small Number of Spaces) but chooses to provide parking, an authorization under the provisions of 97-442 shall be required.

97-441
Certification for access to required parking facilities or loading berths

If access to a required #accessory# parking facility or loading berth is not possible because of the restrictions of Section 97-44, a curb cut may be allowed if the City Planning Commission certifies to the Commissioner of Buildings that such location is:

(a) the only possible location for the facility or loading berth;

(b) not hazardous to traffic safety;

Ped Min g	3.7	3.7	10.2		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru					Thru	P		
Right	P				Right	P		
Peds	X				Peds	X	X	
WB Left					SB Left			
Thru					Thru	P	P	
Right					Right			
Peds	X				Peds	X	X	
NB Right					EB Right			
SB Right					WB Right			
Green	43.0					50.0	12.0	
Yellow	3.0					3.0	3.0	
All Red	4.0					0.0	2.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	0		0					2277	191		2026	
PHF	0.95		0.95					0.95	0.95		0.96	
Adj flow	0		0					2397	201		2110	
No. Lanes	0	0	0	0	0	0	0	4	0	0	3	0
Lane group		LR						TR			T	
Adj flow		0						2598			2110	
Prop LTs		0.000						0.000			0.000	
Prop RTs	0.000						0.077			0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG	LR						TR			T		
So	1900						1900			1900		
Lanes 0	0	0	0	0	0	0	4	0	0	3	0	
fW	1.000						0.967			0.967		
fHV	1.000						0.991			1.000		
fG	1.000						1.000			1.000		
fP	1.000						1.000			1.000		
fBB	1.000						1.000			1.000		
fA	1.00*						1.00*			1.00*		
fLU	1.00						0.91			0.91		
fRT	1.000						0.988			1.000		
fLT	1.000						1.000			1.000		
Sec.												
fLpb	1.000						1.000			1.000		
fRpb	1.000						0.955			1.000		
S	1900						6250			5014		
Sec.												

CAPACITY AND LOS WORKSHEET

(c) located not less than 50 feet from the intersection of any two #street lines#; and

(d) constructed and maintained so as to have a minimal effect on the streetscape.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such **report.**

97-442
Authorization for access to permitted parking facilities or loading berths

The City Planning Commission may authorize curb cuts for the following parking facility or loading berths:

(a) If access to a permitted #accessory# or public parking facility is not possible due to the restrictions of Section 97-44, the City Planning Commission may authorize curb cuts for such #uses#, provided such curb cuts:

(1) will not create or contribute to serious traffic congestion or unduly inhibit vehicular and pedestrian movement; and

(2) will not interfere with the efficient functioning of public transit facilities.

(b) If access to a permitted loading berth is not possible due to the restrictions of Section 97-44, the City Planning Commission may authorize curb cuts for such #use#, provided:

(1) such loading berths are adjacent to a fully enclosed maneuvering area on the #zoning lot#;

(2) such maneuvering area is at least equal in size to the area of the loading berth; and

(3) there is adequate space to permit head-in and head-out truck movements to and from the #zoning lot#.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

Applications for authorizations shall be referred to the affected Community Board for a period of at least 30 days for comment. The City Planning Commission shall grant in whole or in part or deny the application within 60 days of the completion of the Community Board review period.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 42nd ST.

Inter.: 12TH AVE. @ 42nd ST.
Area Type: All other areas
Jurisd: 9867
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	2	0	2	0	4	1	2	3	0
LGConfig		LTR		L		R		T	R	L	T	
Volume	0	10	0	204		440		2180	97	443	1822	
Lane Width		12.0		11.0		11.0		11.0	11.0	11.0	11.0	
RTOR Vol			0			0			0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	P				NB	Left				
	Thru	P					Thru	P			
	Right	P					Right	P			
	Peds	X					Peds	X			
WB	Left	P				SB	Left		P	P	
	Thru						Thru	P	P		
	Right	P					Right				
	Peds	X					Peds	X	X		
NB	Right					EB	Right				
SB	Right					WB	Right		P	P	
Green		33.0						54.0	3.0	9.0	
Yellow		3.0						3.0	3.0	3.0	
All Red		3.0						2.0	2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	348	1267	0.03	0.28	32.0	C	32.0	C
Westbound								
L	649	2359	0.33	0.28	36.1	D		
							26.9	C
R	1153	2516	0.40	0.46	22.6	C		
Northbound								
T	2979	6619	0.77	0.45	29.8	C	29.4	C
R	651	1446	0.16	0.45	20.0+	C		
Southbound								
L	614	3351	0.74	0.18	53.9	D		
T	2565	4964	0.75	0.52	24.9	C	30.4	C

Intersection Delay = 29.5 (sec/veh) Intersection LOS = C

97-443
Access through residential zoning lots

When #accessory# parking space is located on a #zoning lot# that fronts only on 125th Street and whose #rear lot line# abuts a #residential zoning lot# that fronts upon either 124th or 126th Street within the Special District, access for parking and loading purposes may be through such #zoning lot#.

97-44
Public Parking Facilities

Notwithstanding the special permit regulations of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas), #public parking garages# with 150 spaces or less shall be permitted as-of-right in C6 Districts, subject to the requirements of Section 36-50, inclusive, pertaining to surfacing and screening, and Section 97-43 (Location of Access to the Street). #Public parking garages# with more than 150 spaces shall be subject to the requirements of Section 74-52.

#Public parking lots# are not permitted on zoning lots with 125th Street frontage between Second Avenue and Broadway.

* * *

123-63
Maximum Floor Area Ratio and Lot Coverage Requirements for Residential Buildings in R6, R7, R8 and R9 Districts

* * *

However, in designated R6, R7 or R8 Districts where the Inclusionary Housing Program is applicable, as listed below, the maximum permitted #floor area ratio# shall be as set forth in Section 23-942 (In ~~R6, R7 and R8 Districts~~ Inclusionary Housing designated areas). The locations of such districts are specified in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas).

* * *

123-64
Maximum Floor Area Ratio and Lot Coverage Requirements for Mixed Use Buildings

(a) Maximum #floor area ratio#

(1) Manufacturing or commercial portions

The maximum #floor area ratio# permitted for the #manufacturing# or #commercial# portion of a #mixed use building# in #Special Mixed Use Districts# shall be the applicable maximum #floor area ratio# permitted for #manufacturing# or #commercial

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12TH AVE. @ 42nd ST.
Area Type: All other areas
Jurisdiction: 9867
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 42nd ST. North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	0	10	0	204		440		2180	97	443	1822	
% Heavy Veh	0	50	0	7		3		1	8	1	1	
PHF	0.95	0.95	0.95	0.95		0.95		0.95	0.95	0.98	0.95	
PK 15 Vol	0	3	0	54		116		574	26	113	479	
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900		1900		1900		1900	1900	1900	1900	
ParkExist												
NumPark												
No. Lanes	0	1	0		2	0	2	0	4	1		2	3	0
LGConfig		LTR		L			R		T	R	L		T	
Lane Width		12.0		11.0			11.0		11.0	11.0	11.0	11.0		
RTOR Vol			0				0			0				
Adj Flow		11		215			463		2295	102	452	1918		
%InSharedLn														
Prop LTs		0.000		1.000					0.000				0.000	
Prop RTs		0.000					1.000		0.000	1.000		0.000		
Peds Bikes		52	0		52		0		0	0				
Buses		0		0			0		0	0	0	0		
%InProtPhase							0.0							

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Arriv. Type		3		3		3		3	3	3	3	
Unit Ext.		3.0		3.0		3.0		3.0	3.0	3.0	3.0	
I Factor		1.000			1.000			1.000			1.000	
Lost Time		2.0		2.0		2.0		2.0	2.0	2.0	2.0	
Ext of g		2.0		2.0		2.0		2.0	2.0	7.0	2.0	

buildings# under the provisions of Section 43-12, in accordance with the designated M1 District.

