Chapter 22: Mitigation

A. INTRODUCTION

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

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

B. OPEN SPACE

The analysis in Chapter 6, "Open Space," found that the proposed project would result in a significant adverse impact on passive open space for the study area worker population and the combined population of residents and workers. Potential mitigation measures for this significant adverse impact could include, among others: funding for improvements, renovation, or maintenance at existing open spaces; or adding amenities to existing open spaces to improve the experience of open space users.

The feasibility of these and potentially other measures will be further explored and evaluated in consultation with the New York City Department of Parks and Recreation (DPR) between publication of the Draft EIS (DEIS) and Final EIS (FEIS). If it is determined that there are no practicable mitigation measures that would reduce or eliminate the impact, this significant adverse impact would remain unmitigated.

C. TRAFFIC

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

If additional analyses associated with the Green Light for Midtown and the First and Second Avenue Select Bus Service (SBS) programs undertaken between the DEIS and the FEIS show that these initiatives would have the potential to alter the results of the traffic analysis, the

proposed mitigation measures below will be re-evaluated to determine if they are still applicable. Additional mitigation measures will also be proposed, if appropriate.

Table 22-1
Traffic Impact Mitigation Summary

	Movements / Intersections Analyzed	Movements / Intersections with No Significant Impacts	Movements / Intersections with Significant Impacts	Mitigated Movements / Intersections	Unmitigated Movements / Intersections
Weekday AM	135 / 43	120 / 30	15 / 13	15 / 13	0 / 0
Weekday Midday	135 / 43	124 / 32	11 / 11	11 / 11	0 / 0
Weekday PM	135 / 43	115 / 27	20 / 16	20 / 16	0 / 0
Saturday Midday	135 / 43	123 / 31	12 / 12	12 / 12	0 / 0

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

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

- Signal phasing and/or timing changes;
- Parking regulation changes to gain a travel lane at key intersections;
- Elimination of on-street parking within 150 feet of intersections to add a limited travel lane, known as "daylighting";
- Intersection or street channelization improvements;
- Lane markings and signage; and
- Prohibition of turn movements.

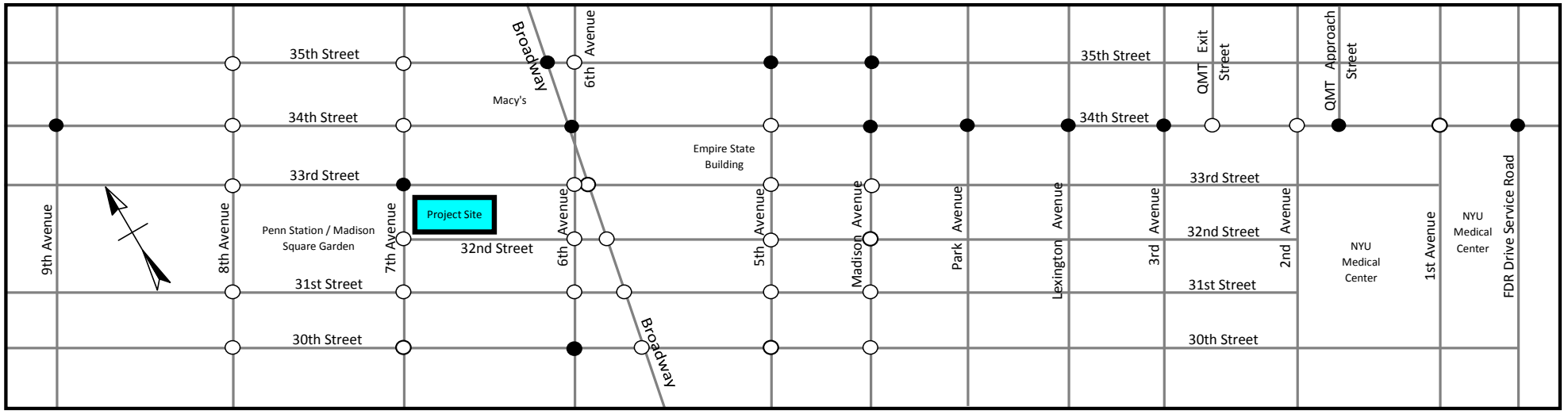
These measures represent the standard range of traffic capacity improvements to improve operating conditions and mitigate impacts and are implemented by the New York City Department of Transportation (NYCDOT).

If "daylighting" were implemented at the locations proposed, up to 30 on-street parking spaces could be lost. Since there is sufficient off-street parking supply to cover this reduction in on-street spaces, no significant impact is expected. In addition, two of the proposed locations are signed for commercial vehicle parking, however, these displaced commercial vehicles are anticipated to use nearby commercial vehicle parking, so no significant impact is expected.

Figures 22-1 through 22-4 present the 2014 future with the proposed project condition with mitigation for the weekday AM, midday, PM and Saturday midday peak periods, respectively.

Tables 22-2 through 22-5 present approach movements with significant adverse impacts, with the mitigated volume-to-capacity (v/c) ratio, delay, LOS, and proposed mitigation measures to be applied for the 2014 future with the proposed project condition with mitigation for the weekday AM, midday, and PM, and Saturday midday peak periods, respectively.

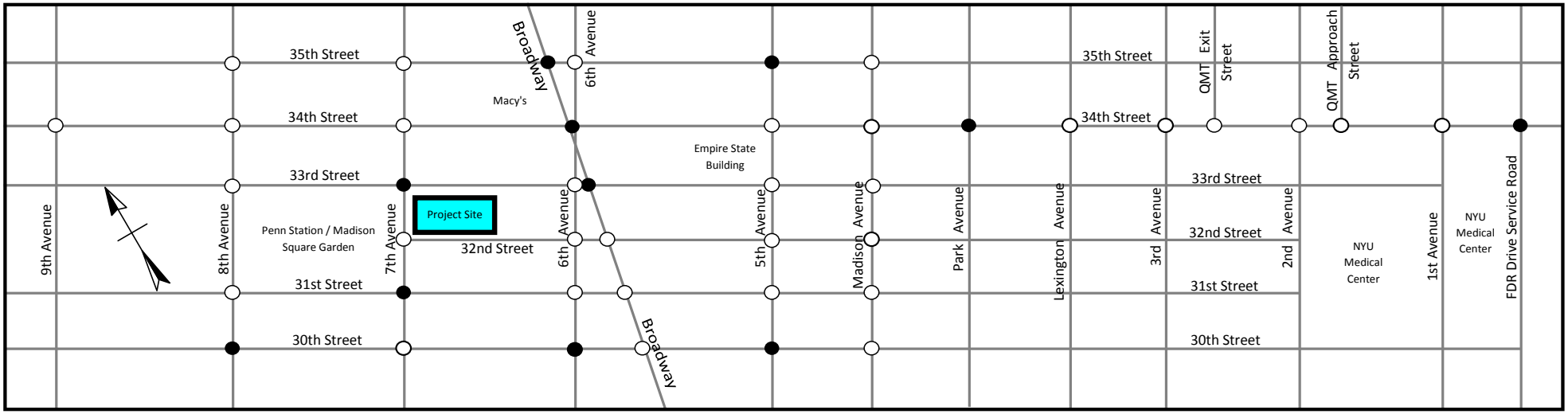
Tables 22-6 through 22-9 detail the mitigation measures by intersection assumed for the weekday AM, midday, and PM, and Saturday midday analyses.



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

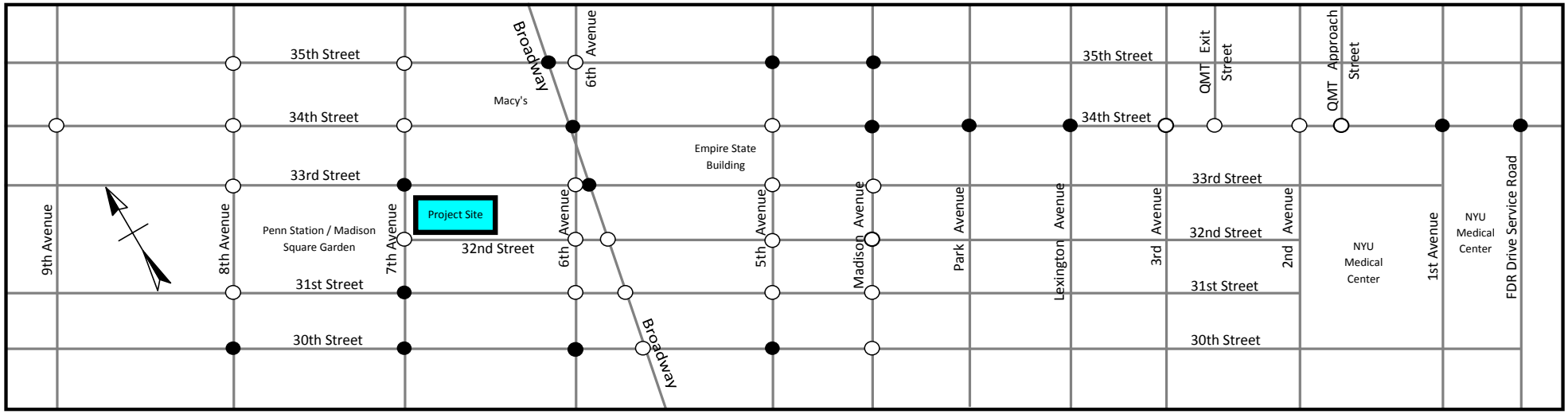
Future with the Proposed Project:
Mitigation of Intersections with Significant Adverse Impacts
Weekday AM Peak Hour
Figure 22-1



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

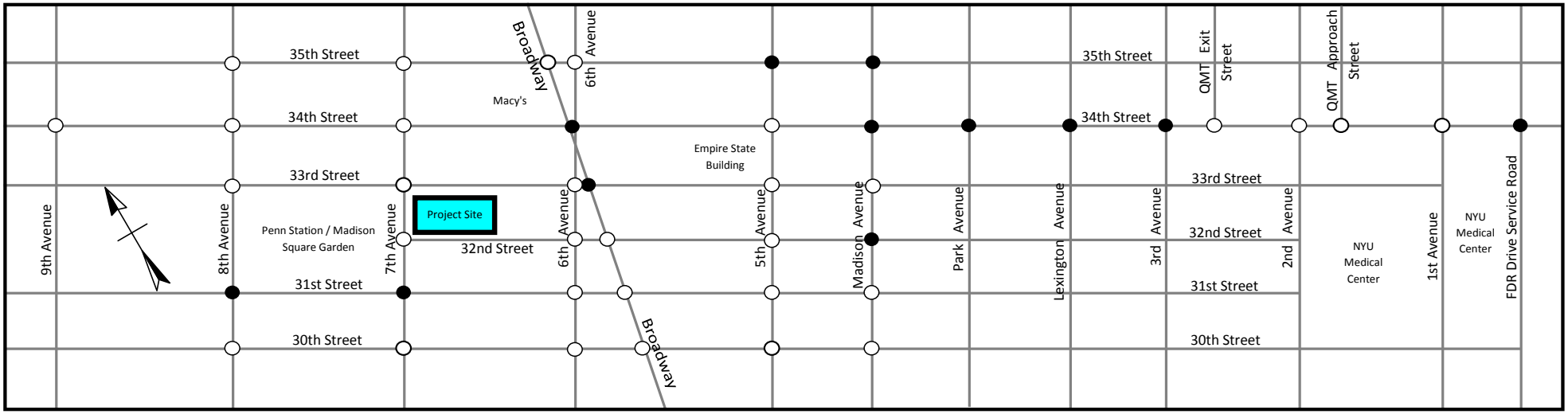
Future with the Proposed Project
Mitigation of Intersections with Significant Adverse Impacts
Weekday Midday Peak Hour
Figure 22-2



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

Future with the Proposed Project
Mitigation of Intersections with Significant Adverse Impacts
Weekday PM Peak Hour
Figure 22-3



Project Site
No Significant Impact
Mitigated Intersections

15 PENN PLAZA

Future with the Proposed Project
Mitigation of Intersections with Significant Adverse Impacts
Saturday Midday Peak Hour
Figure 22-4

