A. INTRODUCTION

As outlined in Chapter 1, "Project Description," the proposed action consists of land use actions that would facilitate the development of a new predominantly residential mixed-use development on the two-block-project-area owned by the Applicant. The reasonable worst-case development scenario (RWCDS) With-Action condition for the proposed action consists of approximately 1,147 dwelling units (DUs), of which approximately 344 DUs would be affordable housing DUs (30 percent of the total); approximately 64,807 gross square feet (gsf) of local retail space; approximately 128,128 gsf of parking space, consisting of 427 spaces, as required by zoning; and approximately 26,000 sf of publicly-accessible open space. The potential for the proposed action to result in significant adverse impact was evaluated in Chapters 2 through 18 of this EIS.

In accordance with the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are developed and evaluated. This chapter considers mitigation measures to address significant adverse impacts generated by the proposed action. Measures to further mitigate adverse impacts will continue to be evaluated between the Draft EIS (DEIS) and Final EIS (FEIS). Therefore, the FEIS may include additional information and commitments on all practicable mitigation measures to be implemented with the proposed action.

The proposed action has the potential to result in significant adverse impacts to community facilities and services (intermediate schools) and transportation (traffic). Potential mitigation measures for each of these technical areas are identified below.

B. PRINCIPAL CONCLUSIONS

Community Facilities and Services

Intermediate Schools

As disclosed in Chapter 4, "Community Facilities and Services," the proposed action would result in a significant adverse impact on intermediate schools in Sub-district 1 of Community School District (CSD) 14.

If the demand for school seats is as high as the methodology in this analysis projects and the shortfall of school seats occurs, either one or a combination of the following measures, as noted in the *CEQR Technical Manual*, would need to be undertaken:

* Relocating administrative functions from a school building to another site, thereby freeing up space for classrooms;
* Making space within the buildings associated with the proposed project or elsewhere in the school study area available to the Department of Education (DOE);
* Restructuring or reprogramming existing school space;
* Providing for new capacity (seats) by constructing a new school or an addition to an existing school;
* Other measures may be identified in consultation with the School Construction Authority (SCA) and DOE that do not create additional capacity but may nevertheless serve to alleviate capacity constraints.

At this time, there has been no commitment to adopt any of the above-mentioned administrative actions and/or capital solutions. Between the DEIS and FEIS, potential mitigation will be reviewed with DOE and SCA to determine its feasibility.

Absent a commitment to implement one or more of the above measures, the proposed action would result in an unmitigated significant adverse impact on public intermediate schools if projections prove correct.

Transportation

Traffic

As described in Chapter 12, "Transportation," the proposed action would result in significant adverse impacts at seven study area intersections during one or more analyzed peak hours; specifically, four lane groups at four intersections during the weekday AM peak hour; four lane groups at three intersections during the weekday midday peak hour; eight lane groups at six intersections during the weekday PM peak hour; and one lane group at one intersection during the Saturday midday peak hour. Implementation of traffic engineering improvements, such as signal timing changes or modifications to curbside parking regulations, would provide mitigation for the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject to review and approval by the New York City Department of Transportation (DOT) prior to implementation. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified, if possible. Table 19-1 shows that significant adverse impacts would be fully mitigated at all analyzed lane groups and intersections during all analyzed peak hours.

Table 19-1, Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections With No Significant Impacts	Lane Groups/ Intersections With Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	29/10	25/6	4/4	4/4	0/0
Weekday Midday	28/10	24/7	4/3	4/3	0/0
Weekday PM	29/10	21/4	8/6	8/6	0/0
Saturday Midday	28/10	27/9	1/1	1/1	0/0

C. COMMUNITY FACILITIES AND SERVICES

Intermediate Schools

The project area is located in Sub-district 1 of CSD 14. Since the proposed action would result in the introduction of a new residential population, which would generate a demand on local school resources, the EIS assessed the effects on school capacity within the sub-district, which serves as the study area for analysis per the *CEQR Technical Manual*. As presented in Chapter 4, "Community Facilities and Services," the new population introduced by the proposed project would result in a significant adverse impact on intermediate schools. Specifically, the analysis found that as a result of the proposed action, the intermediate school utilization rate in the 2019 build year would increase from 135.9 percent to 142.0 percent, an approximately 12.0 percent increase. As the With-Action utilization rate would exceed 100 percent and would increase by 5 percent or more, a significant adverse impact would occur. The projected shortfall of seats that this analysis identifies within the sub-district study area is based on conservative assumptions regarding future background growth and students generated by new development.