(2) Community facility portion

The maximum #floor area ratio# permitted for the #community facility# portion of a #mixed use building# in #Special Mixed Use Districts# shall be the applicable maximum #floor area ratio# permitted for #community facility buildings# in #Residence Districts# under the provisions of Section 24-11, in accordance with the designated #Residence District#.

(3) #Residential# portion

Where the #Residence District# designation is an R3, R4 or R5 District, the maximum #floor area ratio# permitted for the #residential# portion of a #mixed use building# in #Special Mixed Use Districts# shall be the applicable maximum #floor area ratio# permitted for #residential buildings# under the provisions of Sections 23-14 and 23-141, in accordance with the designated #Residence District#.

Where the #Residence District# designation is an R6, R7, R8, R9 or R10 District, the maximum #floor area ratio# permitted for the #residential# portion of a #mixed use building# in #Special Mixed Use Districts# shall be the applicable maximum #floor area ratio# permitted for #residential buildings# under the provisions of Section 123-63, in accordance with the designated #Residence District#.

(4) Maximum #floor area# in #mixed ~~use~~ buildings#

The maximum total #floor area# in a #mixed use building# in #Special Mixed Use Districts# shall be the maximum #floor area# permitted for either the ~~#~~commercial~~#~~, ~~#~~manufacturing~~#~~ , ~~#~~ community facility~~#~~ or #residential# portion of such #building#, as set forth in this Section, whichever permits the greatest amount of #floor area#.

However, in the designated areas set forth in Section 23-922 (~~Certain R6, R7 and R8 Districts~~ Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, ~~the #floor area ratios# of Section 23-942 shall apply~~ the maximum #floor area ratio# permitted for #buildings# containing #residential# and #commercial#, #manufacturing# or #community facility uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90 (INCLUSIONARY HOUSING).

* * *

Ped Min g	3.7	3.7	3.2		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left	P				NB Left			
Thru	P				Thru	P		
Right	P				Right	P		
Peds	X				Peds	X		
WB Left	P				SB Left		P	P
Thru					Thru	P	P	
Right	P				Right			
Peds	X				Peds	X	X	
NB Right					EB Right			
SB Right					WB Right		P	P
Green	33.0					54.0	3.0	9.0
Yellow	3.0					3.0	3.0	3.0
All Red	3.0					2.0	2.0	2.0

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

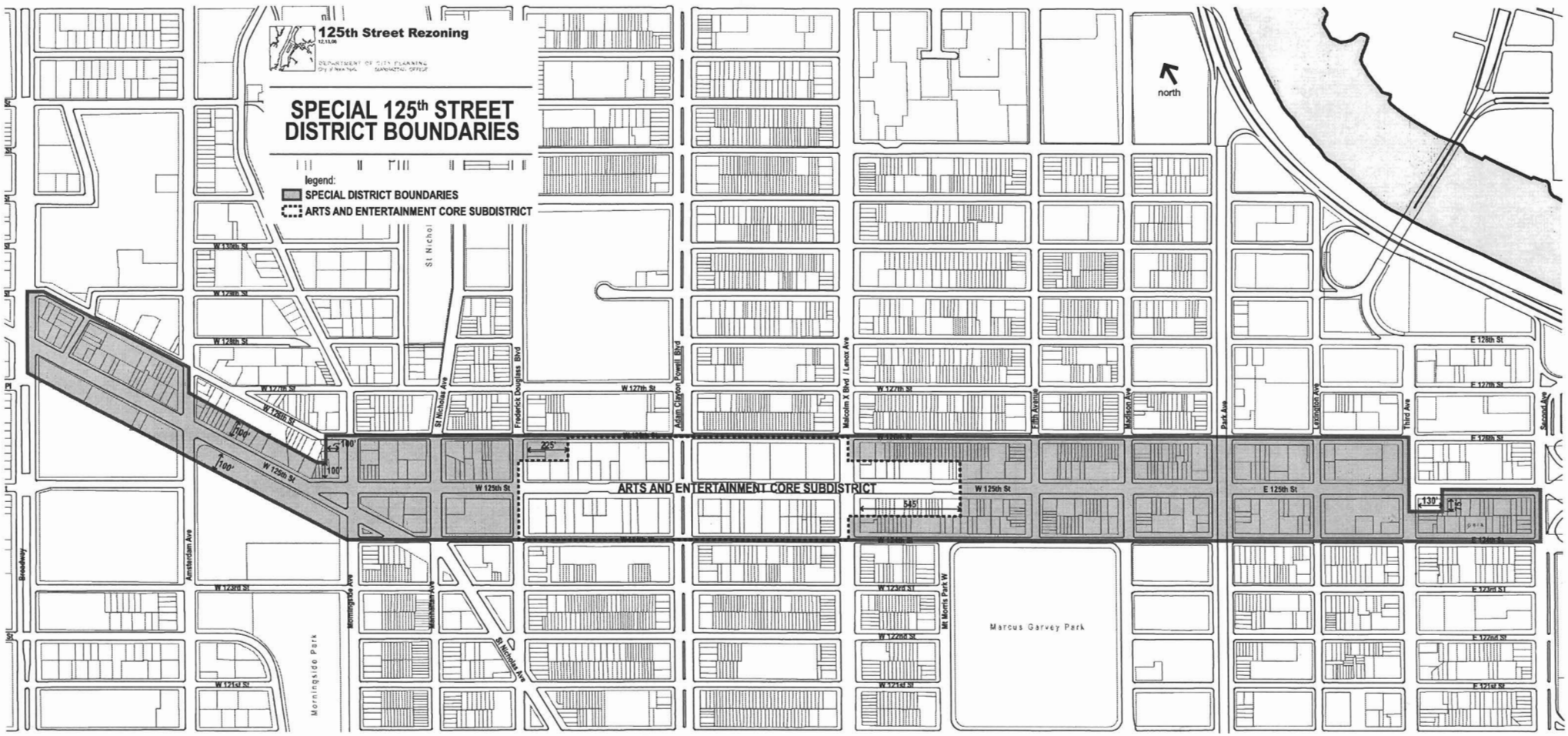
Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	0	10	0	204		440		2180	97	443	1822	
PHF	0.95	0.95	0.95	0.95		0.95		0.95	0.95	0.98	0.95	
Adj flow	0	11	0	215		463		2295	102	452	1918	
No. Lanes	0	1	0	2	0	2	0	4	1	2	3	0
Lane group		LTR		L		R		T	R	L	T	
Adj flow		11		215		463		2295	102	452	1918	
Prop LTs		0.000		1.000				0.000			0.000	
Prop RTs	0.000					1.000	0.000		1.000	0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound		Southbound	
LG	LTR		L	R	T	R	L	T
So	1900		1900	1900	1900	1900	1900	1900
Lanes	1	0	2 0	2 0	4	1	2	3 0
fW	1.000		0.967	0.967	0.967	0.967	0.967	0.967
fHV	0.667		0.935	0.971	0.990	0.926	0.990	0.990
fG	1.000		1.000	1.000	1.000	1.000	1.000	1.000
fP	1.000		1.000	1.000	1.000	1.000	1.000	1.000
fBB	1.000		1.000	1.000	1.000	1.000	1.000	1.000
fA	1.00*		1.00*	1.00*	1.00*	1.00*	1.00*	1.00*
fLU	1.00		0.97	0.88	0.91	1.00	0.97	0.91
fRT	1.000			0.850	1.000	0.850		1.000
fLT	1.000		0.750		1.000		0.950	1.000
Sec.								
fLpb	1.000		0.944		1.000		1.000	1.000
fRpb	1.000			0.943	1.000	1.000		1.000
S	1267		2359	2516	6619	1446	3351	4964
Sec.								