Table 22-2
Future with the Proposed Project: Weekday AM Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Ninth Ave & 34th St	EB	T	0.80	42.2	D	EB	T	0.89	52.4	mid-D	EB	T	0.81	40.1	D
		R	0.99	88.1	F		R	0.99	88.1	F		R	0.88	59.5	E
	WB	DefL	0.62	24.9	C	WB	DefL	0.66	27.4	C	WB	DefL	0.60	22.2	C
		T	0.49	17.4	B		T	0.49	17.4	B		T	0.46	15.1	B
	SB	LTR	0.90	31.0	C	SB	LTR	0.90	31.5	C	SB	LTR	0.33	33.6	C
Eighth Ave & 30th St	EB	LT	0.89	36.5	D	EB	LT	0.92	39.7	D	EB	LT	0.92	39.7	D
	NB	TR	0.65	16.3	B	NB	TR	0.65	16.4	B	NB	TR	0.65	16.4	B
Eighth Ave & 31st St	WB	TR	0.61	22.0	C	WB	TR	0.61	22.1	C	WB	TR	0.61	22.1	C
	NB	LT	0.73	19.4	B	NB	LT	0.74	19.6	B	NB	LT	0.74	19.6	B
Eighth Ave & 33rd St	WB	TR	0.18	11.7	B	WB	TR	0.18	11.7	B	WB	TR	0.18	11.7	B
	NB	LT	0.91	33.5	C	NB	LT	0.93	34.7	C	NB	LT	0.93	34.7	C
Eighth Ave & 34th St	EB	T	0.71	27.3	C	EB	T	0.75	29.4	C	EB	T	0.75	29.4	C
	WB	T	0.38	17.6	B	WB	T	0.38	17.6	B	WB	T	0.38	17.6	B
		R	0.60	26.5	C		R	0.60	26.5	C		R	0.60	26.5	C
	NB	LTR	0.93	35.8	D	NB	LTR	0.94	37.1	D	NB	LTR	0.94	37.1	D
Eighth Ave & 35th St	WB	TR	1.16	476.0	F	WB	TR	1.16	476.0	F	WB	TR	1.16	476.0	F
	NB	LT	0.59	10.5	B	NB	LT	0.59	10.5	B	NB	LT	0.59	10.5	B
Seventh Ave & 30th St	EB	T	0.89	45.2	mid-D	EB	T	0.91	49.2	mid-D	EB	T	0.91	49.2	mid-D
		R	0.68	31.5	C		R	0.68	31.5	C		R	0.68	31.5	C
	SB	LT	0.72	16.1	B	SB	LT	0.72	16.2	B	SB	LT	0.72	16.2	B
Seventh Ave & 31st St	WB	LT	1.01	104.2	F	WB	LT	1.01	104.2	F	WB	LT	1.01	104.2	F
	SB	TR	0.73	17.9	B	SB	TR	0.73	18.0	B	SB	TR	0.73	18.0	B
Seventh Ave & 32nd St	SB	LT	0.67	5.8	A	SB	LT	0.68	5.9	A	SB	LT	0.68	5.9	A
Seventh Ave & 33rd St	WB	LT	0.94	77.0	E	WB	LT	0.97	83.7	F	WB	LT	0.87	61.9	E
												LT			A
	SB	TR	0.90	13.0	B	SB	TR	0.92	14.5	B	SB	TR	0.95	19.8	B
Seventh Ave & 34th St	EB	T	0.87	42.7	D	EB	T	0.87	42.7	D	EB	T	0.87	42.7	D
	WB	LT	0.77	30.4	C	WB	LT	0.79	31.2	C	WB	LT	0.79	31.2	C
	SB	T	0.77	17.1	B	SB	T	0.78	17.5	B	SB	T	0.78	17.5	B
Seventh Ave & 35th St	WB	L	0.69	34.5	C	WB	L	0.72	36.3	D	WB	L	0.72	36.3	D
		LT	0.79	219.2	F		LT	0.79	219.2	F		LT	0.79	219.2	F
	SB	TR	0.70	14.2	B	SB	TR	0.71	14.4	B	SB	TR	0.71	14.4	B
Broadway & 30th St	EB	TR	0.94	47.3	mid-D	EB	TR	0.94	47.6	mid-D	EB	TR	0.94	47.6	mid-D
	SB	LT	0.54	16.6	B	SB	LT	0.54	16.6	B	SB	LT	0.54	16.6	B
Broadway & 31st St	WB	LT	1.01	102.3	F	WB	LT	1.01	102.3	F	WB	LT	1.01	102.3	F
	SB	TR	0.66	19.2	B	SB	TR	0.66	19.2	B	SB	TR	0.66	19.2	B
Broadway & 32nd St	EB	TR	0.29	17.2	B	EB	TR	0.30	17.3	B	EB	TR	0.30	17.3	B
	SB	L	0.43	17.9	B	SB	L	0.47	19.0	B	SB	L	0.47	19.0	B
		T	0.47	15.2	B		T	0.47	15.2	B		T	0.47	15.2	B
Broadway & 33rd St	WB	L	1.05	274.0	F	WB	L	1.05	274.0	F	WB	L	1.05	274.0	F
	SB	T	0.42	16.2	B	SB	T	0.43	16.3	B	SB	T	0.43	16.3	B
Broadway & 35th St	WB	L	0.09	20.6	C	WB	L	0.09	20.6	C	WB	L	0.08	19.1	B
		T	1.12	145.8	F		T	1.14	152.8	F		T	1.07	124.2	F
	SB	T	0.32	8.4	A	SB	T	0.33	8.4	A	SB	T	0.34	9.8	A
		R	0.30	10.0	A		R	0.30	10.1	B		R	0.32	11.7	B
Sixth Ave & 30th St	**EB**	**LT**	**1.05**	**248.1**	**F**	**EB**	**LT**	**1.08**	**256.3**	**F**	**EB**	**LT**	**0.36**	**15.9**	**B**
												T	**0.68**	**22.5**	**C**
	NB	TR	0.95	34.9	C	NB	TR	0.96	36.5	D	NB	TR	0.96	36.5	D
Sixth Ave & 31st St	WB	TR	0.53	20.5	C	WB	TR	0.53	20.5	C	WB	TR	0.53	20.5	C
	NB	LT	0.89	24.6	C	NB	LT	0.91	25.7	C	NB	LT	0.91	25.7	C
Sixth Ave & 32nd St	EB	L	0.45	23.2	C	EB	L	0.49	24.3	C	EB	L	0.49	24.3	C
		T	0.26	17.3	B		T	0.27	17.4	B		T	0.27	17.4	B
	NB	TR	0.90	25.3	C	NB	TR	0.91	26.1	C	NB	TR	0.91	26.1	C
Sixth Ave / Bdwy & 34th St	EB	T	1.08	380.2	F	EB	T	1.08	380.2	F	EB	T	1.01	115.0	F
	WB	TR	1.07	337.0	F	WB	TR	1.09	413.4	F	WB	TR	1.01	103.1	F
	NB	T	0.93	35.8	D	NB	T	0.93	36.4	D	NB	T	0.97	41.7	D
	SB	T	0.71	37.4	D	SB	T	0.73	38.1	D	SB	T	0.76	40.6	D
Sixth Ave & 35th St	WB	TR	0.74	32.6	C	WB	TR	0.75	32.9	C	WB	TR	0.75	32.9	C
	NB	LT	0.63	10.2	B	NB	LT	0.64	10.3	B	NB	LT	0.64	10.3	B
Fifth Ave & 30th St	EB	TR	1.22	332.3	F	EB	TR	1.23	333.1	F	EB	TR	1.23	333.1	F
	SB	LT	0.53	9.9	A	SB	LT	0.53	9.9	A	SB	LT	0.53	9.9	A
Fifth Ave & 31st St	WB	L	0.35	25.6	C	WB	L	0.35	25.6	C	WB	L	0.35	25.6	C
		T	0.86	46.1	mid-D		T	0.86	46.1	mid-D		T	0.86	46.1	mid-D
	SB	TR	0.76	14.1	B	SB	TR	0.76	14.1	B	SB	TR	0.76	14.1	B

Table 22-2 (cont'd.)
Future with the Proposed Project: Weekday AM Peak Hour
Intersection Approach Movements With and Without Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Fifth Ave & 32nd St	EB	T	0.69	34.1	C	EB	T	0.70	34.5	C	EB	T	0.70	34.5	C
		R	0.48	30.8	C		R	0.48	30.8	C		R	0.48	30.8	C
	SB	LT	0.82	15.7	B	SB	LT	0.82	15.7	B	SB	LT	0.82	15.7	B
Fifth Ave & 33rd St	WB	LT	0.81	52.7	mid-D	WB	LT	0.84	55.4	E	WB	LT	0.84	55.4	E
	SB	TR	0.72	9.4	A	SB	TR	0.74	9.9	A	SB	TR	0.74	9.9	A
Fifth Ave & 34th St	EB	T	0.60	23.6	C	EB	T	0.60	23.6	C	EB	T	0.60	23.6	C
		R	0.43	22.3	C		R	0.43	22.3	C		R	0.43	22.3	C
	WB	T	0.52	19.6	B	WB	T	0.53	19.8	B	WB	T	0.53	19.8	B
	SB	LTR	0.68	18.2	B	SB	LTR	0.69	18.4	B	SB	LTR	0.69	18.4	B
Fifth Ave & 35th St	WB	L	0.83	71.2	E	WB	L	0.92	87.1	F	WB	L	0.81	63.6	E
		T	1.12	253.9	F		T	1.18	279.2	F		T	1.12	245.4	F
	SB	TR	0.69	14.8	B	SB	TR	0.69	14.9	B	SB	TR	0.73	17.1	B
Madison Ave & 30th St	EB	L	0.48	28.2	C	EB	L	0.48	28.2	C	EB	L	0.48	28.2	C
		T	1.07	250.0	F		T	1.07	250.7	F		T	1.07	250.7	F
	NB	TR	0.79	16.7	B	NB	TR	0.79	16.7	B	NB	TR	0.79	16.7	B
Madison Ave & 31st St	WB	TR	0.59	27.5	C	WB	TR	0.61	27.8	C	WB	TR	0.61	27.8	C
	NB	LT	0.80	17.0	B	NB	LT	0.80	17.0	B	NB	LT	0.80	17.0	B
Madison Ave & 32nd St	EB	L	0.56	31.3	C	EB	L	0.58	31.9	C	EB	L	0.58	31.9	C
		T	0.68	32.6	C		T	0.69	32.7	C		T	0.69	32.7	C
	NB	TR	0.63	13.2	B	NB	TR	0.64	13.3	B	NB	TR	0.64	13.3	B
Madison Ave & 33rd St	WB	T	0.22	19.5	B	WB	T	0.22	19.5	B	WB	T	0.22	19.5	B
		R	0.24	20.7	C		R	0.24	20.7	C		R	0.24	20.7	C
	NB	LT	0.63	14.6	B	NB	LT	0.64	14.7	B	NB	LT	0.64	14.7	B
Madison Ave & 34th St	EB	L	0.76	69.5	E	EB	L	0.80	80.0	E	EB	L	0.73	63.8	E
		T	0.84	40.0	D		T	0.84	40.0	D		T	0.81	37.0	D
	WB	T	0.94	51.2	mid-D	WB	T	0.96	56.2	E	WB	T	0.94	49.9	mid-D
		R	0.34	22.9	C		R	0.41	24.8	C		R	0.39	23.6	C
	NB	LTR	0.62	14.5	B	NB	LTR	0.62	14.5	B	NB	LTR	0.64	15.6	B
Madison Ave & 35th St	WB	T	1.25	281.7	F	WB	T	1.31	306.7	F	WB	T	1.24	269.4	F
		R	0.88	81.0	F		R	0.88	81.0	F		R	0.77	60.5	E
	NB	LT	0.40	11.3	B	NB	LT	0.41	11.4	B	NB	LT	0.43	13.0	B
Park Ave & 34th St	EB	T	0.81	37.3	D	EB	T	0.81	37.6	D	EB	T	0.77	32.9	C
		R	0.28	22.3	C		R	0.28	22.3	C		R	0.26	20.4	C
	WB	T	1.13	229.4	F	WB	T	1.19	252.8	F	WB	T	1.13	217.8	F
		R	0.26	21.1	C		R	0.26	21.1	C		R	0.24	19.5	B
	NB	TR	0.55	17.1	B	NB	TR	0.55	17.1	B	NB	TR	0.58	18.7	B
	SB	TR	0.69	20.0	B	SB	TR	0.69	20.0	B	SB	TR	0.73	22.2	C
Lexington Ave & 34th St	EB	T	0.70	29.8	C	EB	T	0.70	30.0	C	EB	T	0.67	27.0	C
		R	0.46	26.4	C		R	0.46	26.4	C		R	0.43	23.6	C
	WB	T	1.13	216.1	F	WB	T	1.19	238.5	F	WB	T	1.13	206.5	F
	SB	LT	1.04	124.0	F	SB	LT	1.04	124.0	F	SB	LT	0.99	37.2	D
		R	0.38	20.6	C		R	0.38	20.6	C		R	0.39	22.5	C
Third Ave & 34th St	EB	L	0.43	22.0	C	EB	L	0.43	22.5	C	EB	L	0.42	21.5	C
		T	0.72	27.5	C		T	0.73	27.7	C		T	0.71	26.1	C
	WB	TR	0.88	45.2	mid-D	WB	TR	0.93	50.5	mid-D	WB	TR	0.89	44.9	D
	NB	LTR	0.73	19.4	B	NB	LTR	0.74	19.4	B	NB	LTR	0.75	20.6	C
Ramp from I-495 & 34th St	EB	T	0.31	4.5	A	EB	T	0.31	4.5	A	EB	T	0.31	4.5	A
	WB	T	0.41	23.8	C	WB	T	0.43	24.1	C	WB	T	0.43	24.1	C
	SB	L	0.85	81.6	F	SB	L	0.85	81.6	F	SB	L	0.85	81.6	F
		R	0.27	11.7	B		R	0.28	11.8	B		R	0.28	11.8	B
Second Ave & 34th St	EB	T	0.75	36.1	D	EB	T	0.75	36.2	D	EB	T	0.75	36.2	D
		R	1.06	346.3	F		R	1.06	346.3	F		R	1.06	346.3	F
	WB	DefL	0.68	41.0	D	WB	DefL	0.68	41.1	D	WB	DefL	0.68	41.1	D
		T	0.43	20.5	C		T	0.47	21.2	C		T	0.47	21.2	C
	SB	L	0.71	22.2	C	SB	L	0.71	22.2	C	SB	L	0.71	22.2	C
		LTR	0.93	24.9	C		LTR	0.93	24.9	C		LTR	0.93	24.9	C
Ramp to I-495 & 34th St	EB	L	0.39	14.5	B	EB	L	0.39	14.5	B	EB	L	0.39	14.0	B
		LTR	0.68	17.7	B		LTR	0.69	17.9	B		LTR	0.67	16.9	B
	WB	LT	0.93	61.9	E	WB	LT	0.98	71.1	E	WB	LT	0.92	58.9	E
		R	1.01	143.1	F		R	1.01	143.1	F		R	0.94	94.6	F
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.12	38.8	D
First Ave & 34th St	EB	LT	1.10	261.8	F	EB	LT	1.11	268.1	F	EB	LT	1.11	268.1	F
	WB	TR	0.71	35.3	D	WB	TR	0.73	36.0	D	WB	TR	0.73	36.0	D
	NB	LTR	0.75	20.4	C	NB	LTR	0.75	20.4	C	NB	LTR	0.75	20.4	C
FDR Drive & 34th St	EB	L	1.07	347.9	F	EB	L	1.08	349.2	F	EB	L	1.08	349.2	F
		LTR	0.94	73.8	E		LTR	0.94	74.6	E		LTR	0.94	74.6	E
		R	0.87	39.1	D		R	0.87	39.1	D		R	0.82	33.4	C
	WB	LTR	0.09	26.8	C	WB	LTR	0.09	26.8	C	WB	LTR	0.09	26.8	C
	NB	L	1.15	212.1	F	NB	L	1.19	230.9	F	NB	L	1.13	202.6	F
		TR	0.29	7.7	A		TR	0.29	7.7	A		TR	0.29	7.7	A
	SB	LTR	0.86	30.3	C	SB	LTR	0.87	31.0	C	SB	LTR	0.91	36.8	D