If the demand for school seats is as high as the methodology in this analysis projects and the shortfall of school seats occurs, either one or a combination of the following measures, as noted in the *CEQR Technical Manual*, would need to be undertaken:

* Relocating administrative functions from a school building to another site, thereby freeing up space for classrooms;
* Making space within the buildings associated with the proposed project or elsewhere in the school study area available to the DOE;
* Restructuring or reprogramming existing school space;
* Providing for new capacity (seats) by constructing a new school or an addition to an existing school;
* Other measures may be identified in consultation with SCA and DOE that do not create additional capacity but may nevertheless serve to alleviate capacity constraints.

At this time, there has been no commitment to adopt any of the above-mentioned administrative actions and/or capital solutions. Between the DEIS and FEIS, potential mitigation will be reviewed with DOE and SCA to determine its feasibility.

Absent a commitment to implement one or more of the above measures, the proposed action would result in an unmitigated significant adverse impact on public elementary schools if projections prove correct.

D. TRANSPORTATION

Traffic

As described in Chapter 12, "Transportation," the proposed action would result in significant adverse impacts at seven study area intersections during one or more analyzed peak hour;

specifically, four lane groups at four intersections during the weekday AM peak hour, four lane groups at three intersections during the weekday midday peak hour, eight lane groups at six intersections during the weekday PM peak hour, and one lane group at one intersection during the Saturday midday peak hour.

As demonstrated below, most of the traffic impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of traffic signal phasing and/or timing;
- Modification of roadway striping; and
- Elimination of on-street parking to add an additional travel lane.

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. Table 19-2 summarizes the recommended mitigation measures for each of the intersections with identified significant adverse traffic impacts during the weekday AM, midday, and PM and/or Saturday midday peak hours. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT prior to implementation. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified, if possible. In the absence of the application of mitigation measures, the impacts would remain unmitigated.

Tables 19-3 through 19-6 show the volume-to-capacity (v/c) ratios, delays, and levels of service (LOS) for all lane groups at each impacted intersection and compares them to No-Action and With-Action conditions for the weekday AM, midday, and PM and Saturday midday peak hours, respectively. According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant following the impact criteria described in Chapter 12, "Transportation." Tables 19-3 through 19-6 show that significant adverse impacts would be fully mitigated at all analyzed lane groups and intersections during all analyzed peak hours. Proposed mitigation measures may be refined in coordination with the lead agency and DOT between the DEIS and FEIS.

Effects of Traffic and Sidewalk Mitigation on Corner Area and Crosswalk Conditions

Proposed traffic mitigation measures (discussed previously) would potentially affect pedestrian conditions in one or more peak hours at a total of two analyzed crosswalks and seven analyzed corner areas at two intersections. Tables 19-7 and 19-8 show conditions at these pedestrian elements with the proposed traffic mitigation measures. As shown in Tables 19-7 and 19-8, all of the affected crosswalks and corner areas would continue to operate at an uncongested LOS B or better in all peak hours, and there would be no new significant adverse impacts to any of these corner areas or crosswalks in any analyzed peak hour as a result of the proposed traffic mitigation measures.