CAPACITY AND LOS WORKSHEET


125th Street Rezoning
12.13.06
DEPARTMENT OF CITY PLANNING
SPECIAL 125th STREET DISTRICT BOUNDARIES
legend:
SPECIAL DISTRICT BOUNDARIES
ARTS AND ENTERTAINMENT CORE SUBDISTRICT
north
ARTS AND ENTERTAINMENT CORE SUBDISTRICT
Marcus Garvey Park
Morningside Park
W 125th St
E 125th St
W 127th St
E 128th St
W 128th St
W 123rd St
W 121st St
E 123rd St
E 121st St
Broadway
Amsterdam Ave
Morningside Ave
St Nicholas Ave
Mt Morris Park W
St Nichol
Frederick Douglass Blvd
Adam Clayton Powell Blvd
Malcolm X Blvd / Lenox Ave
Fifth Avenue
Madison Ave
Park Ave
Lexington Ave
Third Ave
Second Ave
225'
345'
100'
130'

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 44th ST.

Inter.: 12th Ave @ 44th Street
Area Type: All other areas
Jurisd: 9892
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	4	0	1	4	0
LGConfig								TR		L	T	
Volume								2538	309	349	2382	
Lane Width								11.0		10.0	11.0	
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left					NB Left				
Thru					Thru		P		
Right					Right		P		
Peds					Peds		X		
WB Left					SB Left	P			
Thru					Thru		P		
Right					Right				
Peds					Peds	X	X		
NB Right					EB Right				
SB Right					WB Right				
Green						29.0	80.0		
Yellow						3.0	3.0		
All Red						3.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
Northbound								
TR	4323	6484	0.69	0.67	13.3	B	13.3	B
Southbound								
L	403	1668	0.91	0.24	71.4	E		
T	4369	6554	0.57	0.67	11.4	B	19.0	B

Intersection Delay = 16.1 (sec/veh) Intersection LOS = B

125th Street Corridor Rezoning and Related Actions

Draft Scoping Document

Appendix - C

Preliminary Transportation Planning Assumptions and Demand Analysis

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12th Ave @ 44th Street
Area Type: All other areas
Jurisdiction: 9892
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 44th ST. North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume								2538	309	349	2382	
% Heavy Veh								1	1	1	2	
PHF								0.95	0.95	0.95	0.95	
PK 15 Vol								668	81	92	627	
Hi Ln Vol												
% Grade								0			0	
Ideal Sat								1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	4	0	1	4	0
LGConfig								TR		L	T	
Lane Width								11.0		10.0	11.0	
RTOR Vol									0			
Adj Flow								2997		367	2507	
%InSharedLn												
Prop LTs								0.000			0.000	
Prop RTs							0.108			0.000		
Peds Bikes							52	0				
Buses								0		0	0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet								0.0		0.0	0.0	
Arriv. Type								3		3	3	
Unit Ext.								3.0		3.0	3.0	
I Factor								1.000			1.000	
Lost Time								2.0		2.0	2.0	
Ext of g								2.0		2.0	2.0	

71 West 23rd Street, 11th Floor
New York, NY 10010
Tel. (212) 366-6200
Fax (212) 366-6214

URBITRAN ASSOCIATES, INC.

Memo

To: Glen Price, Department of City Planning

From: David Cuff and Bob Michel

Re: **125th Street Corridor Rezoning and Related Actions Preliminary Transportation Planning Assumptions and Demand Analysis**

Date: December 13, 2006

cc:

Please find enclosed for your review a preliminary assessment of transportation planning assumptions and demand analysis for the proposed125th Street Corridor Rezoning and Related Actions. The New York City Department of City Planning is proposing zoning text and map amendments that would affect 24 blocks in East, Central and West Harlem. The area proposed to be rezoned is generally bounded by 124th Street, 126th Street, Broadway and Second Avenue. The rezoning program would generally convert identified retail sites along the 125th Street corridor into mixed-use retail-residential developments. DCP has identified 26 projected development sites in the rezoning area on which development would result in a net (incremental) gain of 2,478 dwelling units (DUs), 332,056 commercial office square feet and 208,489 commercial retail square feet by the rezoning build year of 2017. In addition, DCP has identified 23 potential development sites in the rezoning area. This memo only addresses the transportation planning assumptions for the 26 'projected' sites of the rezoning program. Based on this consideration, the projected incremental (net) change in development between the no-build and build scenarios that would result from the proposed action at these 26 projected development sites is 2,478 DUs, including 530 units of affordable housing; 208,489 sf of retail commercial space; 332,056 sf of office commercial space; 11672 sf of hotel space (total net increment of commercial space is 552,217 sf); a decrease of 110,985 sf of community facility space; a decrease of 26,824 sf of storage and manufacturing space; and a decrease of 36,687 sf of parking/auto related uses.

Sub Areas

The study area considered is bordered by Broadway on the west and Second Avenue on the east. This area was divided into three Sub Areas as described in the table below and shown in the attached map of the rezoning area. The retail and residential sites were aggregated within each Sub Area. For residential use, only new trips need be considered. For retail, new space minus old space was considered to obtain a net growth in retail space, which in turn was used to generate trips. Due to this, any sites that would lose retail space due to the re-zoning would result in negative trips.

Ped Min g			3.7		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds					Peds	X		
WB Left					SB Left	P		
Thru					Thru		P	
Right					Right			
Peds					Peds	X	X	
NB Right					EB Right			
SB Right					WB Right			
Green						29.0	80.0	
Yellow						3.0	3.0	
All Red						3.0	2.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V								2538	309	349	2382	
PHF								0.95	0.95	0.95	0.95	
Adj flow								2672	325	367	2507	
No. Lanes	0	0	0	0	0	0	0	4	0	1	4	0
Lane group								TR		L	T	
Adj flow								2997		367	2507	
Prop LTs								0.000			0.000	
Prop RTs								0.108			0.000	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG								TR		L	T	
So								1900		1900	1900	
Lanes	0	0	0	0	0	0	0	4	0	1	4	0
fW								0.967		0.933	0.967	
fHV								0.990		0.990	0.980	
fG								1.000		1.000	1.000	
fP								1.000		1.000	1.000	
fBB								1.000		1.000	1.000	
fA								1.00*		1.00*	1.00*	
fLU								0.91		1.00	0.91	
fRT								0.984			1.000	
fLT								1.000		0.950	1.000	
Sec.												
fLpb								1.000		1.000	1.000	
fRpb								0.996			1.000	
S								6484		1668	6554	
Sec.												

CAPACITY AND LOS WORKSHEET

Trip Generation
Trip generation calculations were performed for each Sub Area. Both person-trips and vehicle trips were computed for four peak periods (AM, Midday, PM Weekdays and Midday Saturday). The results for the four Sub Areas are shown in the attached tables (see attached table). Person-trips and vehicle-trips generated are summarized by peak period.

Trip Distribution
Two trip distribution models were assumed, one for retail and one for residential. A retail distribution was assumed based a gravity model that was developed and reviewed by DOT for the proposed Uptown New York site, which is adjacent to Sub Area 4. This distribution assumes approximately 40% northbound, 35% southbound, 20% eastbound and 5% westbound.

The residential trip distribution was based from the journey-to-work flows compiled in the 2000 U.S. Census. This distribution assumes approximately 15% northbound, 60% southbound, 15% eastbound and 10% westbound.