Bold Indicates changed movements between conditions

Table 22-3
Future with the Proposed Project: Weekday MD Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Ninth Ave & 34th St	EB	T	0.71	35.9	D	EB	T	0.75	38.3	D	EB	T	0.75	38.3	D
		R	0.87	62.3	E		R	0.87	62.3	E		R	0.87	62.3	E
	WB					WB					WB				
		LT	0.68	21.2	C		LT	0.70	22.2	C		LT	0.70	22.2	C
	SB	LTR	0.89	30.4	C	SB	LTR	0.89	30.6	C	SB	LTR	0.89	30.6	C
Eighth Ave & 30th St	EB	LT	0.67	122.0	F	EB	LT	0.69	127.7	F	EB	LT	0.67	116.2	F
	NB	TR	0.66	18.1	B	NB	TR	0.67	18.2	B	NB	TR	0.69	19.3	B
Eighth Ave & 31st St	WB	TR	0.71	25.1	C	WB	TR	0.75	26.7	C	WB	TR	0.75	26.7	C
	NB	LT	0.71	19.0	B	NB	LT	0.72	19.2	B	NB	LT	0.72	19.2	B
Eighth Ave & 33rd St	WB	TR	0.24	12.3	B	WB	TR	0.24	12.3	B	WB	TR	0.24	12.3	B
	NB	LT	0.93	35.5	D	NB	LT	0.96	38.4	D	NB	LT	0.96	38.4	D
Eighth Ave & 34th St	EB	T	0.59	22.8	C	EB	T	0.61	23.3	C	EB	T	0.61	23.3	C
	WB	T	0.41	18.1	B	WB	T	0.42	18.1	B	WB	T	0.42	18.1	B
		R	0.60	26.8	C		R	0.63	28.0	C		R	0.63	28.0	C
	NB	LTR	0.90	32.4	C	NB	LTR	0.92	34.3	C	NB	LTR	0.92	34.3	C
Eighth Ave & 35th St	WB	TR	0.97	60.9	E	WB	TR	0.97	60.9	E	WB	TR	0.97	60.9	E
	NB	LT	0.77	20.3	C	NB	LT	0.78	20.7	C	NB	LT	0.78	20.7	C
Seventh Ave & 30th St	EB	T	0.79	35.6	D	EB	T	0.82	37.9	D	EB	T	0.82	37.9	D
		R	0.33	20.8	C		R	0.33	20.8	C		R	0.33	20.8	C
	SB	LT	0.61	19.0	B	SB	LT	0.62	19.2	B	SB	LT	0.62	19.2	B
Seventh Ave & 31st St	WB	LT	1.12	330.5	F	WB	LT	1.13	333.8	F	WB	LT	1.10	316.0	F
	SB	TR	0.68	22.3	C	SB	TR	0.71	23.6	C	SB	TR	0.73	25.3	C
Seventh Ave & 32nd St	SB	LT	0.63	5.4	A	SB	LT	0.66	5.8	A	SB	LT	0.66	5.8	A
Seventh Ave & 33rd St	WB	LT	1.06	316.2	F	WB	LT	1.15	622.0	F	WB	LT	1.05	279.7	F
												LT			A
	SB	TR	0.79	8.7	A	SB	TR	0.82	9.6	A	SB	TR	0.85	12.1	B
Seventh Ave & 34th St	EB	T	0.73	31.6	C	EB	T	0.75	33.0	C	EB	T	0.75	33.0	C
	WB	LT	0.75	29.2	C	WB	LT	0.77	29.8	C	WB	LT	0.77	29.8	C
	SB	T	0.71	16.0	B	SB	T	0.74	16.6	B	SB	T	0.74	16.6	B
Seventh Ave & 35th St	WB	L	0.38	23.7	C	WB	L	0.47	26.0	C	WB	L	0.47	26.0	C
		LT	0.70	33.3	C		LT	0.70	33.3	C		LT	0.70	33.3	C
	SB	TR	0.73	20.0	B	SB	TR	0.74	20.7	C	SB	TR	0.74	20.7	C
Broadway & 30th St	EB	TR	0.83	34.5	C	EB	TR	0.84	35.2	D	EB	TR	0.84	35.2	D
	SB	LT	0.58	17.4	B	SB	LT	0.59	17.7	B	SB	LT	0.59	17.7	B
Broadway & 31st St	WB	LT	0.99	62.6	E	WB	LT	0.99	63.1	E	WB	LT	0.99	63.1	E
	SB	TR	0.76	22.8	C	SB	TR	0.77	23.2	C	SB	TR	0.77	23.2	C
Broadway & 32nd St	EB	TR	0.31	17.4	B	EB	TR	0.33	17.6	B	EB	TR	0.33	17.6	B
	SB	L	0.50	19.8	B	SB	L	0.56	21.8	C	SB	L	0.56	21.8	C
		T	0.48	15.4	B		T	0.49	15.5	B		T	0.49	15.5	B
Broadway & 33rd St	WB	L	1.04	240.7	F	WB	L	1.12	555.2	F	WB	L	1.00	81.1	F
	SB	T	0.43	16.3	B	SB	T	0.44	16.4	B	SB	T	0.47	19.3	B
Broadway & 35th St	WB	L	0.09	20.6	C	WB	L	0.09	20.6	C	WB	L	0.08	19.1	B
		T	0.81	42.6	D		T	0.86	48.3	mid-D		T	0.81	40.7	D
	SB	T	0.32	10.3	B	SB	T	0.33	10.4	B	SB	T	0.34	11.9	B
		R	0.23	8.9	A		R	0.25	9.2	A		R	0.26	10.6	B
Sixth Ave & 30th St	**EB**	**LT**	**0.93**	**177.6**	**F**	**EB**	**LT**	**0.96**	**196.4**	**F**	**EB**	**LT**	**0.38**	**21.4**	**C**
												T	**0.55**	**31.5**	**C**
	NB	TR	0.85	40.6	D	NB	TR	0.86	41.8	D	NB	TR	0.86	41.8	D
Sixth Ave & 31st St	WB	TR	0.56	21.1	C	WB	TR	0.56	21.1	C	WB	TR	0.56	21.1	C
	NB	LT	0.81	29.9	C	NB	LT	0.82	31.2	C	NB	LT	0.82	31.2	C
Sixth Ave & 32nd St	EB	L	0.54	25.3	C	EB	L	0.59	27.2	C	EB	L	0.59	27.2	C
		T	0.23	16.8	B		T	0.25	17.1	B		T	0.25	17.1	B
	NB	TR	0.83	21.7	C	NB	TR	0.84	22.1	C	NB	TR	0.84	22.1	C
Sixth Ave / Bdwy & 34th St	EB	T	1.07	348.8	F	EB	T	1.11	428.8	F	EB	T	1.03	191.1	F
	WB	TR	0.94	50.5	mid-D	WB	TR	0.95	52.8	mid-D	WB	TR	0.89	41.9	D
	NB	T	0.75	26.3	C	NB	T	0.75	26.5	C	NB	T	0.78	28.0	C
	SB	T	0.72	37.7	D	SB	T	0.73	38.0	D	SB	T	0.76	40.5	D
Sixth Ave & 35th St	WB	TR	0.49	22.8	C	WB	TR	0.54	23.7	C	WB	TR	0.54	23.7	C
	NB	LT	0.56	12.7	B	NB	LT	0.56	12.8	B	NB	LT	0.56	12.8	B
Fifth Ave & 30th St	EB	TR	1.15	337.4	F	EB	TR	1.17	343.7	F	EB	TR	1.13	321.4	F
	SB	LT	0.49	9.5	A	SB	LT	0.50	9.5	A	SB	LT	0.51	10.3	B
Fifth Ave & 31st St	WB	L	0.32	24.9	C	WB	L	0.32	24.9	C	WB	L	0.32	24.9	C
		T	0.75	37.7	D		T	0.76	37.9	D		T	0.76	37.9	D
	SB	TR	0.74	13.4	B	SB	TR	0.74	13.4	B	SB	TR	0.74	13.4	B

Table 22-3 (cont'd.)
Future with the Proposed Project: Weekday MD Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Fifth Ave & 32nd St	EB	T	0.60	29.9	C	EB	T	0.66	31.9	C	EB	T	0.66	31.9	C
		R	0.51	31.3	C		R	0.53	31.9	C		R	0.53	31.9	C
	SB	LT	0.75	13.5	B	SB	LT	0.75	13.5	B	SB	LT	0.75	13.5	B
Fifth Ave & 33rd St	WB	LT	1.03	202.3	F	WB	LT	1.05	286.6	F	WB	LT	1.05	286.6	F
	SB	TR	0.64	8.1	A	SB	TR	0.65	8.3	A	SB	TR	0.65	8.3	A
Fifth Ave & 34th St	EB	T	0.51	21.1	C	EB	T	0.53	21.7	C	EB	T	0.53	21.7	C
		R	0.41	21.7	C		R	0.41	21.7	C		R	0.41	21.7	C
	WB	T	0.54	20.0	B	WB	T	0.55	20.1	C	WB	T	0.55	20.1	C
	SB	LTR	0.63	17.5	B	SB	LTR	0.64	17.6	B	SB	LTR	0.64	17.6	B
Fifth Ave & 35th St	WB	L	0.99	102.0	F	WB	L	1.04	195.0	F	WB	L	0.91	78.7	E
		T	0.75	34.4	C		T	0.82	39.4	D		T	0.78	34.1	C
	SB	TR	0.59	13.2	B	SB	TR	0.59	13.3	B	SB	TR	0.62	15.2	B
Madison Ave & 30th St	EB	L	0.58	31.8	C	EB	L	0.58	31.8	C	EB	L	0.58	31.8	C
		T	0.74	36.2	D		T	0.75	37.0	D		T	0.75	37.0	D
	NB	TR	0.81	17.0	B	NB	TR	0.81	17.0	B	NB	TR	0.81	17.0	B
Madison Ave & 31st St	WB	TR	0.58	27.3	C	WB	TR	0.58	27.4	C	WB	TR	0.58	27.4	C
	NB	LT	0.86	20.0	B	NB	LT	0.86	20.0	B	NB	LT	0.86	20.0	B
Madison Ave & 32nd St	EB	L	0.61	32.2	C	EB	L	0.67	35.3	D	EB	L	0.67	35.3	D
		T	0.57	27.5	C		T	0.58	28.0	C		T	0.58	28.0	C
	NB	TR	0.62	12.8	B	NB	TR	0.63	12.8	B	NB	TR	0.63	12.8	B
Madison Ave & 33rd St	WB	T	0.30	20.6	C	WB	T	0.30	20.6	C	WB	T	0.30	20.6	C
		R	0.60	31.9	C		R	0.60	31.9	C		R	0.60	31.9	C
	NB	LT	0.72	16.0	B	NB	LT	0.73	16.3	B	NB	LT	0.73	16.3	B
Madison Ave & 34th St	EB	L	0.24	24.6	C	EB	L	0.25	25.5	C	EB	L	0.25	25.5	C
		T	0.81	37.3	D		T	0.83	39.4	D		T	0.83	39.4	D
	WB	T	0.92	47.3	mid-D	WB	T	0.94	50.6	mid-D	WB	T	0.94	50.6	mid-D
		R	0.34	22.6	C		R	0.38	23.6	C		R	0.38	23.6	C
	NB	LTR	0.85	21.1	C	NB	LTR	0.87	22.3	C	NB	LTR	0.87	22.3	C
Madison Ave & 35th St	WB	T	0.80	33.4	C	WB	T	0.86	38.1	D	WB	T	0.86	38.1	D
		R	0.80	58.2	E		R	0.80	58.2	E		R	0.80	58.2	E
	NB	LT	0.52	16.1	B	NB	LT	0.53	16.2	B	NB	LT	0.53	16.2	B
Park Ave & 34th St	EB	T	0.80	37.2	D	EB	T	0.86	41.6	D	EB	T	0.81	35.7	D
		R	0.34	23.7	C		R	0.34	23.7	C		R	0.31	21.5	C
	WB	T	1.07	217.8	F	WB	T	1.11	232.8	F	WB	T	1.05	202.6	F
		R	0.21	20.3	C		R	0.21	20.3	C		R	0.20	18.8	B
	NB	TR	0.59	17.7	B	NB	TR	0.59	17.7	B	NB	TR	0.62	19.5	B
	SB	TR	0.71	20.7	C	SB	TR	0.71	20.7	C	SB	TR	0.75	23.0	C
Lexington Ave & 34th St	EB	T	0.78	33.7	C	EB	T	0.82	37.0	D	EB	T	0.82	37.0	D
		R	0.40	24.5	C		R	0.40	24.5	C		R	0.40	24.5	C
	WB	T	0.53	23.3	C	WB	T	0.56	23.8	C	WB	T	0.56	23.8	C
	SB	LT	0.76	17.2	B	SB	LT	0.76	17.2	B	SB	LT	0.68	15.2	B
		R	0.32	12.7	B		R	0.32	12.7	B		R	0.30	12.2	B
Third Ave & 34th St	EB	L	0.53	23.9	C	EB	L	0.57	25.5	C	EB	L	0.57	25.5	C
		T	0.69	26.3	C		T	0.73	27.7	C		T	0.73	27.7	C
	WB	TR	0.77	37.1	D	WB	TR	0.79	38.5	D	WB	TR	0.79	38.5	D
	NB	LTR	0.78	20.4	C	NB	LTR	0.78	20.5	C	NB	LTR	0.78	20.5	C
Ramp from I-495 & 34th St	EB	T	0.30	4.5	A	EB	T	0.31	4.6	A	EB	T	0.31	4.6	A
	WB	T	0.34	22.8	C	WB	T	0.35	23.0	C	WB	T	0.35	23.0	C
	SB	L	0.66	58.6	E	SB	L	0.67	59.2	E	SB	L	0.67	59.2	E
		R	0.23	11.3	B		R	0.24	11.3	B		R	0.24	11.3	B
Second Ave & 34th St	EB	T	0.78	37.8	D	EB	T	0.81	39.2	D	EB	T	0.81	39.2	D
		R	0.80	64.8	E		R	0.81	65.8	E		R	0.81	65.8	E
	WB	DefL	0.45	31.2	C	WB	DefL	0.45	32.0	C	WB	DefL	0.45	32.0	C
		T	0.37	19.5	B		T	0.39	19.9	B		T	0.39	19.9	B
	SB	L	0.40	14.7	B	SB	L	0.41	14.8	B	SB	L	0.41	14.8	B
		LTR	0.75	17.8	B		LTR	0.75	17.8	B		LTR	0.75	17.8	B
Ramp to I-495 & 34th St	EB	L	0.47	15.5	B	EB	L	0.47	15.5	B	EB	L	0.47	15.5	B
		LTR	0.48	13.8	B		LTR	0.49	14.0	B		LTR	0.49	14.0	B
	WB	LT	0.72	42.6	D	WB	LT	0.75	44.1	D	WB	LT	0.75	44.1	D
		R	1.04	281.7	F		R	1.04	281.7	F		R	1.04	281.7	F
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	EB	LT	0.84	35.2	D	EB	LT	0.87	37.9	D	EB	LT	0.87	37.9	D
	WB	TR	0.53	31.0	C	WB	TR	0.54	31.2	C	WB	TR	0.54	31.2	C
	NB	LTR	0.71	19.6	B	NB	LTR	0.71	19.6	B	NB	LTR	0.71	19.6	B
FDR Drive & 34th St	EB	L	1.00	94.0	F	EB	L	1.05	292.6	F	EB	L	0.94	77.0	E
		LTR	0.75	48.9	mid-D		LTR	0.77	51.2	mid-D		LTR	0.70	42.8	D
		R	0.67	26.2	C		R	0.68	26.7	C		R	0.65	24.0	C
	WB	LTR	0.04	26.2	C	WB	LTR	0.04	26.2	C	WB	LTR	0.04	24.6	C
	NB	L	0.67	15.9	B	NB	L	0.69	16.9	B	NB	L	0.72	19.3	B
		TR	0.11	6.4	A		TR	0.11	6.4	A		TR	0.12	7.2	A
	SB	LTR	0.53	19.9	B	SB	LTR	0.53	20.0	B	SB	LTR	0.56	21.8	C