Table 19-2, Proposed Traffic Mitigation Measures

Intersection	Signal Phase	No-Action Signal Timing (Seconds) (1)				Proposed Signal Timing (Seconds) (1)				Recommended Mitigation	Impacted Periods
		AM	MD	PM	SAT	AM	MD	PM	SAT		
1. Harrison Avenue (EB/WB) @	EB	36	24	36	24	33	25	32	24	- Install "No Standing 7-10AM, 4-7PM, Mon-Fri" along entire length of south curb of EB approach.	All Periods (2)
Union Avenue (NB/SB)	All Red (Lorimer St)	36	34	36	34	36	31	37	33	- Transfer 3s of green time from EB to NB/SB in AM and PM.	
	NB/SB	48	32	48	32	51	34	51	33	- Transfer 2s of green time from All Red to NB/SB in MD.	
										- Transfer 1s of green time from All Red to EB in MD.	
										- Transfer 1s of green time from EB to All Red in PM.	
										- Transfer 1s of green time from All Red to NB/SB in SAT.	
2. Lorimer Street (EB/WB) @	EB/WB	36	34	36	34	36	31	37	33	- Transfer 3s of green time from SB to NB/SB in AM and PM.	AM (2)
Union Avenue (NB/SB)	NB/SB	48	32	48	32	51	34	51	33	- Transfer 2s of green time from EB/WB to NB/SB in MD.	
	SB	36	24	36	24	33	25	32	24	- Transfer 1s of green time from EB/WB to SB in MD.	
										- Transfer 1s of green time from SB to EB/WB in PM.	
										- Transfer 1s of green time from EB/WB to NB/SB in MD.	
5. Flushing Avenue/Gerry Street (EB/WB) @	EB/WB	80	58	80	58	80	58	81	57	- Install "No Standing Anytime" on both curbs of NB approach for 200'	AM/MD/PM
Union Avenue/Marcy Avenue (NB)	NB	40	32	40	32	40	32	39	33	- Restripe NB approach with a 13' shared left-through lane, a 13' through lane, and a 13' right-turn lane.	
										- Transfer 1s of green time from NB to EB/WB in PM.	
										- Transfer 1s of green time from EB/WB to NB in SAT.	
6. Lorimer Street (EB/WB) @	EB/WB	36	34	36	34	36	31	37	33	- Transfer 3s of green time from SB2 to SB1 in AM and PM.	PM (2)
Harrison Avenue (SB)	SB1	48	32	48	32	51	34	51	33	- Transfer 2s of green time from EB/WB to SB1 in MD.	
	SB2	36	24	36	24	33	25	32	24	- Transfer 1s of green time from EB/WB to SB2 in MD.	
										- Transfer 1s of green time from SB2 to EB/WB in PM.	
										- Transfer 1s of green time from SB2 to EB/WB in PM.	
7. Walton Street (EB) @	UNSIGNALIZED									- Install "No Standing Anytime for 100' along south curb of EB approach.	PM
Harrison Avenue (SB)										- Restripe EB approach as one 8' parking lane, one 13' through lane, and one 13' right-turn lane.	
8. Wallabout Street (EB/WB) @	EB/WB	48	36	48	36	48	36	48	36	- Install "No Standing Anytime for 100' along south curb of WB approach.	AM/MD/PM
Harrison Avenue (SB)	SB	72	54	72	54	72	54	72	54	- Restripe WB approach with one 14' shared left turn-bike lane, one 11' through lane, and one 9' parking lane.	
9. Gerry Street (EB/WB) @	EB	44	48	44	48	44	48	43	48	- Transfer 1s of green time from EB to SB in PM.	PM
Harrison Avenue (SB)	SB	76	72	76	72	76	72	77	72		

Notes :

(1) Signal timings shown indicate green plus yellow (including all red) for each phase.

(2) The intersections of Union Avenue @ Harrison Avenue, Lorimer Street @ Union Avenue, and Lorimer Street @ Harrison Avenue share a signal. Therefore, a signal timing change at one of these intersections affects the signal timings at the other two intersections.