Other distributions developed for this traffic analysis include hotel, community facility and office and manufacturing. The hotel distribution assumes approximately 5% northbound, 15% southbound, 50% eastbound and 30% westbound. Community facility distribution is assumed to be approximately 46% northbound, 49% southbound, 2.5% eastbound and 2.5% westbound. Finally, office and manufacturing distribution is assumed to be approximately 45% northbound, 30% southbound, 10% eastbound and 15% westbound.

Trip Assignment
The vehicular traffic assignment reflects the above-described trip distribution, see attached maps. The proposed action would generate 330 total trips in the AM peak period, 489 total trips in the midday peak period, 543 total trips in the PM peak period and 352 total trips in the Saturday midday peak period. Thus, the PM peak period is the worst-case condition for project generated trips. The trip assignment shown in the attached maps reflects project generated trips in the worst-case PM peak period.

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 49th Street

Inter.: 12TH AVE. @ 49th Street
Area Type: All other areas
Jurisd: 9861
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	1	0	4	0	0	4	0
LGConfig					LR	R		T			T	
Volume				128		119		2295			2868	
Lane Width					12.0	11.0		11.0			11.0	
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

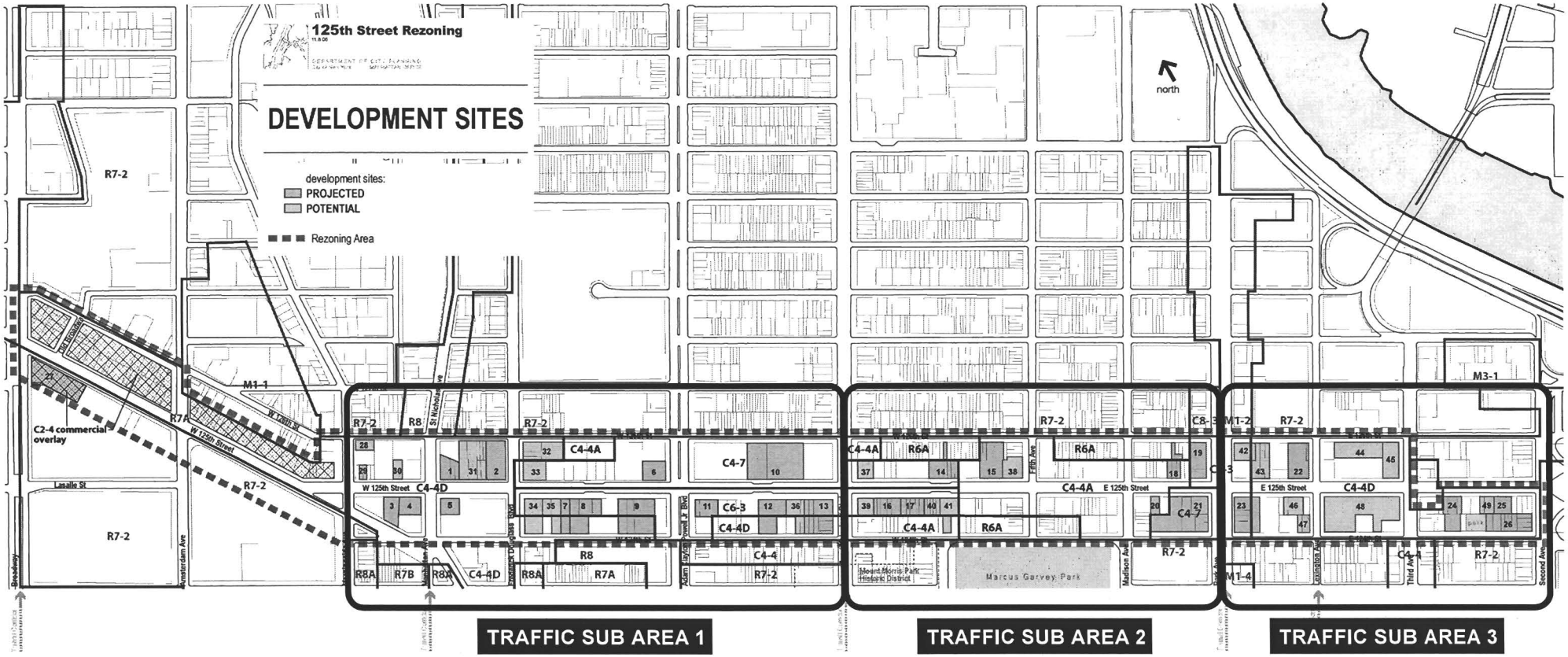
Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru					Thru	P	P	
Right		P			Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				75.0	2.0	
Yellow		3.0				3.0	3.0	
All Red		3.0				0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
LR	295	1220	0.46	0.24	43.8	D	42.8	D
R	321	1330	0.39	0.24	41.6	D		
Northbound								
T	4178	6685	0.58	0.63	13.8	B	13.8	B
Southbound								
T	4413	6619	0.68	0.67	13.1	B	13.1	B

Intersection Delay = 14.8 (sec/veh) Intersection LOS = B


125th Street Rezoning
DEVELOPMENT SITES
development sites:
PROJECTED
POTENTIAL
Rezoning Area
north
C2-4 commercial overlay
W 125th Street
E 125th Street
Lasalle St
Broadway
Amsterdam Ave
St Nicholas Ave
Adam Clayton Powell Jr Blvd
Fifth Ave
Madison Ave
Park Ave
Lexington Ave
Third Ave
Second Ave
Marcus Garvey Park
Mount Morris Park Historic District
R7-2
R8
R7A
R7B
R8A
C4-4D
C4-4A
C4-7
C6-3
C4-4
R6A
C8-3
M1-1
M1-2
M1-4
M3-1
TRAFFIC SUB AREA 1
TRAFFIC SUB AREA 2
TRAFFIC SUB AREA 3

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12TH AVE. @ 49th Street
Area Type: All other areas
Jurisdiction: 9861
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project
East/West Street: 49th Street North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume				128		119		2295			2868	
% Heavy Veh				11		1		0			1	
PHF				0.95		0.95		0.95			0.95	
PK 15 Vol				34		31		604			755	
Hi Ln Vol												
% Grade					0			0			0	
Ideal Sat					1900	1900		1900			1900	
ParkExist				X								
NumPark				20								
No. Lanes	0	0	0	0	0	1	0	4	0	0	4	0
LGConfig					LR	R		T			T	
Lane Width					12.0	11.0		11.0			11.0	
RTOR Vol						0						
Adj Flow					135	125		2416			3019	
%InSharedLn						0						
Prop LTs					1.000			0.000			0.000	
Prop RTs					0.000	1.000		0.000			0.000	
Peds Bikes	52			52		0						
Buses					0	20		0			0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet					0.0	0.0		0.0			0.0	
Arriv. Type					3	3		3			3	
Unit Ext.					3.0	3.0		3.0			3.0	
I Factor					1.000			1.000			1.000	
Lost Time					2.0	2.0		2.0			2.0	
Ext of g					2.0	2.0		2.0			2.0	

Estimated Peak Hour Person-Trip Generation Characteristics by 'Nodal' Area
125th St River to River Re-Zoning - Manhattan, New York

SUB AREA 1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Residential [2]	1,292,331	1,437	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	1,160	580	1,276	812
Specialty Retail [3]	92,289	N/A	160 trips per 1,000 gross square-feet	170 trips per 1,000 gross square-feet	0.0%	10.0%	10.0%	10.0%	0	1,477	1,477	1,569
Boutique Retail [4]	40,036	N/A	205 trips per 1,000 gross square-feet	205 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	254	1,559	788	780
Office/Commercial [5]	366,607	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	792	990	924	88
Hotel [6,7]	20,184	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	21	26	24	39
Community Facility/Institutional [8a]	0	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	0	0	0	0
Community Facility/Institutional [8b]	0	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	0	0	0	0
Storage/Manufacturing [9]	0	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	0	0	0	0
TOTAL SIZE =	1,811,447							TOTAL PERSON TRIPS	2,228	4,632	4,489	3,288