Bold Indicates changed movements between conditions

Table 22-4
Future with the Proposed Project: Weekday PM Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Ninth Ave & 34th St	EB	T	0.61	31.5	C	EB	T	0.65	32.7	C	EB	T	0.65	32.7	C
		R	1.19	367.5	F		R	1.19	367.5	F		R	1.19	367.5	F
	WB	DefL	0.81	42.4	D	WB	DefL	0.84	46.3	mid-D	WB	DefL	0.84	46.3	mid-D
		T	0.69	22.8	C		T	0.73	24.8	C		T	0.73	24.8	C
	SB	LTR	1.01	89.0	F	SB	LTR	1.01	89.5	F	SB	LTR	1.01	89.5	F
Eighth Ave & 30th St	EB	LT	0.70	143.6	F	EB	LT	0.71	148.3	F	EB	LT	0.69	133.5	F
	NB	TR	0.72	17.6	B	NB	TR	0.72	17.7	B	NB	TR	0.74	18.8	B
Eighth Ave & 31st St	WB	TR	0.67	23.6	C	WB	TR	0.70	24.5	C	WB	TR	0.70	24.5	C
	NB	LT	0.84	22.6	C	NB	LT	0.85	22.9	C	NB	LT	0.85	22.9	C
Eighth Ave & 33rd St	WB	TR	0.33	13.1	B	WB	TR	0.33	13.1	B	WB	TR	0.33	13.1	B
	NB	LT	0.97	40.5	D	NB	LT	0.98	43.7	D	NB	LT	0.98	43.7	D
Eighth Ave & 34th St	EB	T	0.58	22.4	C	EB	T	0.59	22.8	C	EB	T	0.59	22.8	C
	WB	T	0.48	19.0	B	WB	T	0.49	19.2	B	WB	T	0.49	19.2	B
		R	0.68	30.2	C		R	0.73	33.6	C		R	0.73	33.6	C
	NB	LTR	0.85	29.2	C	NB	LTR	0.86	30.0	C	NB	LTR	0.86	30.0	C
Eighth Ave & 35th St	WB	TR	1.39	550.9	F	WB	TR	1.39	550.9	F	WB	TR	1.39	550.9	F
	NB	LT	0.60	10.5	B	NB	LT	0.61	10.7	B	NB	LT	0.61	10.7	B
Seventh Ave & 30th St	EB	T	0.79	166.8	F	EB	T	0.79	171.8	F	EB	T	0.77	154.3	F
		R	0.40	105.6	F		R	0.40	105.6	F		R	0.38	97.5	F
	SB	LT	0.59	14.0	B	SB	LT	0.61	14.2	B	SB	LT	0.62	15.2	B
Seventh Ave & 31st St	WB	LT	0.97	55.9	E	WB	LT	0.99	60.9	E	WB	LT	0.96	53.6	mid-D
	SB	TR	0.67	16.8	B	SB	TR	0.69	17.2	B	SB	TR	0.71	18.3	B
Seventh Ave & 32nd St	SB	LT	0.62	5.3	A	SB	LT	0.65	5.6	A	SB	LT	0.65	5.6	A
Seventh Ave & 33rd St	WB	LT	0.90	67.7	E	WB	LT	0.92	72.9	E	WB	LT	0.85	57.5	E
												LT			A
	SB	TR	0.85	10.7	B	SB	TR	0.88	11.9	B	SB	TR	0.91	15.7	B
Seventh Ave & 34th St	EB	T	0.72	30.9	C	EB	T	0.76	33.2	C	EB	T	0.76	33.2	C
	WB	LT	0.85	34.7	C	WB	LT	0.87	36.3	D	WB	LT	0.87	36.3	D
	SB	T	0.74	16.4	B	SB	T	0.77	16.9	B	SB	T	0.77	16.9	B
Seventh Ave & 35th St	WB	L	0.25	21.4	C	WB	L	0.34	23.1	C	WB	L	0.34	23.1	C
		LT	1.09	339.0	F		LT	1.09	339.0	F		LT	1.09	339.0	F
	SB	TR	0.73	14.6	B	SB	TR	0.74	14.9	B	SB	TR	0.74	14.9	B
Broadway & 30th St	EB	TR	0.88	38.9	D	EB	TR	0.89	40.0	D	EB	TR	0.89	40.0	D
	SB	LT	0.65	18.6	B	SB	LT	0.67	19.1	B	SB	LT	0.67	19.1	B
Broadway & 31st St	WB	LT	0.76	31.2	C	WB	LT	0.76	31.2	C	WB	LT	0.76	31.2	C
	SB	TR	0.81	24.7	C	SB	TR	0.83	25.5	C	SB	TR	0.83	25.5	C
Broadway & 32nd St	EB	TR	0.34	17.9	B	EB	TR	0.36	18.1	B	EB	TR	0.36	18.1	B
	SB	L	0.52	20.3	C	SB	L	0.60	23.2	C	SB	L	0.60	23.2	C
		T	0.53	16.0	B		T	0.54	16.2	B		T	0.54	16.2	B
Broadway & 33rd St	WB	L	1.09	433.0	F	WB	L	1.24	693.0	F	WB	L	1.09	432.4	F
	SB	T	0.49	17.1	B	SB	T	0.49	17.1	B	SB	T	0.54	20.2	C
Broadway & 35th St	WB	L	0.12	21.1	C	WB	L	0.12	21.1	C	WB	L	0.11	19.6	B
		T	1.07	129.2	F		T	1.11	144.0	F		T	1.05	117.8	F
	SB	T	0.39	8.9	A	SB	T	0.39	8.9	A	SB	T	0.41	10.4	B
		R	0.28	10.0	A		R	0.31	10.3	B		R	0.33	12.0	B
Sixth Ave & 30th St	**EB**	**LT**	**0.93**	**177.4**	**F**	**EB**	**LT**	**0.95**	**187.8**	**F**	**EB**	**LT**	**0.33**	**18.8**	**B**
												T	**0.59**	**35.9**	**D**
	NB	TR	0.86	26.8	C	NB	TR	0.86	27.0	C	NB	TR	0.86	27.0	C
Sixth Ave & 31st St	WB	TR	0.45	19.2	B	WB	TR	0.45	19.2	B	WB	TR	0.45	19.2	B
	NB	LT	0.78	19.9	B	NB	LT	0.79	20.1	C	NB	LT	0.79	20.1	C
Sixth Ave & 32nd St	EB	L	0.65	30.7	C	EB	L	0.70	33.3	C	EB	L	0.70	33.3	C
		T	0.22	16.7	B		T	0.23	16.9	B		T	0.23	16.9	B
	NB	TR	0.87	23.5	C	NB	TR	0.88	23.8	C	NB	TR	0.88	23.8	C
Sixth Ave / Bdwy & 34th St	EB	T	0.89	53.2	mid-D	EB	T	0.95	62.3	E	EB	T	0.88	49.3	mid-D
	WB	TR	1.07	337.6	F	WB	TR	1.08	376.8	F	WB	TR	1.01	100.6	F
	NB	T	0.80	28.0	C	NB	T	0.81	28.3	C	NB	T	0.87	32.4	C
	SB	T	0.85	45.1	mid-D	SB	T	0.86	45.6	mid-D	SB	T	0.86	45.6	mid-D
Sixth Ave & 35th St	WB	TR	0.56	24.0	C	WB	TR	0.63	25.5	C	WB	TR	0.63	25.5	C
	NB	LT	0.60	13.3	B	NB	LT	0.61	13.4	B	NB	LT	0.61	13.4	B
Fifth Ave & 30th St	EB	TR	1.26	363.8	F	EB	TR	1.29	380.1	F	EB	TR	1.25	355.0	F
	SB	LT	0.54	10.0	A	SB	LT	0.54	10.0	A	SB	LT	0.55	10.8	B
Fifth Ave & 31st St	WB	L	0.40	26.9	C	WB	L	0.40	26.9	C	WB	L	0.40	26.9	C
		T	0.62	30.8	C		T	0.62	30.8	C		T	0.62	30.8	C
	SB	TR	0.72	13.2	B	SB	TR	0.73	13.2	B	SB	TR	0.73	13.2	B

Table 22-4 (cont'd.)
Future with the Proposed Project: Weekday PM Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Fifth Ave & 32nd St	EB	T	0.63	31.1	C	EB	T	0.72	35.1	D	EB	T	0.72	35.1	D
		R	0.50	30.8	C		R	0.51	31.3	C		R	0.51	31.3	C
	SB	LT	0.80	15.5	B	SB	LT	0.80	15.5	B	SB	LT	0.80	15.5	B
Fifth Ave & 33rd St	WB	LT	0.95	72.9	E	WB	LT	0.96	76.0	E	WB	LT	0.96	76.0	E
	SB	TR	0.68	8.9	A	SB	TR	0.69	9.0	A	SB	TR	0.69	9.0	A
Fifth Ave & 34th St	EB	T	0.47	20.3	C	EB	T	0.51	21.3	C	EB	T	0.51	21.3	C
		R	0.50	24.4	C		R	0.50	24.4	C		R	0.50	24.4	C
	WB	T	0.63	21.8	C	WB	T	0.64	21.9	C	WB	T	0.64	21.9	C
	SB	LTR	0.56	16.5	B	SB	LTR	0.57	16.6	B	SB	LTR	0.57	16.6	B
Fifth Ave & 35th St	WB	L	1.28	388.1	F	WB	L	1.35	413.9	F	WB	L	1.09	280.3	F
		T	0.91	49.6	mid-D		T	0.96	60.0	E		T	0.91	48.4	mid-D
	SB	TR	0.63	13.9	B	SB	TR	0.63	14.0	B	SB	TR	0.66	16.0	B
Madison Ave & 30th St	EB	L	0.52	29.4	C	EB	L	0.52	29.4	C	EB	L	0.52	29.4	C
		T	0.86	46.2	mid-D		T	0.88	48.0	mid-D		T	0.88	48.0	mid-D
	NB	TR	0.84	18.4	B	NB	TR	0.84	18.4	B	NB	TR	0.84	18.4	B
Madison Ave & 31st St	WB	TR	0.50	25.7	C	WB	TR	0.51	25.8	C	WB	TR	0.51	25.8	C
	NB	LT	0.92	24.6	C	NB	LT	0.92	24.6	C	NB	LT	0.92	24.6	C
Madison Ave & 32nd St	EB	L	0.67	35.9	D	EB	L	0.77	43.6	D	EB	L	0.77	43.6	D
		T	0.60	28.8	C		T	0.63	30.0	C		T	0.63	30.0	C
	NB	TR	0.65	13.2	B	NB	TR	0.65	13.2	B	NB	TR	0.65	13.2	B
Madison Ave & 33rd St	WB	T	0.25	19.9	B	WB	T	0.25	19.9	B	WB	T	0.25	19.9	B
		R	0.38	23.9	C		R	0.38	23.9	C		R	0.38	23.9	C
	NB	LT	0.79	18.1	B	NB	LT	0.81	18.8	B	NB	LT	0.81	18.8	B
Madison Ave & 34th St	EB	L	0.41	35.0	C	EB	L	0.41	35.0	C	EB	L	0.41	34.4	C
		T	0.63	27.9	C		T	0.67	29.7	C		T	0.65	28.1	C
	WB	T	1.05	182.6	F	WB	T	1.06	186.3	F	WB	T	1.03	173.3	F
		R	0.54	29.3	C		R	0.57	30.6	C		R	0.55	28.8	C
	NB	LTR	0.86	22.2	C	NB	LTR	0.89	24.1	C	NB	LTR	0.91	27.1	C
Madison Ave & 35th St	WB	T	1.00	68.2	E	WB	T	1.05	208.4	F	WB	T	1.00	65.1	E
		R	1.08	427.2	F		R	1.08	427.2	F		R	0.95	89.0	F
	NB	LT	0.48	12.0	B	NB	LT	0.49	12.1	B	NB	LT	0.51	13.8	B
Park Ave & 34th St	EB	T	0.64	28.8	C	EB	T	0.72	31.9	C	EB	T	0.68	28.6	C
		R	0.26	21.8	C		R	0.26	21.8	C		R	0.24	19.9	B
	WB	T	1.05	203.4	F	WB	T	1.08	212.6	F	WB	T	1.02	143.0	F
		R	0.40	24.1	C		R	0.40	24.1	C		R	0.38	22.1	C
	NB	TR	0.64	18.8	B	NB	TR	0.64	18.8	B	NB	TR	0.67	20.7	C
	SB	TR	0.75	21.7	C	SB	TR	0.75	21.7	C	SB	TR	0.78	24.3	C
Lexington Ave & 34th St	EB	T	0.62	27.0	C	EB	T	0.69	29.4	C	EB	T	0.67	27.9	C
		R	0.30	21.9	C		R	0.30	21.9	C		R	0.28	20.9	C
	WB	T	1.03	184.0	F	WB	T	1.06	199.2	F	WB	T	1.03	180.4	F
	SB	LT	0.71	16.1	B	SB	LT	0.71	16.1	B	SB	LT	0.66	15.5	B
		R	0.96	77.1	E		R	0.96	77.1	E		R	0.94	74.6	E
Third Ave & 34th St	EB	L	0.43	21.3	C	EB	L	0.44	21.4	C	EB	L	0.44	21.4	C
		T	0.54	21.6	C		T	0.60	23.3	C		T	0.60	23.3	C
	WB	TR	0.75	36.4	D	WB	TR	0.77	37.1	D	WB	TR	0.77	37.1	D
	NB	LTR	0.89	24.5	C	NB	LTR	0.89	24.9	C	NB	LTR	0.89	24.9	C
Ramp from I-495 & 34th St	EB	T	0.25	4.2	A	EB	T	0.27	4.3	A	EB	T	0.27	4.3	A
	WB	T	0.38	24.1	C	WB	T	0.39	24.2	C	WB	T	0.39	24.2	C
	SB	L	0.58	52.2	mid-D	SB	L	0.58	52.2	mid-D	SB	L	0.58	52.2	mid-D
		R	0.18	10.3	B		R	0.19	10.4	B		R	0.19	10.4	B
Second Ave & 34th St	EB	T	0.64	32.7	C	EB	T	0.70	34.3	C	EB	T	0.70	34.3	C
		R	0.69	52.2	mid-D		R	0.69	52.2	mid-D		R	0.69	52.2	mid-D
	WB	DefL	0.43	27.9	C	WB	DefL	0.44	29.3	C	WB	DefL	0.44	29.3	C
		T	0.34	19.1	B		T	0.36	19.3	B		T	0.36	19.3	B
	SB	L	0.48	16.0	B	SB	L	0.48	16.0	B	SB	L	0.48	16.0	B
		LTR	0.86	21.0	C		LTR	0.86	21.0	C		LTR	0.86	21.0	C
Ramp to I-495 & 34th St	EB	L	0.31	12.8	B	EB	L	0.31	12.8	B	EB	L	0.31	12.8	B
		LTR	0.49	14.0	B		LTR	0.52	14.4	B		LTR	0.52	14.4	B
	WB	LT	0.65	39.7	D	WB	LT	0.66	40.2	D	WB	LT	0.66	40.2	D
		R	1.10	511.9	F		R	1.10	511.9	F		R	1.10	511.9	F
	NB	LTR	0.18	39.5	D	NB	LTR	0.18	39.5	D	NB	LTR	0.18	39.5	D
First Ave & 34th St	EB	LT	0.88	38.5	D	EB	LT	0.93	45.3	mid-D	EB	LT	0.87	36.0	D
	WB	TR	0.59	32.2	C	WB	TR	0.60	32.4	C	WB	TR	0.57	31.1	C
	NB	LTR	0.76	20.7	C	NB	LTR	0.76	20.7	C	NB	LTR	0.80	23.5	C
FDR Drive & 34th St	EB	L	1.04	243.2	F	EB	L	1.12	387.4	F	EB	L	1.01	124.3	F
		LTR	0.78	51.9	mid-D		LTR	0.82	56.3	E		LTR	0.75	46.1	mid-D
		R	0.68	26.4	C		R	0.70	27.2	C		R	0.59	18.8	B
	WB	LTR	0.14	27.5	C	WB	LTR	0.14	27.5	C	WB	LTR	0.13	25.8	C
	NB	L	0.97	55.7	E	NB	L	0.99	60.1	E	NB	L	0.91	48.7	mid-D
		TR	0.18	6.9	A		TR	0.18	6.9	A		TR	0.19	7.7	A
	SB	LTR	0.74	25.0	C	SB	LTR	0.75	25.1	C	SB	LTR	0.90	40.2	D