Table 19-3,
Action-with-Mitigation Traffic Conditions at Impacted Intersections –
Weekday AM Peak Hour

	LANE GROUP	WEEKDAY AM PEAK HOUR									
		No-Action			With-Action				Action With Mitigation		
		V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS		V/C RATIO	Delay (sec.)	LOS
1. Harrison Avenue (E-W) @	EB - LTR	0.92	80.6	F	0.93	82.0	F		0.89	78.3	E
Union Avenue (N-S)	NB - LT	0.67	38.2	D	0.74	41.1	D		0.65	33.9	C
	SB - LTR	1.48	280.7	F	1.62	342.1	F	*	1.31	205.4	F
2. Lorimer Street (E-W) @	EB - LTR	0.39	42.2	D	0.39	42.3	D		0.39	42.3	D
Union Avenue (N-S)	WB - LT	0.29	38.2	D	0.29	38.2	D		0.29	38.2	D
	NB - LTR	0.81	49.1	D	0.90	59.5	E	*	0.84	49.3	D
	SB - LTR	0.25	9.5	A	0.26	9.7	A		0.26	9.7	A
5. Flushing Avenue - Gerry Street (E-W) @	EB - LT	0.59	16.9	B	0.62	17.8	B		0.62	17.8	B
Marcy Avenue - Union Avenue (NB)	WB - TR	0.54	14.9	B	0.59	16.1	B		0.59	16.1	B
	NB - LT	-	-	-	-	-	-		0.77	46.6	D
	NB - R	-	-	-	-	-	-		0.87	74.5	E
	NB - LTR	1.17	134.4	F	1.22	157.3	F	*	-	53.7	D
6. Lorimer Street (E-W) @	EB - TR	0.21	36.9	D	0.22	37.1	D		0.22	37.1	D
Harrison Avenue (SB)	WB - LT	0.47	43.4	D	0.48	43.6	D		0.48	43.6	D
	SB - LTR	0.42	11.3	B	0.42	11.4	B		0.42	11.4	B
7. Walton Street (EB) @	EB - T	-	-	-	-	-	-		0.22	21.6	C
Harrison Avenue (SB)	EB - R	-	-	-	-	-	-		0.08	12.8	B
(Unsignalized)	EB - TR	0.22	16.1	C	0.33	22.4	C		-	18.1	C
	SB - LT	0.02	8.5	A	0.02	8.8	A		0.02	8.5	A
8. Wallabout Street (E-W) @	EB - R	0.20	28.1	C	0.39	33.8	C		0.39	33.8	C
Harrison Avenue (SB)	WB - L	-	-	-	-	-	-		0.64	40.7	D
	WB - T	-	-	-	-	-	-		0.39	32.1	C
	WB - LT	0.82	50.7	D	0.96	76.5	E	*	-	37.5	D
	SB - TR	0.57	20.5	C	0.59	21.1	C		0.59	21.1	C

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach
V/C Ratio - Volume to Capacity Ratio, sec. - Seconds
LOS - Level of Service
* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

Table 19-4, Action-with-Mitigation Traffic Conditions at Impacted Intersections – Weekday Midday Peak Hour