SUB AREA 2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Residential [2]	411,805	459	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	371	185	408	259
Specialty Retail [3]	0	N/A	160 trips per 1,000 gross square-feet	170 trips per 1,000 gross square-feet	0.0%	10.0%	10.0%	10.0%	0	0	0	0
Boutique Retail [4]	51,354	N/A	205 trips per 1,000 gross square-feet	205 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	326	2,000	1,011	1,000
Office/Commercial [5]	-33,206	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	-72	-90	-84	-8
Hotel [6,7]	0	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	21	26	24	39
Community Facility/Institutional [8a]	-51,218	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	-133	-169	-174	-136
Community Facility/Institutional [8b]	-51,218	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	-111	-138	-129	-12
Storage/Manufacturing [9]	-13,274	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	-13	-10	-14	-2
TOTAL SIZE =	314,244							TOTAL PERSON TRIPS	390	1,805	1,042	1,140

SUB AREA 3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Residential [2]	548,327	582	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%	470	235	517	329
Specialty Retail [3]	14,810	N/A	160 trips per 1,000 gross square-feet	170 trips per 1,000 gross square-feet	0.0%	10.0%	10.0%	10.0%	0	237	237	252
Boutique Retail [4]	10,000	N/A	205 trips per 1,000 gross square-feet	205 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	64	390	197	195
Office/Commercial [5]	-25,591	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	-55	-69	-64	-6
Hotel [6,7]	-8,512	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%	21	26	24	39
Community Facility/Institutional [8a]	-4,275	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%	-11	-14	-15	-11
Community Facility/Institutional [8b]	-4,275	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%	-9	-12	-11	-1
Storage/Manufacturing [9]	-13,550	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%	-13	-10	-14	-2
TOTAL SIZE =	516,934							TOTAL PERSON TRIPS	466	783	871	794

Footnotes:

1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = Trip Rate: ITE Trip Generation Handbook, Code 820, Shopping Center, expanded to person trips (vehicle trips * vehicle occupancy)/0.95; Temporal Distribution from NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 30 hotel rooms assumed based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of NYCT Number 7 Extension Project, Appendix S.1, 2003.
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

Ped Min g	3.7	3.7		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left		P			SB Left			
Thru					Thru	P	P	
Right		P			Right			
Peds		X			Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				75.0	2.0	
Yellow		3.0				3.0	3.0	
All Red		3.0				0.0	2.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V				128		119		2295			2868	
PHF				0.95		0.95		0.95			0.95	
Adj flow				135		125		2416			3019	
No. Lanes	0	0	0	0	0	1	0	4	0	0	4	0
Lane group					LR	R		T			T	
Adj flow					135	125		2416			3019	
Prop LTs					1.000			0.000			0.000	
Prop RTs				0.000		1.000	0.000			0.000		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound		Northbound			Southbound		
LG				LR	R	T			T		
So				1900	1900	1900			1900		
Lanes	0	0	0	0	1	0	4	0	0	4	0
fW				1.000	0.967	0.967			0.967		
fHV				0.901	0.990	1.000			0.990		
fG				1.000	1.000	1.000			1.000		
fP				0.800	1.000	1.000			1.000		
fBB				1.000	0.920	1.000			1.000		
fA				1.00*	1.00*	1.00*			1.00*		
fLU				1.00	1.00	0.91			0.91		
fRT				1.000	0.850	1.000			1.000		
fLT				0.952		1.000			1.000		
Sec.											
fLpb				0.936		1.000			1.000		
fRpb				1.000	0.936	1.000			1.000		
S				1220	1330	6685			6619		
Sec.											

CAPACITY AND LOS WORKSHEET

Estimated Peak Hour Vehicle-Trip Generation Characteristics by 'Nodal' Area
125th St River to River Re-Zoning - Manhattan, New York

SUB AREA 1

Land Use	Size	Estimated Mode Split								Estimated Vehicle-Trip Generation Characteristics[9]											
										Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	(sq. ft.)	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Residential[1]	1,292,331	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	101	15	86	50	25	25	111	78	33	71	35	35
Specialty (Regional) Retail[2]	92,289	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	174	87	87	174	87	87	184	101	83
Net New Trips After Pass-by/Link Trip Reduction[3] =										0	0	0	130	65	65	130	65	65	138	78	60
Boutique (Local) Retail[4]	40,036	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	39	19	19	20	10	10	19	11	9
Net New Trips After Pass-by/Link Trip Reduction[3] =										6	3	3	29	15	15	15	7	7	15	8	6
Office / Commercial[5]	366,607	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	170	163	7	212	83	129	198	10	188	19	11	8
Hotel[6]	20,184	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	6	2	3	7	5	2	7	4	3	11	6	5
Community Facility / Institutional[7a]	0	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Community Facility / Institutional[7b]	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Storage / Manufacturing[8]	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SIZE = 1,811,447		TOTAL NET NEW VEHICULAR TRIPS =								283	184	99	429	193	237	461	164	297	253	139	114

SUB AREA 2

Land Use	Size	Estimated Mode Split								Estimated Vehicle-Trip Generation Characteristics											
										Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	(sq. ft.)	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]
Residential[1]	411,805	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	32	5	27	16	8	8	35	25	11	23	11	11
Specialty (Regional) Retail[2]	0	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Net New Trips After Pass-by/Link Trip Reduction[3] =										0	0	0	0	0	0	0	0	0	0	0	0
Boutique (Local) Retail[4]	51,354	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	8	4	4	50	25	25	25	13	13	25	14	11
Net New Trips After Pass-by/Link Trip Reduction[3] =										8	4	4	38	19	19	19	9	9	19	11	8
Office / Commercial[5]	-33,206	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	-15	-15	-1	-19	-7	-12	-18	-1	-17	-2	-1	-1
Hotel[6]	0	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	6	2	3	7	5	2	7	4	3	11	6	5
Community Facility / Institutional[7a]	-51,218	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	-12	-5	-7	-16	-8	-7	-16	-12	-4	-13	-7	-6
Community Facility / Institutional[7b]	-51,218	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	-24	-23	-1	-30	-12	-18	-28	-1	-26	-3	-2	-1
Storage / Manufacturing[8]	-13,274	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	-3	-3	0	-2	-1	-1	-3	-3	0	-1	0	0
TOTAL SIZE = 314,244		TOTAL NET NEW VEHICULAR TRIPS =								15	-11	27	23	14	9	24	22	1	37	20	17

SUB AREA 3

Land Use	Size	Estimated Mode Split								Estimated Vehicle-Trip Generation Characteristics											
										Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	(sq. ft.)	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]
Residential[1]	548,327	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	41	6	35	20	10	10	45	31	13	29	14	14
Specialty (Regional) Retail[2]	14,810	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	0	0	0	28	14	14	28	14	14	30	16	13
Net New Trips After Pass-by/Link Trip Reduction[3] =										0	0	0	21	10	10	21	10	10	22	13	10
Boutique (Local) Retail[4]	10,000	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	2	2	5	3	2
Net New Trips After Pass-by/Link Trip Reduction[3] =										2	1	1	7	4	4	4	2	2	4	2	2
Office / Commercial[5]	-25,591	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	-12	-11	0	-15	-6	-9	-14	-1	-13	-1	-1	-1
Hotel[6]	-8,512	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	6	2	3	7	5	2	7	4	3	11	6	5
Community Facility / Institutional[7a]	-4,275	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	-1	0	-1	-1	-1	-1	-1	-1	0	-1	-1	-1
Community Facility / Institutional[7b]	-4,275	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	-2	-2	0	-2	-1	-2	-2	0	-2	0	0	0
Storage / Manufacturing[8]	-13,550	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	-3	-3	0	-3	-1	-1	-4	-3	0	-1	0	0
TOTAL SIZE = 573,137		TOTAL NET NEW VEHICULAR TRIPS =								32	-5	37	37	21	16	58	43	15	62	33	29

Footnotes:

1 = Residential modal split derived from Census 2000 Journey-to-Work data.