Bold Indicates changed movements between conditions

Table 22-5
Future with the Proposed Project: Saturday MD Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Ninth Ave & 34th St	EB	TR	0.69	30.7	C	EB	TR	0.71	31.2	C	EB	TR	0.71	31.2	C
	WB	DefL	0.63	23.9	C	WB	DefL	0.65	24.9	C	WB	DefL	0.65	24.9	C
		T	0.27	13.4	B		T	0.28	13.6	B		T	0.28	13.6	B
	SB	LTR	0.74	23.9	C	SB	LTR	0.74	23.9	C	SB	LTR	0.74	23.9	C
Eighth Ave & 30th St	EB	LT	0.62	23.5	C	EB	LT	0.64	23.9	C	EB	LT	0.64	23.9	C
	NB	TR	0.59	19.3	B	NB	TR	0.59	19.4	B	NB	TR	0.59	19.4	B
Eighth Ave & 31st St	WB	TR	0.70	129.6	F	WB	TR	0.73	141.3	F	WB	TR	0.71	126.9	F
	NB	LT	0.72	24.3	C	NB	LT	0.72	24.5	C	NB	LT	0.74	26.3	C
Eighth Ave & 33rd St	WB	TR	0.25	12.3	B	WB	TR	0.25	12.3	B	WB	TR	0.25	12.3	B
	NB	LT	0.83	40.7	D	NB	LT	0.85	42.9	D	NB	LT	0.85	42.9	D
Eighth Ave & 34th St	EB	T	0.30	16.6	B	EB	T	0.31	16.7	B	EB	T	0.31	16.7	B
	WB	T	0.48	18.8	B	WB	T	0.50	19.0	B	WB	T	0.50	19.0	B
		R					R					R			
	NB	LTR	0.83	41.0	D	NB	LTR	0.85	43.2	D	NB	LTR	0.85	43.2	D
Eighth Ave & 35th St	WB	TR	1.18	490.0	F	WB	TR	1.18	490.0	F	WB	TR	1.18	490.0	F
	NB	LT	0.58	10.3	B	NB	LT	0.59	10.4	B	NB	LT	0.59	10.4	B
Seventh Ave & 30th St	EB	T	0.35	20.8	C	EB	T	0.37	21.0	C	EB	T	0.37	21.0	C
		R	0.60	27.3	C		R	0.60	27.3	C		R	0.60	27.3	C
	SB	LT	0.51	13.0	B	SB	LT	0.52	13.0	B	SB	LT	0.52	13.0	B
Seventh Ave & 31st St	WB	LT	1.12	304.9	F	WB	LT	1.13	308.5	F	WB	LT	1.10	291.9	F
	SB	TR	0.55	15.0	B	SB	TR	0.57	15.2	B	SB	TR	0.59	16.2	B
Seventh Ave & 32nd St	SB	LT	0.49	4.3	A	SB	LT	0.52	4.5	A	SB	LT	0.52	4.5	A
Seventh Ave & 33rd St	WB	LT	0.80	50.2	mid-D	WB	LT	0.82	53.2	mid-D	WB	LT	0.82	53.2	mid-D
												LT			A
	SB	TR	0.66	6.6	A	SB	TR	0.69	7.0	A	SB	TR	0.69	7.0	A
Seventh Ave & 34th St	EB	T	0.45	75.1	E	EB	T	0.46	76.5	E	EB	T	0.46	76.5	E
	WB	LT	0.52	22.4	C	WB	LT	0.53	22.6	C	WB	LT	0.53	22.6	C
	SB	T	0.59	13.9	B	SB	T	0.61	14.2	B	SB	T	0.61	14.2	B
Seventh Ave & 35th St	WB	L	0.53	28.0	C	WB	L	0.63	31.9	C	WB	L	0.63	31.9	C
		LT	0.63	29.5	C		LT	0.63	29.5	C		LT	0.63	29.5	C
	SB	TR	0.58	12.5	B	SB	TR	0.60	12.7	B	SB	TR	0.60	12.7	B
Broadway & 30th St	EB	TR	0.58	23.6	C	EB	TR	0.59	23.8	C	EB	TR	0.59	23.8	C
	SB	LT	0.45	15.4	B	SB	LT	0.46	15.5	B	SB	LT	0.46	15.5	B
Broadway & 31st St	WB	LT	1.18	321.4	F	WB	LT	1.18	321.4	F	WB	LT	1.18	321.4	F
	SB	TR	0.67	20.3	C	SB	TR	0.68	20.5	C	SB	TR	0.68	20.5	C
Broadway & 32nd St	EB	TR	0.16	15.9	B	EB	TR	0.18	16.0	B	EB	TR	0.18	16.0	B
	SB	L	0.59	21.3	C	SB	L	0.63	22.9	C	SB	L	0.63	22.9	C
		T	0.34	13.8	B		T	0.34	13.8	B		T	0.34	13.8	B
Broadway & 33rd St	WB	L	0.81	43.9	D	WB	L	0.86	50.0	mid-D	WB	L	0.80	41.5	D
	SB	T	0.36	15.4	B	SB	T	0.36	15.5	B	SB	T	0.38	17.2	B
Broadway & 35th St	WB	L	0.22	22.6	C	WB	L	0.22	22.6	C	WB	L	0.22	22.6	C
		T	0.76	37.7	D		T	0.81	41.6	D		T	0.81	41.6	D
	SB	T	0.26	7.9	A	SB	T	0.26	8.0	A	SB	T	0.26	8.0	A
		R	0.38	11.7	B		R	0.40	12.2	B		R	0.40	12.2	B
Sixth Ave & 30th St	**EB**	**LT**	**0.38**	**43.9**	**D**	**EB**	**LT**	**0.39**	**44.8**	**D**	**EB**	**LT**	**0.20**	**19.8**	**B**
												T	**0.18**	**18.8**	**B**
	NB	TR	0.94	33.3	C	NB	TR	0.95	34.3	C	NB	TR	0.95	34.3	C
Sixth Ave & 31st St	WB	TR	0.61	26.0	C	WB	TR	0.61	26.0	C	WB	TR	0.61	26.0	C
	NB	LT	0.78	19.9	B	NB	LT	0.79	20.1	C	NB	LT	0.79	20.1	C
Sixth Ave & 32nd St	EB	L	0.45	22.4	C	EB	L	0.49	23.6	C	EB	L	0.49	23.6	C
		T	0.11	15.5	B		T	0.14	15.9	B		T	0.14	15.9	B
	NB	TR	0.81	20.6	C	NB	TR	0.82	20.8	C	NB	TR	0.82	20.8	C
Sixth Ave / Bdwy & 34th St	EB	T	1.06	363.7	F	EB	T	1.10	393.8	F	EB	T	1.02	331.0	F
	WB	TR	0.85	40.1	D	WB	TR	0.87	41.1	D	WB	TR	0.81	35.4	D
	NB	T	0.83	28.8	C	NB	T	0.83	29.0	C	NB	T	0.86	31.2	C
	SB	T	0.63	35.0	C	SB	T	0.64	35.2	D	SB	T	0.67	37.0	D
Sixth Ave & 35th St	WB	TR	0.47	22.3	C	WB	TR	0.52	23.1	C	WB	TR	0.52	23.1	C
	NB	LT	0.61	13.4	B	NB	LT	0.62	13.5	B	NB	LT	0.62	13.5	B
Fifth Ave & 30th St	EB	TR	0.93	59.1	E	EB	TR	0.95	62.0	E	EB	TR	0.95	62.0	E
	SB	LT	0.56	10.1	B	SB	LT	0.56	10.1	B	SB	LT	0.56	10.1	B
Fifth Ave & 31st St	WB	L	0.32	24.8	C	WB	L	0.32	24.8	C	WB	L	0.32	24.8	C
		T	0.95	60.9	E		T	0.95	60.9	E		T	0.95	60.9	E
	SB	TR	0.82	15.6	B	SB	TR	0.83	15.7	B	SB	TR	0.83	15.7	B

Table 22-5 (cont'd.)
Future with the Proposed Project: Saturday MD Peak Hour
Intersection Approach Movements With and Without Proposed Mitigation

Intersection	2014 Future Without the Proposed Action					2014 Future With the Proposed Action					2014 Future With the Proposed Action and Mitigation				
	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS	Approach	Movement	V/C Ratio	Delay Sec/Veh	LOS
Fifth Ave & 32nd St	EB	T	0.40	24.9	C	EB	T	0.46	26.2	C	EB	T	0.46	26.2	C
		R	0.56	33.2	C		R	0.58	34.4	C		R	0.58	34.4	C
	SB	LT	0.77	13.7	B	SB	LT	0.77	13.7	B	SB	LT	0.77	13.7	B
Fifth Ave & 33rd St	WB	LT	0.78	48.3	mid-D	WB	LT	0.78	49.0	mid-D	WB	LT	0.78	49.0	mid-D
	SB	TR	0.73	9.3	A	SB	TR	0.74	9.5	A	SB	TR	0.74	9.5	A
Fifth Ave & 34th St	EB	T	0.43	19.3	B	EB	T	0.45	19.7	B	EB	T	0.45	19.7	B
		R	0.63	29.9	C		R	0.63	29.9	C		R	0.63	29.9	C
	WB	T	0.53	19.7	B	WB	T	0.54	19.9	B	WB	T	0.54	19.9	B
	SB	LTR	0.61	17.0	B	SB	LTR	0.62	17.1	B	SB	LTR	0.62	17.1	B
Fifth Ave & 35th St	WB	L	0.83	69.5	E	WB	L	0.88	77.9	E	WB	L	0.77	58.4	E
		T	0.66	29.3	C		T	0.72	31.7	C		T	0.68	28.4	C
	SB	TR	0.67	14.4	B	SB	TR	0.68	14.6	B	SB	TR	0.72	16.7	B
Madison Ave & 30th St	EB	L	0.48	27.8	C	EB	L	0.48	27.8	C	EB	L	0.48	27.8	C
		T	0.58	29.1	C		T	0.59	29.4	C		T	0.59	29.4	C
	NB	TR	0.51	10.2	B	NB	TR	0.51	10.2	B	NB	TR	0.51	10.2	B
Madison Ave & 31st St	WB	TR	0.62	28.1	C	WB	TR	0.63	28.3	C	WB	TR	0.63	28.3	C
	NB	LT	0.63	12.0	B	NB	LT	0.63	12.0	B	NB	LT	0.63	12.0	B
Madison Ave & 32nd St	EB	L	0.77	42.0	D	EB	L	0.83	47.8	mid-D	EB	L	0.77	39.8	D
		T	0.18	20.1	C		T	0.20	20.4	C		T	0.19	18.9	B
	NB	TR	0.43	10.3	B	NB	TR	0.43	10.4	B	NB	TR	0.45	11.9	B
Madison Ave & 33rd St	WB	T	0.19	19.0	B	WB	T	0.19	19.0	B	WB	T	0.19	19.0	B
		R	0.12	18.4	B		R	0.12	18.4	B		R	0.12	18.4	B
	NB	LT	0.54	13.0	B	NB	LT	0.56	13.2	B	NB	LT	0.56	13.2	B
Madison Ave & 34th St	EB	L	0.75	71.2	E	EB	L	0.75	71.2	E	EB	L	0.75	70.6	E
		T	0.62	27.3	C		T	0.67	28.9	C		T	0.65	27.5	C
	WB	T	0.97	55.5	E	WB	T	0.99	59.8	E	WB	T	0.96	52.9	mid-D
		R	0.26	21.1	C		R	0.32	22.5	C		R	0.30	21.4	C
	NB	LTR	0.50	12.5	B	NB	LTR	0.51	12.7	B	NB	LTR	0.53	13.5	B
Madison Ave & 35th St	WB	T	0.86	42.2	D	WB	T	0.91	47.9	mid-D	WB	T	0.86	39.8	D
		R	0.52	45.3	mid-D		R	0.52	45.3	mid-D		R	0.46	40.3	D
	NB	LT	0.35	10.8	B	NB	LT	0.36	10.9	B	NB	LT	0.37	12.4	B
Park Ave & 34th St	EB	T	0.57	26.1	C	EB	T	0.63	28.0	C	EB	T	0.60	25.5	C
		R	0.10	18.5	B		R	0.10	18.5	B		R	0.10	17.2	B
	WB	T	1.06	194.9	F	WB	T	1.10	209.4	F	WB	T	1.04	181.3	F
		R	0.29	22.1	C		R	0.29	22.1	C		R	0.26	20.2	C
	NB	TR	0.48	16.0	B	NB	TR	0.48	16.0	B	NB	TR	0.50	17.5	B
	SB	TR	0.57	17.4	B	SB	TR	0.57	17.4	B	SB	TR	0.60	19.1	B
Lexington Ave & 34th St	EB	T	0.63	26.8	C	EB	T	0.69	28.7	C	EB	T	0.65	26.0	C
		R	0.27	21.2	C		R	0.27	21.2	C		R	0.25	19.4	B
	WB	T	1.05	185.5	F	WB	T	1.10	199.7	F	WB	T	1.04	172.6	F
	SB	LT	0.56	13.2	B	SB	LT	0.56	13.2	B	SB	LT	0.53	14.2	B
		R	0.50	26.2	C		R	0.50	26.2	C		R	0.52	28.9	C
Third Ave & 34th St	EB	L	0.42	21.9	C	EB	L	0.42	22.0	C	EB	L	0.41	21.2	C
		T	0.59	22.4	C		T	0.64	24.0	C		T	0.63	22.8	C
	WB	TR	0.94	52.7	mid-D	WB	TR	0.97	57.7	E	WB	TR	0.93	50.1	mid-D
	NB	LTR	0.76	19.7	B	NB	LTR	0.76	19.8	B	NB	LTR	0.78	21.1	C
Ramp from I-495 & 34th St	EB	T	0.31	4.6	A	EB	T	0.33	4.7	A	EB	T	0.33	4.7	A
	WB	T	0.44	24.4	C	WB	T	0.46	24.6	C	WB	T	0.46	24.6	C
	SB	L	1.09	371.2	F	SB	L	1.09	371.2	F	SB	L	1.09	371.2	F
		R	0.32	12.2	B		R	0.32	12.3	B		R	0.32	12.3	B
Second Ave & 34th St	EB	T	0.76	36.2	D	EB	T	0.80	38.3	D	EB	T	0.80	38.3	D
		R	0.78	57.5	E		R	0.79	58.2	E		R	0.79	58.2	E
	WB	DefL	0.36	28.9	C	WB	DefL	0.37	30.2	C	WB	DefL	0.37	30.2	C
		T	0.41	20.0	B		T	0.43	20.5	C		T	0.43	20.5	C
	SB	L	0.37	15.6	B	SB	L	0.37	15.6	B	SB	L	0.37	15.6	B
		LTR	0.78	18.4	B		LTR	0.78	18.4	B		LTR	0.78	18.4	B
Ramp to I-495 & 34th St	EB	L	0.51	16.1	B	EB	L	0.54	16.6	B	EB	L	0.54	16.6	B
		LTR	0.39	12.7	B		LTR	0.42	13.0	B		LTR	0.42	13.0	B
	WB	LT	0.73	43.3	D	WB	LT	0.77	45.0	D	WB	LT	0.77	45.0	mid-D
		R	0.76	64.3	E		R	0.76	64.3	E		R	0.76	64.3	E
	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D	NB	LTR	0.11	37.5	D
First Ave & 34th St	EB	LT	0.70	28.1	C	EB	LT	0.74	29.5	C	EB	LT	0.74	29.5	C
	WB	TR	0.47	30.0	C	WB	TR	0.49	30.3	C	WB	TR	0.49	30.3	C
	NB	LTR	0.57	17.4	B	NB	LTR	0.57	17.4	B	NB	LTR	0.57	17.4	B
FDR Drive & 34th St	EB	L	0.89	69.7	E	EB	L	0.94	79.2	E	EB	L	0.89	67.3	E
		LTR	0.45	35.0	C		LTR	0.48	36.1	D		LTR	0.45	34.1	C
		R	0.53	21.7	C		R	0.55	22.1	C		R	0.55	22.1	C
	WB	LTR	0.02	25.9	C	WB	LTR	0.03	26.1	C	WB	LTR	0.03	25.3	C
	NB	L	0.65	15.8	B	NB	L	0.67	16.8	B	NB	L	0.70	18.6	B
		TR	0.08	6.2	A		TR	0.08	6.2	A		TR	0.08	6.6	A
	SB	LTR	0.60	21.4	C	SB	LTR	0.62	21.7	C	SB	LTR	0.62	21.7	C