	LANE GROUP	WEEKDAY MIDDAY PEAK HOUR									
		No-Action			With-Action				Action With Mitigation		
		V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS		V/C RATIO	Delay (sec.)	LOS
1. Harrison Avenue (E-W) @	EB - LTR	0.93	73.8	E	0.95	79.0	E	*	0.90	67.0	E
Union Avenue (N-S)	NB - LT	0.62	33.9	C	0.65	35.1	D		0.61	31.8	C
	SB - LTR	1.23	172.2	F	1.32	204.3	F	*	1.19	150.7	F
2. Lorimer Street (E-W) @	EB - LTR	0.17	23.6	C	0.18	23.7	C		0.20	26.3	C
Union Avenue (N-S)	WB - LT	0.10	22.5	C	0.11	22.5	C		0.12	24.8	C
	NB - LTR	0.82	45.9	D	0.86	50.8	D		0.80	42.4	D
	SB - LTR	0.23	11.0	B	0.28	11.7	B		0.26	10.0	A
5. Flushing Avenue - Gerry Street (E-W) @	EB - LT	0.69	18.1	B	0.80	24.4	C		0.80	24.4	C
Marcy Avenue - Union Avenue (NB)	WB - TR	0.52	13.1	B	0.57	14.1	B		0.57	14.1	B
	NB - LT	-	-	-	-	-	-		0.54	28.9	C
	NB - R	-	-	-	-	-	-		0.91	77.6	E
	NB - LTR	0.81	38.6	D	0.94	54.3	D	*	-	42.6	D
6. Lorimer Street (E-W) @	EB - TR	0.13	22.8	C	0.13	22.9	C		0.15	25.2	C
Harrison Avenue (SB)	WB - LT	0.21	24.1	C	0.21	24.2	C		0.24	26.9	C
	SB - LTR	0.32	11.7	B	0.33	11.8	B		0.31	10.1	B
7. Walton Street (EB) @	EB - T	-	-	-	-	-	-		0.20	25.4	D
Harrison Avenue (SB)	EB - R	-	-	-	-	-	-		0.11	15.6	C
(Unsignalized)	EB - TR	0.14	12.8	B	0.32	25.0	C		-	20.6	C
	SB - LT	0.01	7.8	A	0.01	8.8	A		0.01	8.8	A
8. Wallabout Street (E-W) @	EB - R	0.16	21.4	C	0.36	26.2	C		0.36	26.2	C
Harrison Avenue (SB)	WB - L	-	-	-	-	-	-		0.58	31.8	C
	WB - T	-	-	-	-	-	-		0.35	24.9	C
	WB - LT	0.61	30.5	C	0.85	49.1	D	*	-	29.1	C
	SB - TR	0.50	15.4	B	0.54	16.2	B		0.54	16.2	B

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach
V/C Ratio - Volume to Capacity Ratio, sec. - Seconds
LOS - Level of Service
* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

Table 19-5, Action-with-Mitigation Traffic Conditions at Impacted Intersections – Weekday PM Peak Hour

	LANE GROUP	WEEKDAY PM PEAK HOUR									
		No-Action			With-Action				Action With Mitigation		
		V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS		V/C RATIO	Delay (sec.)	LOS
1. Harrison Avenue (E-W) @	EB - LTR	0.84	64.9	E	0.87	69.0	E	*	0.82	64.6	E
Union Avenue (N-S)	NB - LT	0.46	31.5	C	0.49	32.0	C		0.46	29.3	C
	SB - LTR	1.20	154.3	F	1.30	194.4	F	*	1.18	144.2	F
2. Lorimer Street (E-W) @	EB - LTR	0.27	38.5	D	0.27	38.6	D		0.26	37.6	D
Union Avenue (N-S)	WB - LT	0.35	39.1	D	0.36	39.4	D		0.35	38.4	D
	NB - LTR	0.68	40.5	D	0.72	42.7	D		0.67	38.0	D
	SB - LTR	0.29	10.0	A	0.35	10.8	B		0.36	11.3	B
5. Flushing Avenue - Gerry Street (E-W) @	EB - LT	0.80	26.9	C	0.96	49.3	D	*	0.93	44.1	D
Marcy Avenue - Union Avenue (NB)	WB - TR	0.53	14.7	B	0.57	15.3	B		0.56	14.7	B
	NB - LT	-	-	-	-	-	-		0.58	40.1	D
	NB - R	-	-	-	-	-	-		0.91	86.9	F
	NB - LTR	0.86	52.9	D	0.97	71.2	E	*	-	53.3	D
6. Lorimer Street (E-W) @	EB - TR	0.22	37.1	D	0.23	37.4	D		0.22	36.4	D
Harrison Avenue (SB)	WB - LT	0.90	74.7	E	0.93	82.6	F	*	0.90	74.7	E
	SB - LTR	0.36	10.4	B	0.37	10.5	B		0.37	11.0	B
7. Walton Street (EB) @	EB - T	-	-	-	-	-	-		0.35	35.4	E
Harrison Avenue (SB)	EB - R	-	-	-	-	-	-		0.09	16.0	C
(Unsignalized)	EB - TR	0.24	18.7	C	0.46	36.9	E	*	-	28.8	D
	SB - LT	0.03	8.0	A	0.03	8.5	A		0.03	8.5	A
8. Wallabout Street (E-W) @	EB - R	0.29	29.4	C	0.52	37.9	D		0.52	37.9	D
Harrison Avenue (SB)	WB - L	-	-	-	-	-	-		0.63	40.7	D
	WB - T	-	-	-	-	-	-		0.39	32.1	C
	WB - LT	0.66	39.9	D	0.93	70.3	E	*	-	37.3	D
	SB - TR	0.76	28.1	C	0.81	31.2	C		0.81	31.2	C
9. Gerry Street (E-W) @	EB - TR	0.23	30.9	C	0.32	32.7	C		0.32	33.7	C
Harrison Avenue (SB)	SB - LT	0.94	41.4	D	0.97	48.6	D	*	0.96	44.9	D