2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.

3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.

4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).

5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data.

6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).

7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.

7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split modal split based on Census 2000 Reverse Journey-to-Work data.

8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data.

9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from Coliseum Redevelopment EIS (1997). Hotel (1.6/1.4) from Atlantic Yards Arena EIS (2006). Storage Manufacturing (1.4/1.2) Special West Chelsea District Rezoning and High Line Open Space EIS (2004).

10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturday (55/45) from Coliseum Redevelopment EIS (1997). Boutique Retail AM (50/50), MD (50/50), PM (50/50) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975) Saturday (55/45) from Coliseum Redevelopment EIS (19 Office AM (96/4), MD (39/42), PM (5/95) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (60/40) from Atlantic Yards Arena EIS (2006). Hotel AM (41/59), MD (68/32), PM (59/41), Saturday (56/44) Atlantic Yards Arena EIS (2006). Community Facility [see note 7a] AM (41/59), MD (54/46), PM (75/25), Saturday (52/48) from Coliseum Redevelopment EIS (1997). Community Facility [see note 7b] same as office. Storage/Manufacturing AM (88/12), MD (50/50), PM (88/12) and Saturday (50/50) from Special West Chelsea District Rezoning and High Line Open Space EIS (2004).

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 50th ST.

Inter.: 12th Ave @ 50th Street
Area Type: All other areas
Jurisd: 9860
Year : 2003
N/S St: 12TH AVE.

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	0	0	4	0	1	4	0
LGConfig								TR		L	T	
Volume								2271	143	133	2868	
Lane Width								11.0		10.0	11.0	
RTOR Vol									0			

Duration 0.25 Area Type: All other areas

Signal Operations

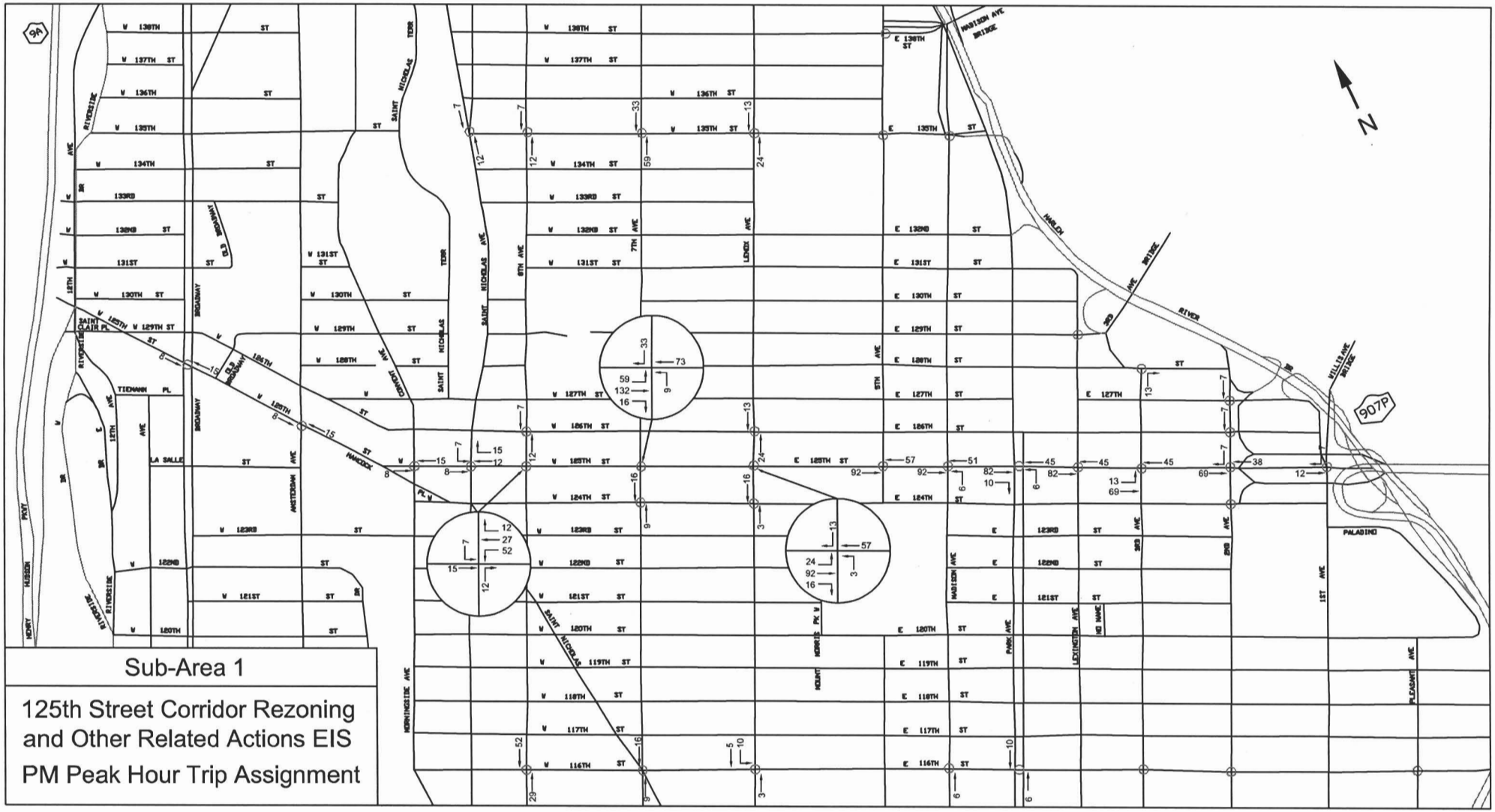
Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds		X			Peds	X		
WB Left					SB Left		P	
Thru					Thru	P	P	
Right					Right			
Peds		X			Peds	X	X	
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				65.0	10.0	
Yellow		3.0				3.0	3.0	
All Red		3.0				2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
Northbound								
TR	3625	6591	0.70	0.55	20.9	C	20.9	C
Southbound								
L	177	1773	0.79	0.10	82.1	F		
T	4413	6619	0.68	0.67	13.1	B	16.2	B

Intersection Delay = 18.3 (sec/veh) Intersection LOS = B


Sub-Area 1
125th Street Corridor Rezoning
and Other Related Actions EIS
PM Peak Hour Trip Assignment
N
907P
MADISON AVE BRIDGE
WILLIS AVE BRIDGE
HARLEM RIVER
PALADINO
W 136TH ST
W 135TH ST
W 134TH ST
W 133RD ST
W 132ND ST
W 131ST ST
W 130TH ST
W 129TH ST
W 128TH ST
W 127TH ST
W 126TH ST
W 125TH ST
W 124TH ST
W 123RD ST
W 122ND ST
W 121ST ST
W 120TH ST
W 119TH ST
W 118TH ST
W 117TH ST
W 116TH ST
E 136TH ST
E 135TH ST
E 132ND ST
E 131ST ST
E 130TH ST
E 129TH ST
E 128TH ST
E 127TH ST
E 126TH ST
E 125TH ST
E 124TH ST
E 123RD ST
E 122ND ST
E 121ST ST
E 120TH ST
E 119TH ST
E 118TH ST
E 117TH ST
E 116TH ST
RIVERSIDE AVE
BROADWAY
AMSTERDAM AVE
SAINT NICHOLAS AVE
SAINT NICHOLAS TERR
CLAREMONT AVE
8TH AVE
7TH AVE
LENOX AVE
MADISON AVE
PARK AVE
LEXINGTON AVE
3RD AVE
2ND AVE
1ST AVE
MORNINGSIDE AVE
HENRY HUDSON PKWY
LA SALLE ST
TIEMANN PL
HANCOCK PL W
SAINT CLAIR PL
HORRIS PL W
NO NAME

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PB Team
Agency/Co.: UP
Date Performed: 8/19/2004
Analysis Time Period: Alt16 2010 Eve Sewithpe
Intersection: 12th Ave @ 50th Street
Area Type: All other areas
Jurisdiction: 9860
Analysis Year: 2003
Project ID: Number 7 Train Expansion Project

East/West Street: 50th ST. North/South Street: 12TH AVE.