Bold Indicates changed movements between conditions

Table 22-6
Future with the Proposed Project: Weekday AM Peak Hour
Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=16 SBTR: G=43
Sixth Avenue @ 30th Street	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe (widen) travel lanes.
Sixth Avenue @ 34th Street and B'way	EBTH / WBTR: G=27 NB: G=32 SB: G=21	EBTH / WBTR: G=29 NB: G=31 SB: G=20
Broadway @ 35th Street	WBLT: G=31 SBTR: G=49	WBLT: G=33 SBTR: G=47
Seventh Avenue @ 33rd Street	WBLT: G=23 SBTR: G=57	WBLT: G=25 SBTR: G=55
Ninth Avenue @ 34th Street	SB: (4 Lanes) LT,T,T,TR	SB: (5 Lanes) LT, T, T, T, R - An additional lane from prohibiting parking on the west side of Ninth Ave.
	EBTR / WBLT: G=30 SBLTR: G=35	EBTR / WBLT: G=33 SBLTR: G=32
Madison Avenue @ 34th Street	EBLT / WBTR: G=35 NBLTR: G=45	EBLT / WBTR: G=36 NBLTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=21 WBTR: G=16 NBLT: G=43
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=36 NBTR / SBTR: G=43
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes.
	EBTR / WBTH: G=35 SBLTR: G=45	EBTR / WBTH: G=37 SBLTR: G=43
Third Avenue @ 34th Street	EBLT: G=11 WBTR / EBLT: G=26 NBLTR: G=40	EBLT: G=11 WBTR / EBLT: G=27 NBLTR: G=39
Ramp to I-495 @ 34th Street	WBLTR / EBLTR: G=17 NBLTR: G=10	WBLTR / EBLTR: G=18 NBLTR: G=9
FDR Drive @ 34th Street	EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	EBRT / NBLTR: G=15 NBLTR / SBLTR: G=38

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

Table 22-7
Future with the Proposed Project: Weekday MD Peak Hour
Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=16 SBTR: G=43
Fifth Avenue @ 30th Street	EBTR: G=31 SBLT: G=49	EBTR: G=32 SBLT: G=48
Sixth Avenue @ 30th Street	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe (widen) travel lanes.
Sixth Avenue @ 34th Street and B'way	EBTH / WBTR: G=27 NB: G=32 SB: G=21	EBTH / WBTR: G=29 NB: G=31 SB: G=20
Broadway @ 35th Street	WBLT: G=31 SBTR: G=49	WBLT: G=33 SBTR: G=47
Broadway @ 33rd Street	WBL: G=35 SBTH: G=39	WBL: G=38 SBTH: G=36
Seventh Avenue @ 33rd Street	WBLT: G=23 SBTR: G=57	WBLT: G=25 SBTR: G=55
Seventh Avenue @ 31st Street	WBLT: G=38 SBTR: G=42	WBLT: G=39 SBTR: G=41
Eighth Avenue @ 30th Street	EBLT: G=40 NBTR: G=40	EBLT: G=41 NBTR: G=39
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=36 NBTR / SBTR: G=43
Lexington Avenue @ 34th Street*	SB Lexington Ave: Parking on the East Side: YES	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes.
FDR Drive @ 34th Street	WBLTR / EBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	WBLTR / EBLTR: G=24 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=38

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

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

Table 22-8
Future with the Proposed Project: Weekday PM Peak Hour
Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=16 SBTR: G=43
Fifth Avenue @ 30th Street	EBTR: G=31 SBLT: G=49	EBTR: G=32 SBLT: G=48
Sixth Avenue @ 30th Street	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe (widen) travel lanes.
Sixth Avenue @ 34th Street and B'way	EBTH / WBTR: G=27 NB: G=32 SB: G=21	EBTH / WBTR: G=29 NB: G=30 SB: G=21
Broadway @ 35th Street	WBLT: G=31 SBTR: G=49	WBLT: G=33 SBTR: G=47
Broadway @ 33rd Street	WBL: G=35 SBTH: G=39	WBL: G=38 SBTH: G=36
Seventh Avenue @ 33rd Street	WBLT: G=23 SBTR: G=57	WBLT: G=25 SBTR: G=55
Seventh Avenue @ 31st Street	WBLT: G=38 SBTR: G=42	WBLT: G=39 SBTR: G=41
Seventh Avenue @ 30th Street	EBTR: G=36 SBLT: G=44	EBTR: G=37 SBLT: G=43
Eighth Avenue @ 30th Street	EBLT: G=38 NBTR: G=42	EBLT: G=39 NBTR: G=41
Madison Avenue @ 34th Street	EBLT / WBTR: G=35 NBLTR: G=45	EBLT / WBTR: G=36 NBLTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=21 WBTR: G=16 NBLT: G=43
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=36 NBTR / SBTR: G=43
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes.
	EBTR / WBTH: G=35 SBLTR: G=45	EBTR / WBTH: G=36 SBLTR: G=44
First Avenue @ 34th Street	EBLT: G=7 EBLT / WBTR: G=23 NBLTR: G=39	EBLT: G=8 EBLT / WBTR: G=24 NBLTR: G=37
FDR Drive @ 34th Street	WBLTR / EBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	WBLTR / EBLTR: G=24 EBRT / NBLTR: G=18 NBLTR / SBLTR: G=33

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

Table 22-9
Future with the Proposed Project: Saturday MD Peak Hour
Proposed Mitigation Measures

INTERSECTION	2014 Future With the Proposed Actions	2014 Future With the Proposed Actions and Mitigation
Fifth Avenue @ 35th Street	WBTH: G=21 WBLT: G=14 SBTR: G=45	WBTH: G=21 WBLT: G=16 SBTR: G=43
Sixth Avenue @ 30th Street*	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe (widen) travel lanes.
Sixth Avenue @ 34th Street and B'way	EBTH / WBTR: G=27 NB: G=32 SB: G=21	EBTH / WBTR: G=29 NB: G=31 SB: G=20
Broadway @ 33rd Street	WBL: G=35 SBTH: G=39	WBL: G=37 SBTH: G=37
Seventh Avenue @ 31st Street	WBLT: G=38 SBTR: G=42	WBLT: G=39 SBTR: G=41
Eighth Avenue @ 31st Street	WBTR: G=40 NBLT: G=40	WBTR: G=41 NBLT: G=39
Madison Avenue @ 32nd Street	EBLT: G=33 NBTR: G=47	EBLT: G=35 NBTR: G=45
Madison Avenue @ 34th Street	EBLT / WBTR: G=35 NBLTR: G=45	EBLT / WBTR: G=36 NBLTR: G=44
Madison Avenue @ 35th Street	WBTH: G=21 WBTR: G=14 NBLT: G=45	WBTH: G=21 WBTR: G=16 NBLT: G=43
Park Avenue @ 34th Street	WBTR / EBTR: G=34 NBTR / SBTR: G=45	WBTR / EBTR: G=36 NBTR / SBTR: G=43
Lexington Avenue @ 34th Street	SB Lexington Ave: Parking on the East Side: YES	SB Lexington Ave: Parking on the East Side: NO Prohibit parking on the East side of SB Lexington Ave, and restripe (widen) travel lanes.
	EBTR / WBTH: G=35 SBLTR: G=45	EBTR / WBTH: G=37 SBLTR: G=43
Third Avenue @ 34th Street	EBLT: G=11 WBTR / EBLT: G=26 NBLTR: G=40	EBLT: G=11 WBTR / EBLT: G=27 NBLTR: G=39
FDR Drive @ 34th Street	WBLTR / EBLTR: G=22 EBRT / NBLTR: G=13 NBLTR / SBLTR: G=40	WBLTR / EBLTR: G=23 EBRT / NBLTR: G=12 NBLTR / SBLTR: G=40

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

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

EFFECTS OF PROPOSED TRAFFIC MITIGATION MEASURES ON AIR QUALITY AND NOISE

AIR QUALITY

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

Since the proposed traffic mitigation measures described above would alter traffic conditions when compared to the proposed project, the localized air quality impacts with mitigation were modeled. The results (presented in **Table 22-10**) show that with the proposed traffic mitigation measures, as with the future with the proposed project, concentrations of CO in the future with the proposed project would be below the National Ambient Air Quality Standards (NAAQS) and would not result in any significant adverse air quality impacts using the *de minimis* thresholds for CO impacts.

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

Receptor Site	Location	Time Period	8-Hour Concentration (ppm)		
			No Action	Future with the Proposed Project	Future with the Proposed Project with Mitigation
1	Seventh Avenue and West 34th Street	Weekday PM	3.1	3.1	3.1
2	Third Avenue and East 34th Street	Saturday MD	3.3	3.4	3.3

Note: 8-hour standard is 9 ppm.

NOISE

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

D. TRANSIT AND PEDESTRIANS

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

If additional analyses associated with the Green Light for Midtown and the First and Second Avenue Select Bus Service (SBS) programs undertaken between the DEIS and the FEIS show that these initiatives would have the potential to alter the results of the transit or pedestrian analyses, the proposed mitigation measures below will be re-evaluated to determine if they are still applicable.

SUBWAY STATIONS

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

PEDESTRIAN ELEMENTS

The Single-Tenant Office Scenario would result in a total of 10 significant adverse impacts on crosswalks and/or corner locations within the pedestrian study area. These impacts include 1 crosswalk and 3 corner locations during the AM peak hour, 1 corner location during the midday peak hour, one crosswalk and 3 corner locations during the PM peak hour, and 1 corner location during the Saturday peak hour.

The 2014 Multi-Tenant Office Scenario would result in a total of 16 significant adverse impacts on crosswalks and/or corner locations within the pedestrian study area. These impacts include 1 crosswalk and 3 corner locations during the AM peak hour, 2 crosswalks and 2 corner locations during the midday peak hour, 1 crosswalk and 3 corner locations during the PM peak hour, and 2 crosswalks and 2 corner locations during the Saturday peak hour.

A significant adverse pedestrian impact is considered mitigated if measures implemented return projected future conditions to what they would be if a proposed project were not in place or to acceptable levels. For a future without the proposed project (the "No Action condition) LOS D, E or F, mitigation back to No Action condition is required; for No Action condition LOS A, B, or C, mitigation to the LOS D/E threshold is required (15 square feet per pedestrian for corners and crosswalks, and 15 pedestrians per foot per minute for sidewalks and mid-block locations).

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

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

- Relocate planters or street vendors at one corner location on West 33rd Street;
- Create corner bulb outs on the avenue side of three intersections: the northwest corner at the Sixth Avenue and West 32nd Street intersection, the southwest corner of the Sixth Avenue and West 33rd Street intersection, and the northeast and southeast corners of the Broadway and West 33rd Street intersection.
- Widen the crosswalks at 2 impacted crosswalk locations.

Sidewalks

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

Crosswalks

For the Single-Tenant Office Scenario, of the 47 crosswalks analyzed for the weekday AM, midday, PM and Saturday midday peak hours, significant adverse impacts are anticipated at 1 crosswalk during both the AM and PM peak hours.

Upon incorporation of the mitigation measures, no unmitigated adverse impacts would remain for the Single-Tenant Office Scenario during the weekday AM, MD, PM, and Saturday midday peak hours.

For the Multi-Tenant Office Scenario, of the 47 crosswalks analyzed for the weekday AM, midday, PM and Saturday midday peak hours, significant adverse impacts are anticipated at 1 crosswalk during the AM peak hour, 2 crosswalks during the weekday midday peak hour, 1 crosswalk during the PM peak hour, and 2 crosswalks during the Saturday midday peak hour.

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

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

- Sixth Avenue and West 33rd Street – significant adverse impacts would occur at the west crosswalk during the AM peak hour for both the Single-Tenant Office and the Multi-Tenant Office Scenarios. These impacts would be mitigated by widening the crosswalk from 15.75 feet to 18.5 feet.
- Sixth Avenue and West 34th Street – significant adverse impacts would occur at the east crosswalk during the PM peak hour for both the Single-Tenant Office and the Multi-Tenant Office Scenarios. These impacts would be mitigated by widening the crosswalk from 14 feet to 14.5 feet.
- Seventh Avenue and West 32nd Street – significant adverse impacts would occur at the north crosswalk during the weekday midday and Saturday midday peak hours for the Multi-Tenant Office Scenario. These impacts would be partially mitigated by widening the crosswalk from 18.5 feet to 20 feet.
- Seventh Avenue and West 33rd Street – significant adverse impacts would occur at the south crosswalk during the weekday midday and Saturday midday peak hours for the Multi-Tenant Office Scenario. These impacts would be partially mitigated by widening the crosswalk from 16 feet to 20 feet.

Corners

For the Single-Tenant Office Scenario, of the 42 corner locations analyzed for the weekday AM, midday, PM and Saturday midday peak hours, significant adverse impacts are anticipated at 3 corner locations during the AM peak hour, 1 corner location during the weekday midday peak hour, 3 corner locations during the PM peak hour, and 1 corner location during the Saturday midday peak hour.

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

For the Multi-Tenant Office Scenario, of the 42 corner locations analyzed for the weekday AM, midday, PM and Saturday midday peak hours, significant adverse impacts are anticipated at 3

corner locations during the AM peak hour, 2 corner locations during the weekday midday peak hour, 3 corner locations during the PM peak hour, and 2 corner locations during the Saturday midday peak hour.

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

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

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

Tables 22-11 and 22-12 present the sidewalk, crosswalk, and corner locations that would have significant adverse impacts for the future with the proposed project condition for both the Single-Tenant Office and Multi-Tenant Office Scenarios, proposed mitigation measures, and the effectiveness of the proposed mitigation measure for each location.

The sidewalk, corner, and crosswalk LOS results for the future with the proposed project condition with Mitigation are presented in **Figures 22-5 through 22-12**. Copies of the individual sidewalk, corner, crosswalk analysis tables, and proposed mitigation measures are provided in Appendix C, "Transportation Technical Memos and Analyses."