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach
V/C Ratio - Volume to Capacity Ratio, sec. - Seconds
LOS - Level of Service
* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

Table 19-6, Action-with-Mitigation Traffic Conditions at Impacted Intersections – Saturday Midday Peak Hour

	LANE GROUP	SATURDAY MIDDAY PEAK HOUR									
		No-Action			With-Action				Action With Mitigation		
		V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS		V/C RATIO	Delay (sec.)	LOS
1. Harrison Avenue (E-W) @	EB - LTR	0.36	34.4	C	0.38	34.9	C		0.38	34.9	C
Union Avenue (N-S)	NB - LT	0.36	27.3	C	0.42	28.2	C		0.40	27.2	C
	SB - LTR	0.67	40.2	D	0.79	48.8	D	*	0.75	44.0	D
2. Lorimer Street (E-W) @	EB - LTR	0.17	23.7	C	0.17	23.7	C		0.18	24.6	C
Union Avenue (N-S)	WB - LT	0.14	22.9	C	0.15	23.0	C		0.16	23.8	C
	NB - LTR	0.49	30.3	C	0.56	32.0	C		0.54	30.6	C
	SB - LTR	0.09	9.6	A	0.13	9.9	A		0.12	9.4	A
5. Flushing Avenue - Gerry Street (E-W) @	EB - LT	0.51	13.0	B	0.56	14.1	B		0.57	14.9	B
Marcy Avenue - Union Avenue (NB)	WB - TR	0.44	11.6	B	0.48	12.3	B		0.49	12.9	B
	NB - LT	-	-	-	-	-	-		0.32	24.8	C
	NB - R	-	-	-	-	-	-		0.87	67.2	E
	NB - LTR	0.63	31.5	C	0.74	36.2	D		-	41.3	D
6. Lorimer Street (E-W) @	EB - TR	0.26	25.2	C	0.27	25.5	C		0.28	26.5	C
Harrison Avenue (SB)	WB - LT	0.33	26.0	C	0.35	26.4	C		0.37	27.4	C
	SB - LTR	0.20	10.4	B	0.21	10.5	B		0.20	10.0	A
7. Walton Street (EB) @	EB - T	-	-	-	-	-	-		0.07	19.6	C
Harrison Avenue (SB)	EB - R	-	-	-	-	-	-		0.08	18.0	C
(Unsignalized)	EB - TR	0.06	12.6	B	0.16	21.2	C		-	18.7	C
	SB - LT	0.00	7.4	A	0.00	7.9	A		0.00	7.9	A
8. Wallabout Street (E-W) @	EB - R	0.12	20.8	C	0.30	24.7	C		0.30	24.7	C
Harrison Avenue (SB)	WB - L	-	-	-	-	-	-		0.53	30.1	C
	WB - T	-	-	-	-	-	-		0.13	20.8	C
	WB - LT	0.46	26.5	C	0.69	36.9	D		-	27.5	C
	SB - TR	0.44	14.1	B	0.46	14.6	B		0.46	14.6	B

Notes:
EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
L-Left, T-Through, R-Right, DefL-Analysis considers a defacto left lane on this approach
V/C Ratio - Volume to Capacity Ratio, sec. - Seconds
LOS - Level of Service
* - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)
Analysis is based on the 2000 Highway Capacity Manual methodology (HCS+, version 5.5)