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume								2271	143	133	2868	
% Heavy Veh								0	4	0	1	
PHF								0.95	0.95	0.95	0.95	
PK 15 Vol								598	38	35	755	
Hi Ln Vol												
% Grade								0			0	
Ideal Sat								1900		1900	1900	
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	0	0	4	0	1	4	0
LGConfig								TR		L	T	
Lane Width								11.0		10.0	11.0	
RTOR Vol									0			
Adj Flow								2542		140	3019	
%InSharedLn												
Prop LTs								0.000			0.000	
Prop RTs								0.059			0.000	
Peds Bikes								52	0			
Buses								0		0	0	
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet								0.0		0.0	0.0	
Arriv. Type								3		3	3	
Unit Ext.								3.0		3.0	3.0	
I Factor								1.000			1.000	
Lost Time								2.0		2.0	2.0	
Ext of g								3.0		4.0	2.0	



Sub-Area 2

125th Street Corridor Rezoning and Other Related Actions EIS

PM Peak Hour Trip Assignment

Ped Min g			3.7		

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right	P		
Peds		X			Peds	X		
WB Left					SB Left		P	
Thru					Thru	P	P	
Right					Right			
Peds		X			Peds	X	X	
NB Right					EB Right			
SB Right					WB Right			
Green		29.0				65.0	10.0	
Yellow		3.0				3.0	3.0	
All Red		3.0				2.0	2.0	

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

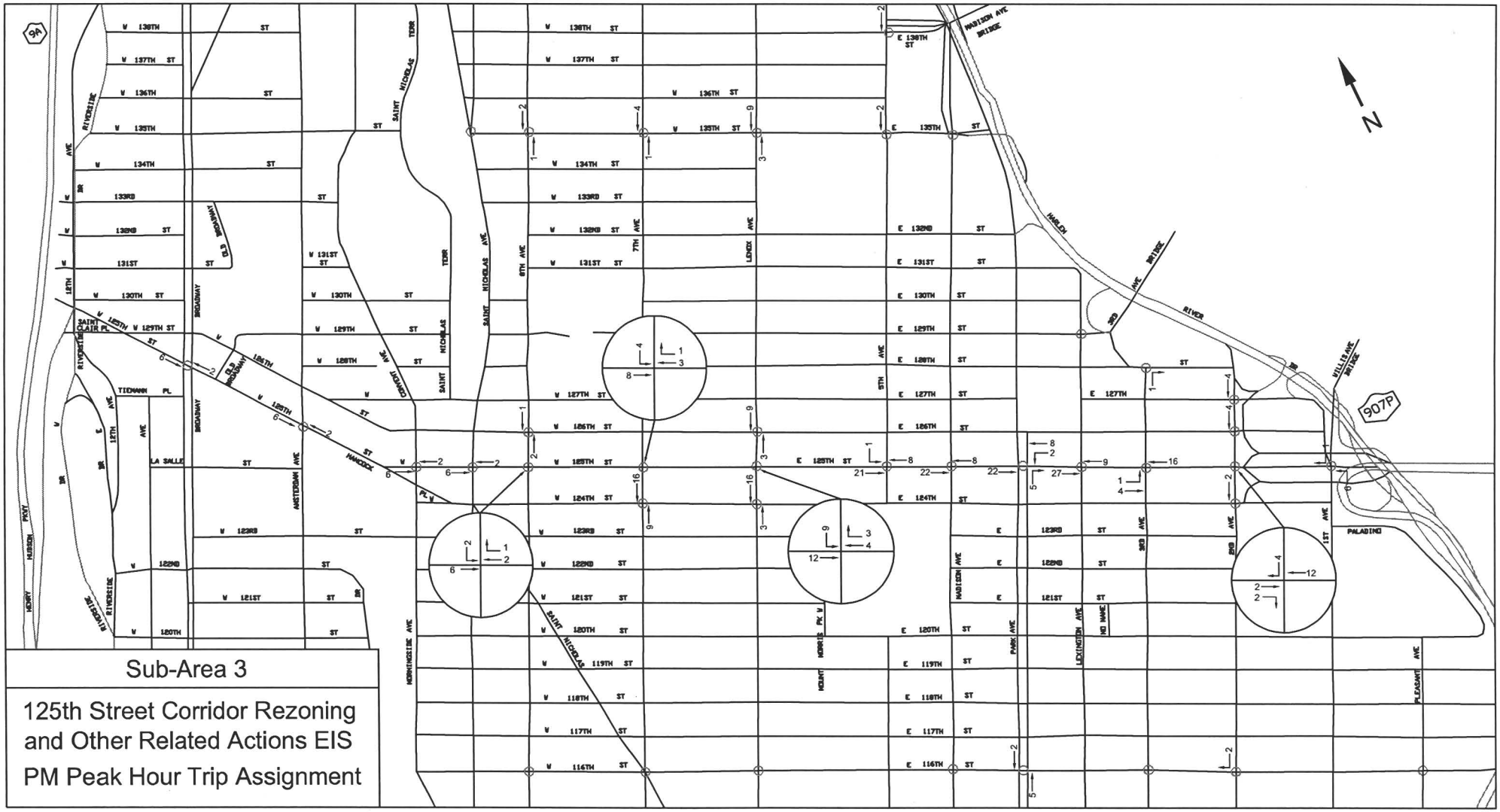
Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V								2271	143	133	2868	
PHF								0.95	0.95	0.95	0.95	
Adj flow								2391	151	140	3019	
No. Lanes		0	0	0		0	0	4	0	1	4	0
Lane group								TR		L	T	
Adj flow								2542		140	3019	
Prop LTs								0.000			0.000	
Prop RTs								0.059			0.000	

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound			Westbound			Northbound			Southbound		
LG								TR		L	T	
So								1900		1900	1900	
Lanes	0	0	0	0	0	0		4	0	1	4	0
fW								0.967		0.933	0.967	
fHV								0.998		1.000	0.990	
fG								1.000		1.000	1.000	
fP								1.000		1.000	1.000	
fBB								1.000		1.000	1.000	
fA								1.00*		1.00*	1.00*	
fLU								0.91		1.00	0.91	
fRT								0.991			1.000	
fLT								1.000		1.000*	1.000	
Sec.												
fLpb								1.000		1.000	1.000	
fRpb								0.997			1.000	
S								6591		1773	6619	
Sec.												