Table 22-11
Single-Tenant Office Scenario
Locations with Significant Adverse Impacts with Mitigation

Location			2014 Future without the Proposed Project			2014 Proposed Project Single-Tenant Office Scenario			2014 Proposed Project - Mitigated Single-Tenant Office Scenario			
			Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Results
AM Peak Hour												
6th Avenue & 33rd Street	Corner	Southwest	1562	3.8	F	1832	0.7	F	1832	4.9	F	Bulb out
	Crosswalk	West	885	13.8	E	1049	11.6	E	1049	14.1	E	Widen
Broadway & 33rd Street	Corner	Northeast	1182	13.7	E	1289	12.3	E	1289	18.4	D	Bulb out
		Southeast	1170	11.7	E	1353	8.8	E	1353	14.3	E	Bulb out
Midday Peak Hour												
Broadway & 33rd Street	Corner	Southeast	1201	8.3	E	1327	6.6	F	1327	12.2	E	Bulb out
PM Peak Hour												
6th Avenue & 33rd Street	Corner	Northwest	2342	10.8	E	2420	9.2	E	2420	13.5	E	Remove planter
Broadway & 33rd Street	Corner	Northeast	1406	5.5	F	1543	4.2	F	1543	9.3	E	Bulb out
		Southeast	1300	4.8	F	1517	2.8	F	1517	7.7	F	Bulb out
6th & 34th Street	Crosswalk	East	1158	14.3	E	1266	12.8	E	1266	15.0	D	Widen
Saturday Midday Peak Hour												
Broadway & 33rd Street	Corner	Northeast	1068	12.5	E	1141	11.2	E	1141	18.1	D	Bulb out

Table 22-12
Multi-Tenant Office Scenario
Locations with Significant Adverse Impacts with Mitigation

Location			2014 Future without the Proposed Project			2014 Proposed Project - Mitigated Multi-Tenant Office Scenario			
			Peak 15 Volume	PFM / SFP	LOS	Peak 15 Volume	PFM / SFP	LOS	Results
AM Peak Hour									
6th Avenue & 33rd Street	Corner	Southwest	1562	3.8	F	1809	5.0	F	Bulb out
	Crosswalk	West	885	13.8	E	1043	14.3	E	Widen
Broadway & 33rd Street	Corner	Northeast	1182	13.7	E	1289	18.4	D	Bulb out
		Southeast	1170	11.7	E	1347	14.4	E	Bulb out
Midday Peak Hour									
7th Avenue & 32nd Street	Crosswalk	North	655	10.8	E	790	9.6	E	Partially Mitigated
7th Avenue & 33rd Street	Crosswalk	South	656	9.4	E	950	8.0	E	Partially Mitigated
Broadway & 33rd Street	Corner	Southeast	1201	8.3	E	1328	12.2	E	Bulb out
PM Peak Hour									
6th Avenue & 33rd Street	Corner	Northwest	2342	10.8	E	2424	13.4	E	Remove planter
Broadway & 33rd Street	Corner	Northeast	1406	5.5	F	1543	9.3	E	Bulb out
		Southeast	1300	4.8	F	1593	6.8	F	Bulb out
6th Avenue & 34th Street	Crosswalk	East	1158	14.3	E	1266	15.0	D	Widen
Saturday Midday Peak Hour									
7th Avenue & 32nd Street	Crosswalk	North	976	6.2	F	1231	5.2	F	Partially Mitigated
7th Avenue & 33rd Street	Crosswalk	South	596	11.6	E	958	11.3	F	Partially Mitigated
6th Avenue & 32nd Street	Corner	Northwest	1365	10.3	E	1688	13.2	E	Bulb out
6th Avenue & 33rd Street	Corner	Southwest	1665	4.8	F	2080	6.9	F	Bulb out
Broadway & 33rd Street	Corner	Northeast	1068	12.5	E	1141	18.1	D	Bulb out

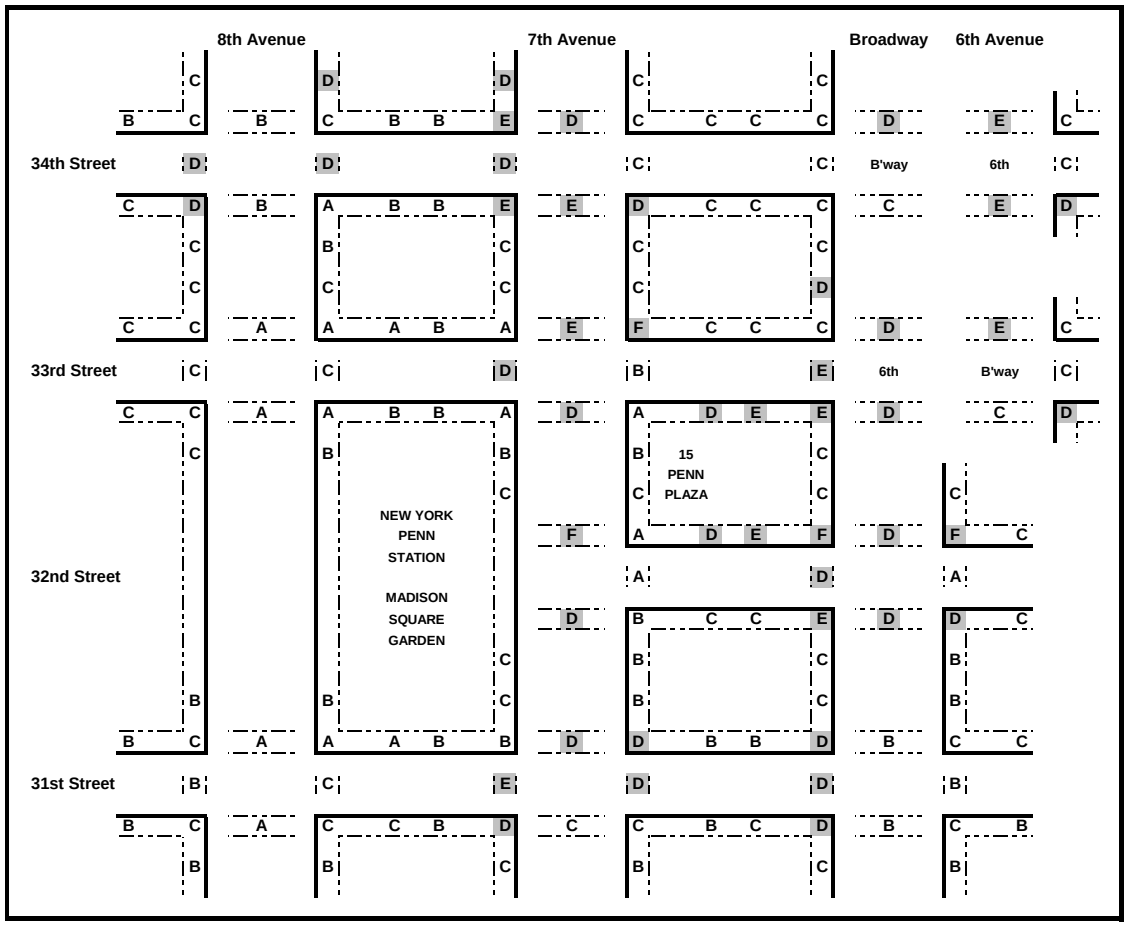


Figure 22-5
Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
AM Peak Hour - Pedestrian LOS

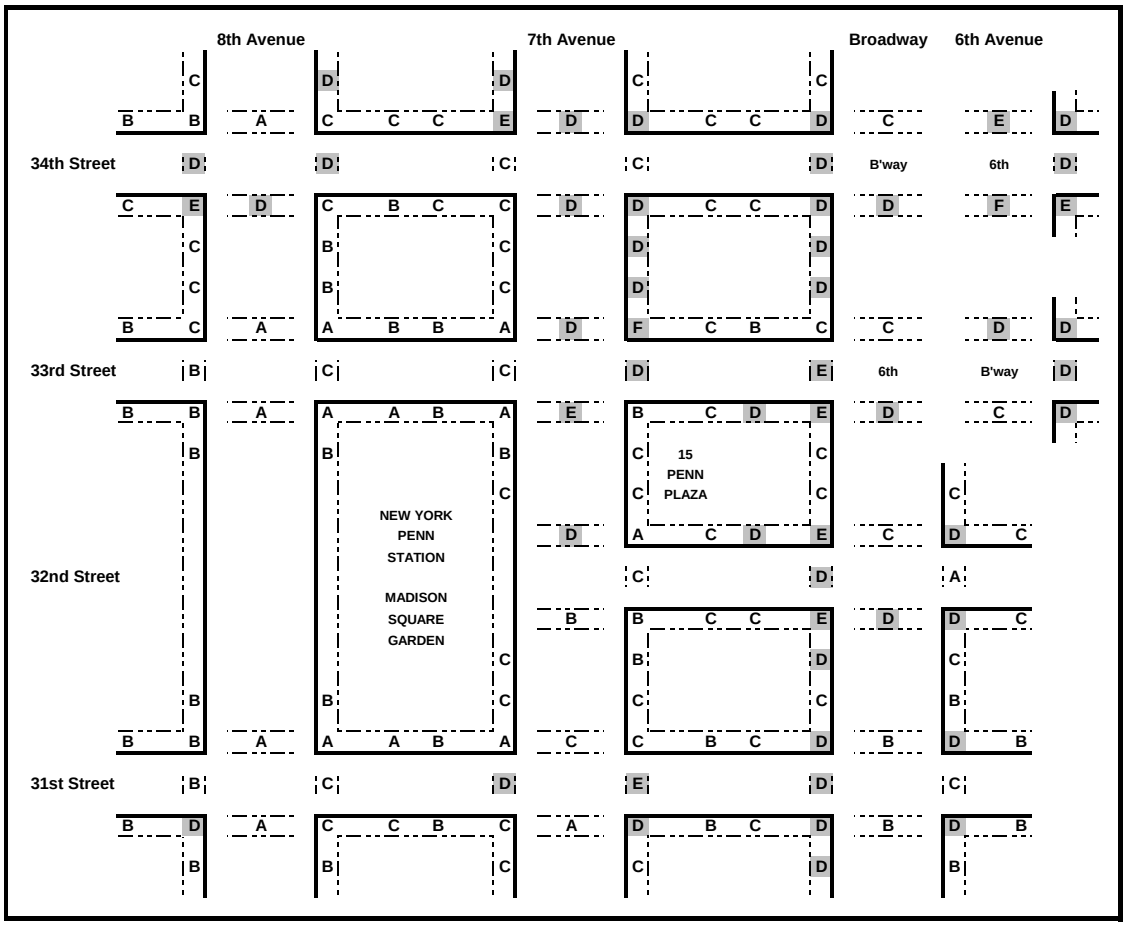


Figure 22-6
Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
Weekday Midday Peak Hour - Pedestrian LOS

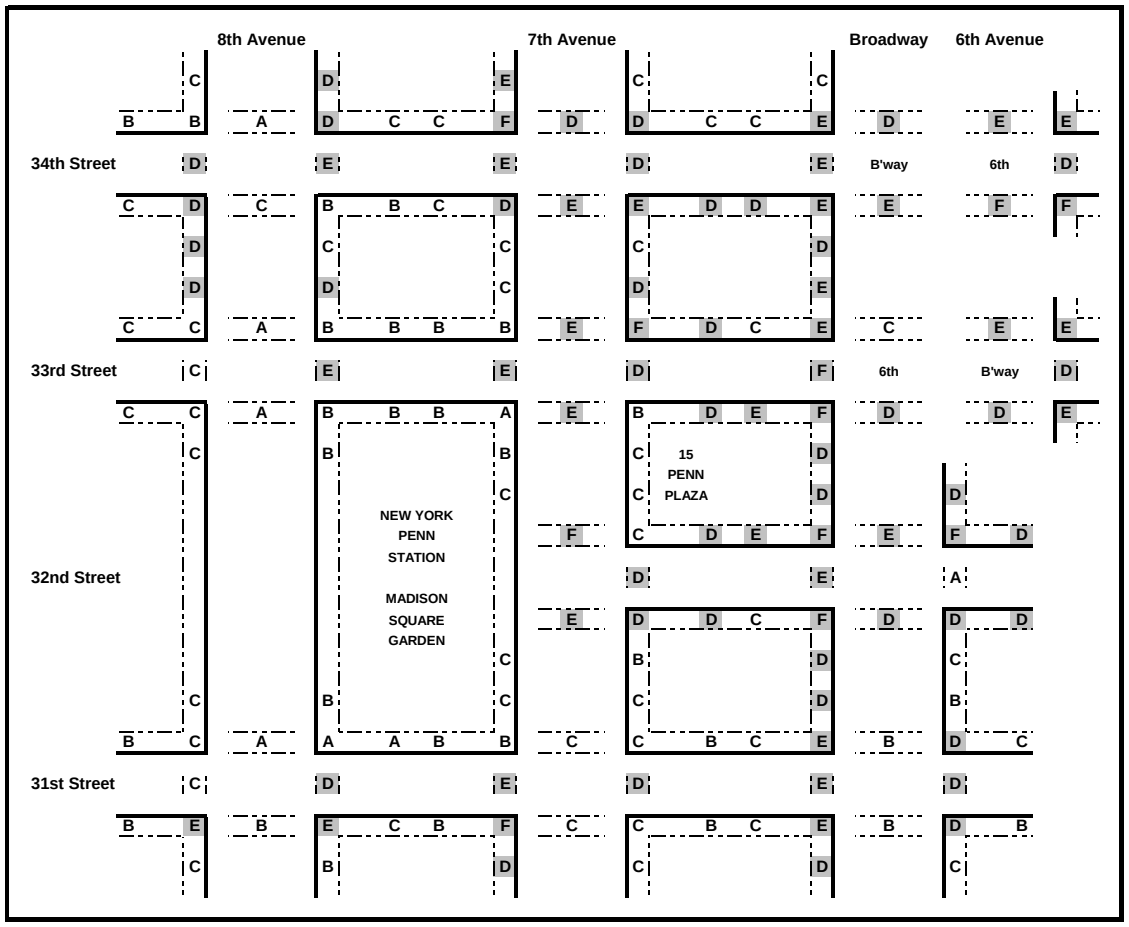


Figure 22-7
Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
Weekday PM Peak Hour - Pedestrian LOS

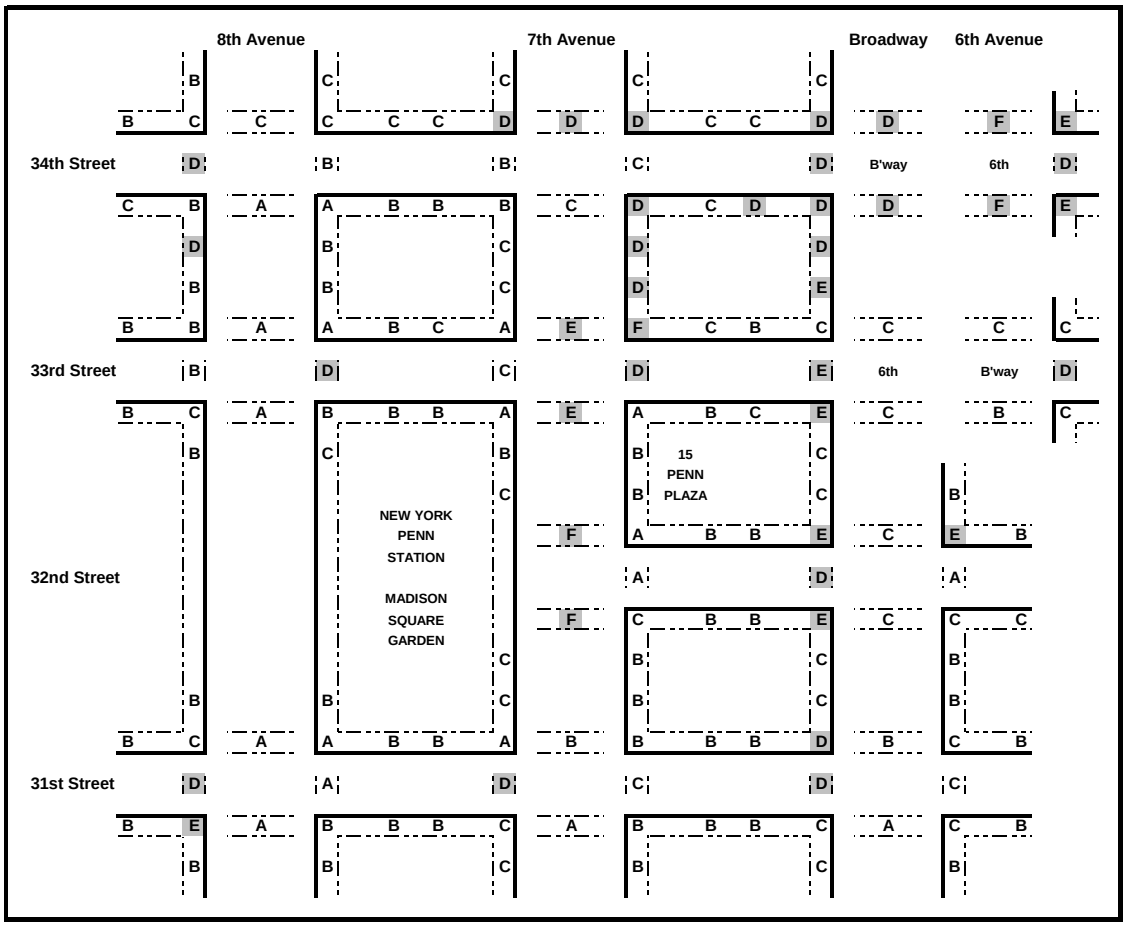


Figure 22-8
Future with the Proposed Project and Mitigation – Single-Tenant Office Scenario
Saturday Midday Peak Hour - Pedestrian LOS