Table 19-7, Action-with-Mitigation Crosswalk Conditions

No.	Location	Street Width (feet)	Crosswalk Width (feet)	Avg. Conditions (w/Conflicting Vehicles) - Weekday PM Peak Hour					
				No-Action		With-Action		Mitigation	
				SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS
X1	Gerry St-Flushing Av @ Union-Marcy Avs - north	39.0	10.0	111.7	A	64.5	A	65.7	A
X2	Gerry St-Flushing Av @ Union-Marcy Avs - east	40.0	14.0	175.7	A	56.4	B	53.4	B
No.	**Location**	**Street Width (feet)**	**Crosswalk Width (feet)**	**Avg. Conditions (w/Conflicting Vehicles) - Saturday MD Peak Hour**					
				No-Action		**With-Action**		**Mitigation**	
				SF/Ped	**LOS**	**SF/Ped**	**LOS**	**SF/Ped**	**LOS**
X1	Gerry St-Flushing Av @ Union-Marcy Avs - north	39.0	10.0	188.4	A	87.0	A	84.8	A
X2	Gerry St-Flushing Av @ Union-Marcy Avs - east	40.0	14.0	90.9	A	41.8	B	45.1	B

Notes:
AM - weekday 7:30-8:30 AM peak hour
MD - weekday 12:15-1:15 PM peak hour (midday)
PM - weekday 4:30-5:30 PM peak hour
SAT - Saturday 1:45-2:45 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.

Table 19-8, Action-with-Mitigation Corner Conditions

No.	Intersection	Corner	Average Conditions							
			AM		MD		PM		SAT	
			SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS	SF/Ped	LOS
C1	Walton St @ Union Ave	northeast	113.0	A	42.3	B	61.9	A	55.0	B
C2	Walton St @ Union Ave	southeast	784.5	A	566.6	A	714.1	A	656.9	A
C3	Wallabout St @ Union Ave	northeast	560.7	A	300.2	A	343.5	A	362.3	A
C4	Wallabout St @ Union Ave	southeast	459.9	A	405.3	A	416.9	A	444.4	A
C5	Gerry St-Flushing Av @ Union-Marcy Avs	northeast	2,694.9	A	2,177.6	A	2179.0	A	2,265.9	A
C6	Gerry St-Flushing Av @ Union-Marcy Avs	southeast	262.3	A	224.8	A	216.5	A	172.1	A
C7	Gerry St-Flushing Av @ Union-Marcy Avs	southwest	473.0	A	592.6	A	491.9	A	468.2	A
C8	Gerry St-Flushing Av @ Union-Marcy Avs	northwest	156.4	A	169.6	A	143.2	A	174.9	A
C9	Wallabout St @ Harrison Ave	northeast	479.5	A	482.2	A	468.5	A	512.4	A
C10	Wallabout St @ Harrison Ave	southeast	322.0	A	337.0	A	354.9	A	235.2	A
C11	Wallabout St @ Harrison Ave	southwest	381.2	A	264.8	A	302.5	A	215.4	A
C12	Wallabout St @ Harrison Ave	northwest	333.0	A	257.0	A	281.1	A	266.5	A
C13	Gerry St @ Harrison Ave	northeast	261.2	A	362.3	A	386.9	A	456.9	A
C14	Gerry St @ Harrison Ave	southwest	680.1	A	527.8	A	558.8	A	681.0	A
C15	Gerry St @ Harrison Ave	northwest	371.7	A	329.2	A	336.5	A	371.0	A
C16	Wallabout St @ Broadway	northwest	261.9	A	386.3	A	281.4	A	337.1	A

Notes:
AM - weekday 7:30-8:30 AM peak hour
MD - weekday 12:15-1:15 PM peak hour (midday)
PM - weekday 4:30-5:30 PM peak hour
SAT - Saturday 1:45-2:45 PM peak hour
SF/Ped - average square feet per pedestrian.
LOS - level of service.