CAPACITY AND LOS WORKSHEET


Sub-Area 3
125th Street Corridor Rezoning and Other Related Actions EIS
PM Peak Hour Trip Assignment
N
9A
907P
W 138TH ST
W 137TH ST
W 136TH ST
W 135TH ST
W 134TH ST
W 133RD ST
W 132ND ST
W 131ST ST
W 130TH ST
W 129TH ST
W 128TH ST
W 127TH ST
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W 122ND ST
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E 125TH ST
E 124TH ST
E 123RD ST
E 122ND ST
E 121ST ST
E 120TH ST
E 119TH ST
E 118TH ST
E 117TH ST
E 116TH ST
BROADWAY
OLD BROADWAY
RIVERSIDE DR
SAINT NICHOLAS TERR
SAINT NICHOLAS AVE
SAINT NICHOLAS PL
CONVENT AVE
AMSTERDAM AVE
HAMILTON PL
HAMILTON TERR
LA SALLE ST
TIEMANN PL
SAINT CLAIR PL
HENRY HUDSON PKWY
MORNINGSIDE AVE
MORRIS PK W
MOUNT
PARK AVE
LEXINGTON AVE
MADISON AVE
3RD AVE
2ND AVE
1ST AVE
PALADINO
PLEASANT AVE
NO NAME
HARLEM RIVER
MADISON AVE BRIDGE
3RD AVE BRIDGE
WILLIS AVE BRIDGE

HCS2000: Signalized Intersections Release 4.1d

Analyst: PB Team
Agency: UP
Date: 8/19/2004
Period: Alt16 2010 Eve Sewithpe
Project ID: Number 7 Train Expansion Project
E/W St: 12th Avenue

Inter.: 57th Street @ 12th Avenue
Area Type: All other areas
Jurisd: 9854
Year : 2003
N/S St: 57th Street (Main Street)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	0	0	3	0	5	0	0	0	0
LGConfig						R		T				
Volume						580		2938				
Lane Width						11.0		11.0				
RTOR Vol						0						

Duration 0.25 Area Type: All other areas

Signal Operations

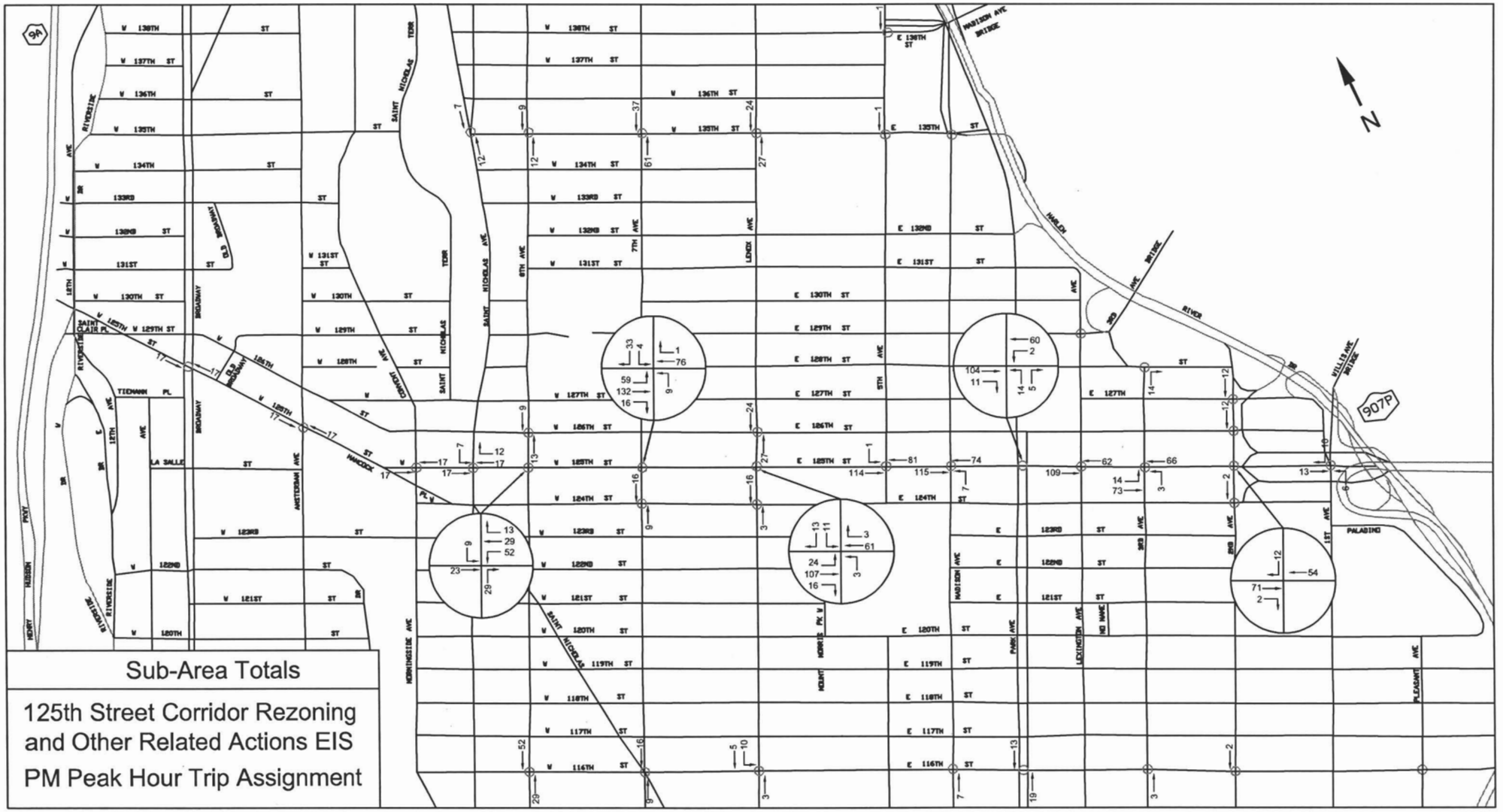
Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	P		
Right					Right			
Peds		X			Peds	X		
WB Left					SB Left			
Thru					Thru			
Right		P			Right			
Peds					Peds	X		
NB Right					EB Right			
SB Right					WB Right			
Green		26.0				84.0		
Yellow		3.0				3.0		
All Red		2.0				2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound							46.9	D
R	914	4220	0.67	0.22	46.9	D		
Northbound								
T	5850	8357	0.53	0.70	8.9	A	8.9	A
Southbound								

Intersection Delay = 15.2 (sec/veh) Intersection LOS = B


Sub-Area Totals
125th Street Corridor Rezoning
and Other Related Actions EIS
PM Peak Hour Trip Assignment
N
907P

HCS2000: Signalized Intersections Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PB Team
Agency/Co.:	UP
Date Performed:	8/19/2004
Analysis Time Period:	Alt16 2010 Eve Sewithpe
Intersection:	57th Street @ 12th Avenue
Area Type:	All other areas
Jurisdiction:	9854
Analysis Year:	2003
Project ID:	Number 7 Train Expansion Project
	East/West Street: 12th Avenue
	North/South Street: 57th Street (Main Street)

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume						580		2938				
% Heavy Veh						1		0				
PHF						0.95		0.95				
PK 15 Vol						153		773				
Hi Ln Vol												
% Grade					0			0				
Ideal Sat						1900		1900				
ParkExist												
NumPark												
No. Lanes	0	0	0	0	0	3	0	5	0	0	0	0
LGConfig						R		T				
Lane Width						11.0		11.0				
RTOR Vol						0						
Adj Flow						611		3093				
%InSharedLn												
Prop LTs								0.000				
Prop RTs						1.000		0.000				
Peds Bikes					52							
Buses						0		0				
%InProtPhase												

Duration 0.25 Area Type: All other areas

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet						0.0		0.0				
Arriv. Type						3		3				
Unit Ext.						3.0		3.0				
I Factor					1.000			1.000				
Lost Time						2.0		2.0				
Ext of g						2.0		2.0				