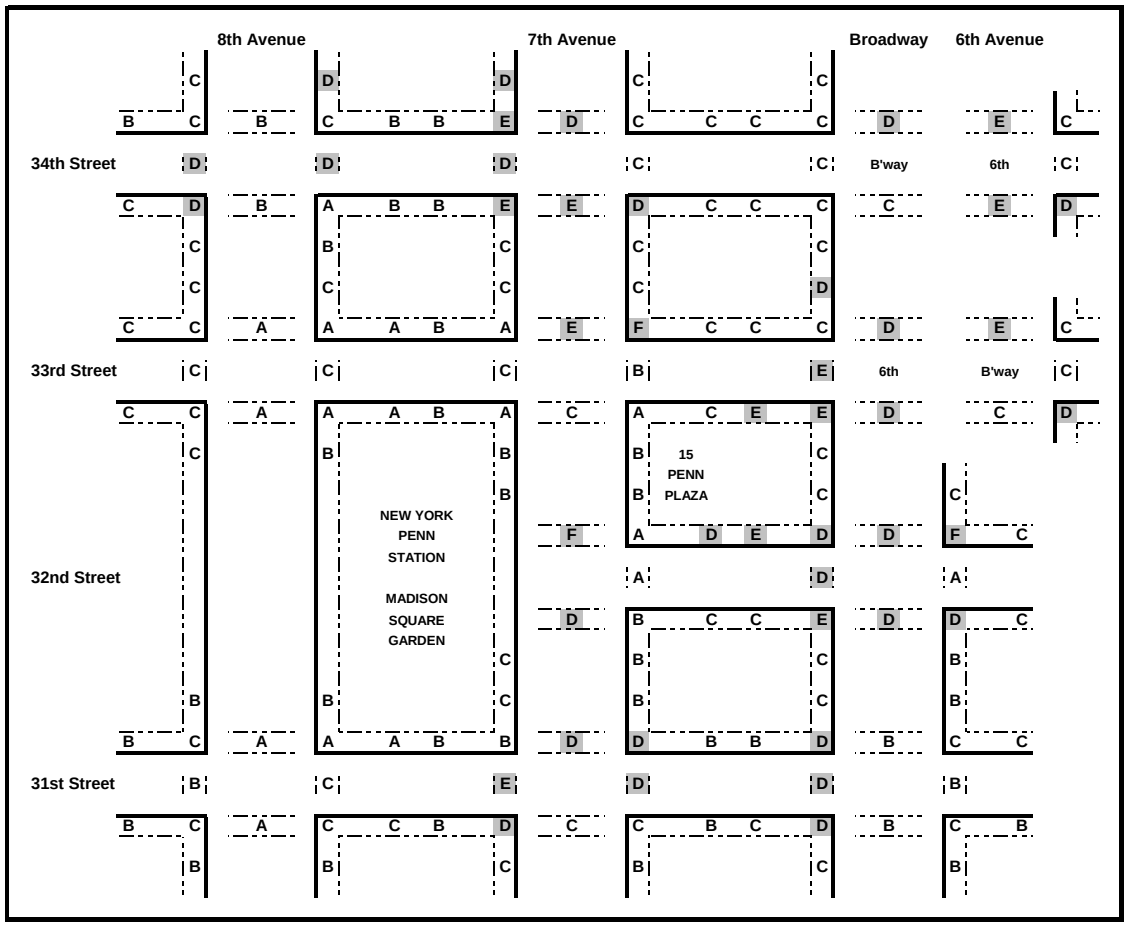


Figure 22-9
Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
Weekday AM Peak Hour - Pedestrian LOS

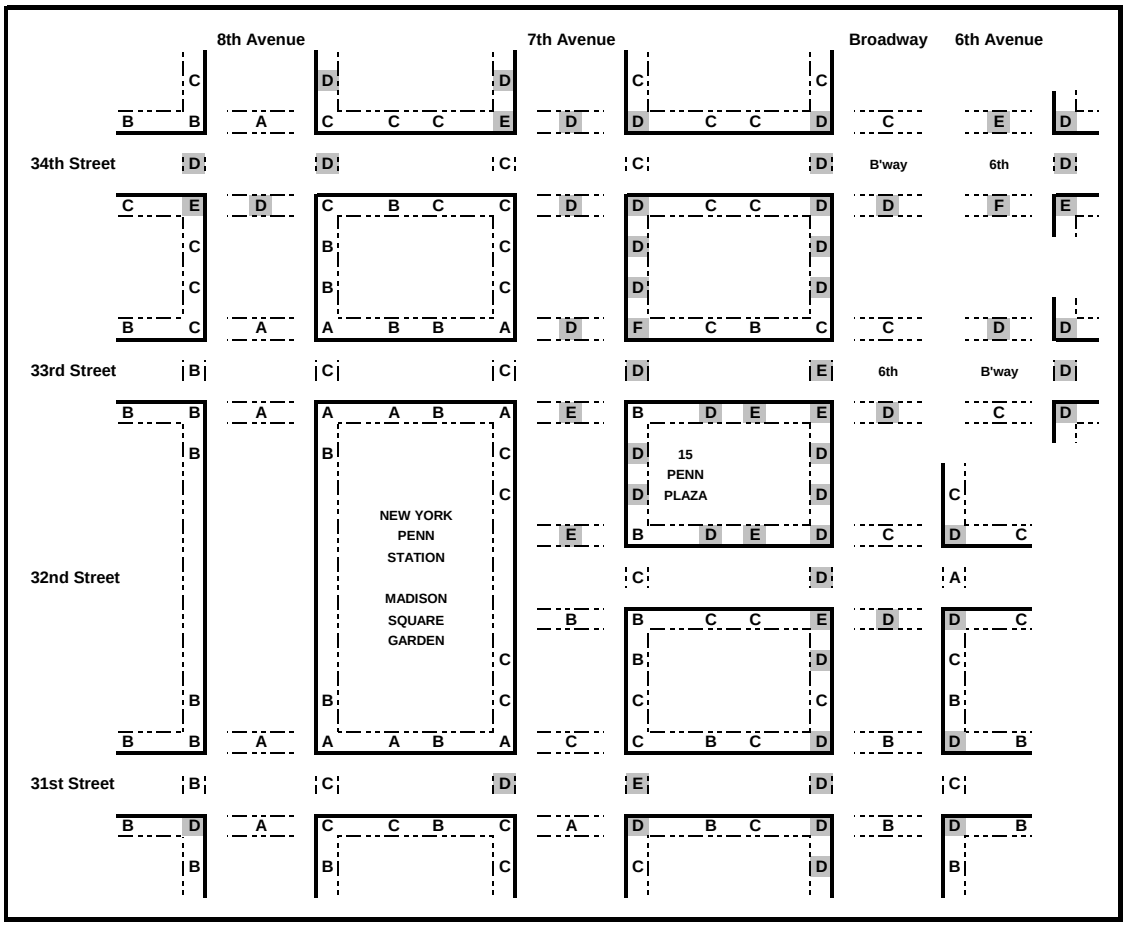


Figure 22-10
Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
Weekday Midday Peak Hour - Pedestrian LOS

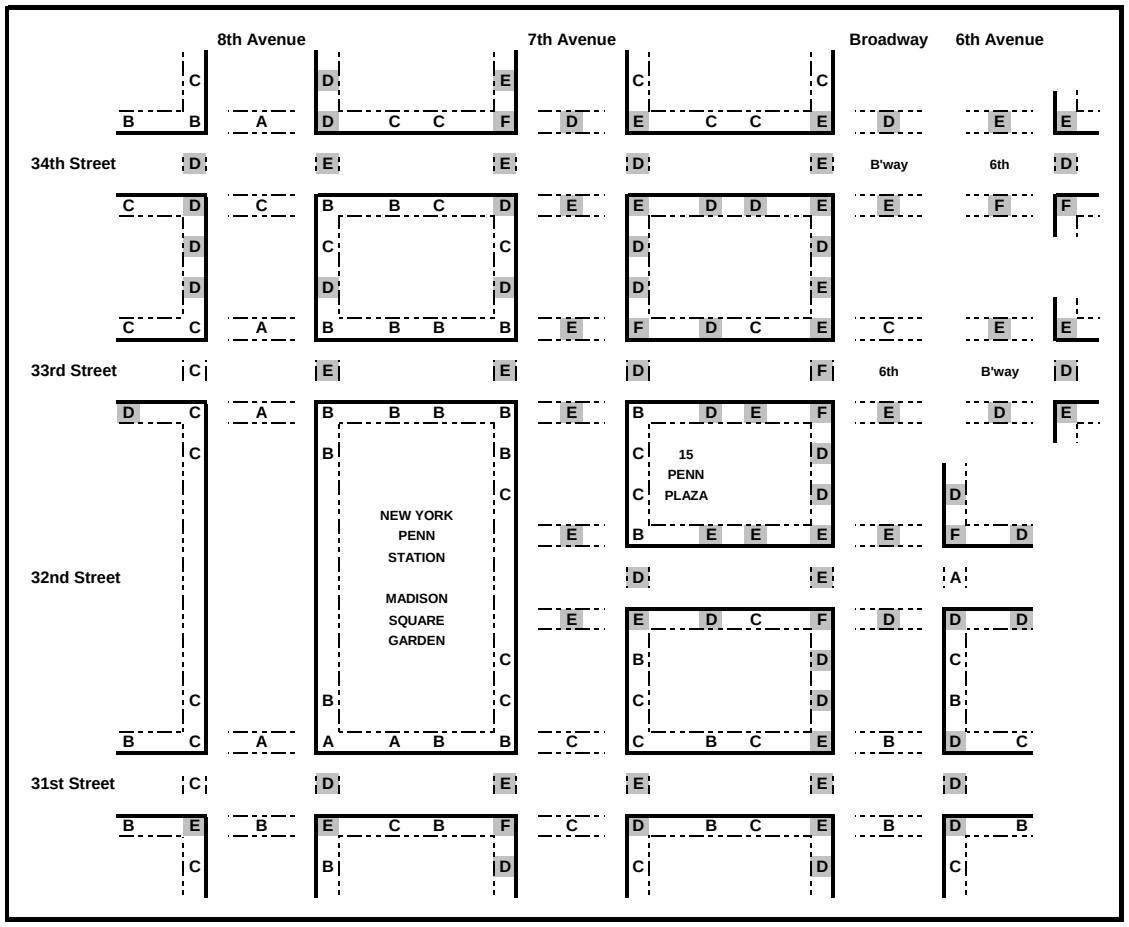


Figure 22-11
Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
Weekday PM Peak Hour - Pedestrian LOS

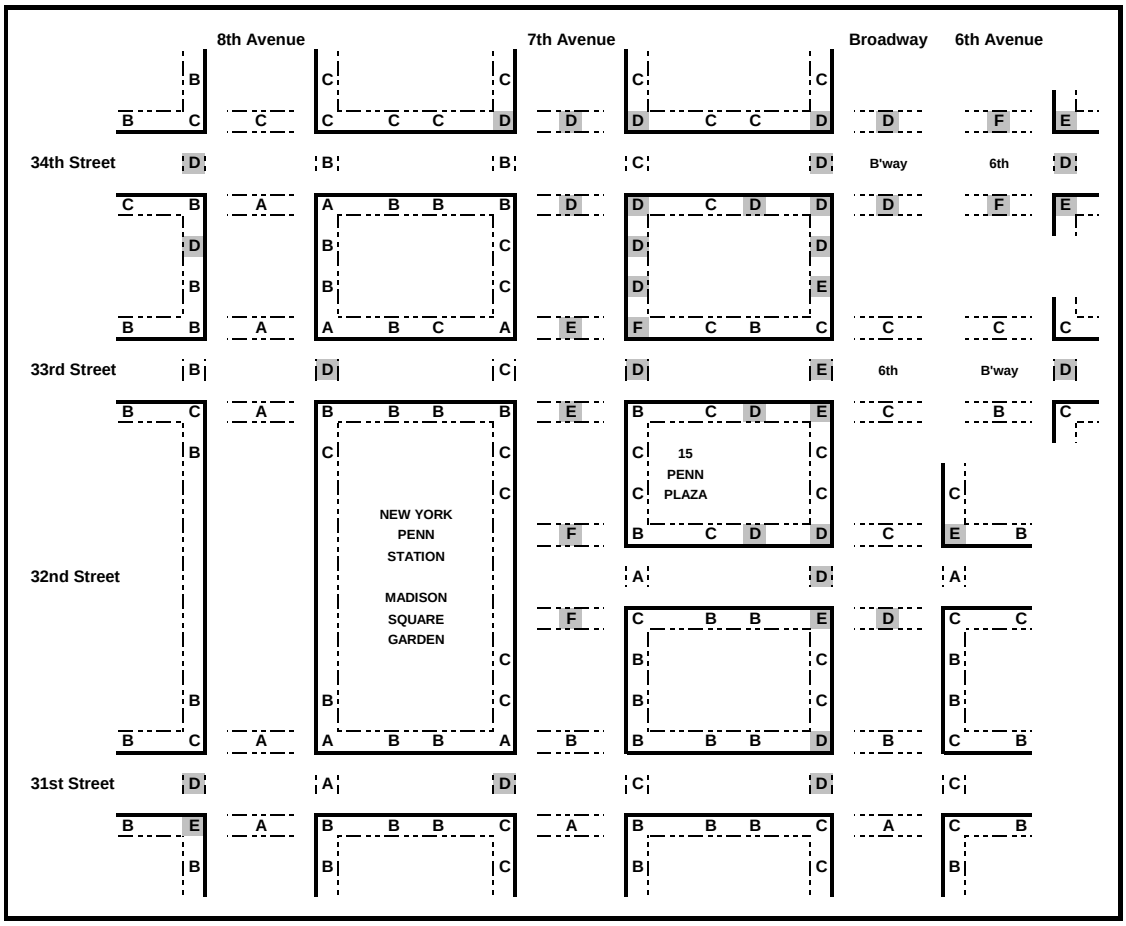


Figure 22-12
Future with the Proposed Project and Mitigation – Multi-Tenant Office Scenario
Saturday Midday Peak Hour - Pedestrian LOS

E. CONSTRUCTION-PERIOD NOISE

As discussed in Chapter 20, "Construction Impacts," during construction of the proposed project, construction activities would result in elevated noise levels at the two sensitive noise receptor locations adjacent to the project site on West 32nd Street between Sixth and Seventh Avenues (The Epic and the Church of St. Francis of Assisi). Even with the incorporation of the noise reduction measures identified in Chapter 20, "Construction Impacts," it is likely that CEQR impact criteria would be exceeded for two or more consecutive years at these two locations, resulting in significant noise impacts.

Typical mitigation measures include the provision of double-glazed windows and alternative ventilation (e.g., air conditioning). Both The Epic and the Church of St. Francis of Assisi already have both double-glazed windows and central air conditioning. Therefore, between publication of the DEIS and FEIS, a detailed analysis will be performed to (1) quantify the magnitude, time of occurrence, and duration of the exceedances of the CEQR impact criteria, and (2) determine the practicability and feasibility of implementing any additional control measures to reduce or eliminate the significant adverse construction noise impacts cited above. Absent the implementation of measures that would produce lower interior noise levels (beyond those identified above), construction of the proposed project would have unmitigated significant noise impacts at the locations specified above for limited periods of time. ✷