

E-66



DEPARTMENT OF CITY PLANNING  
CITY OF NEW YORK  
ENVIRONMENTAL ASSESSMENT AND REVIEW

Joseph B. Rose, *Director*  
Department of City Planning

September 1, 1995

NOTICE OF COMPLETION OF THE FINAL ENVIRONMENTAL  
IMPACT STATEMENT

Avenue of the Americas Rezoning  
CEQR No. 93DCP033M  
ULURP No. 950318ZMM  
SEQRA No. P2620000-00155

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Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977 and amendments, and the regulations of the State Environmental Quality Review Act (SEQRA) as found in Part 617 of the NYCRR, a Final Environmental Impact Statement (FEIS) has been prepared on the action described below and is available for public inspection at the offices of the undersigned. The proposal requires approvals by the City Planning Commission and the Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). A public hearing was held to receive comments from the public on the Draft Environmental Impact Statement in conjunction with the City Planning Commission's city-wide public hearing pursuant to ULURP on August 9, 1995. The public comment period was held open after the close of the CEQR public hearing, until August 19, 1995, in order to receive written comments.

**A. DESCRIPTION OF THE PROPOSED PROJECT**

The New York City Department of City Planning (DCP) proposes to map a new commercial contextual zone (C6-4X) on both sides of the Avenue of the Americas (aka Sixth Avenue) in Manhattan from the midblock of 23rd/24th Street to 31st Street. The area to be remapped ("project area" or "rezoning area"), which is currently zoned M1-6, would range from 125 feet to 150 feet east and west of the avenue. 801 Associates and 773 Associates, two landowners in the project area, have joined DCP in proposing the zoning map change ("proposed action").

In the project area, the new C6-4X zone would permit, to an FAR of 10, all residential uses and a range of community facilities and commercial uses. Residential uses are not permitted under the existing M1-6 zoning. Two as-of-right bonuses would permit development to be increased to an FAR of 12: a commercial plaza and an inclusionary housing bonus. This latter bonus requires that 20 percent of the housing units proposed be set aside

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for lower-income residents (Zoning Resolution, Section 23-90).

The analysis of development that would result from the proposed zoning map amendment focused on the total of eight sites (including three owned by the coapplicants) that are substantially vacant or cleared (see Table S-1).

Based on the proposed rezoning, a development scenario of retail and residential uses was developed for 1997 (Phase I) and 2004 (Phase II). This scenario assumed that all of the sites would be developed to the maximum FAR of 12 -- i.e., a bonus for low-income housing would be obtained. The addition of the low-income housing component is also a worst case for assessing impacts on schools and other community facilities. The resulting floor area was allocated to ground-floor retail and apartments. Apartments were calculated at an average of 850 square feet. (This size was determined by DCP to be an appropriate average for the area.) As shown in Table S-1, it is assumed that a total of 141,180 square feet of retail space and 1,828 residential units would be developed on eight sites in the project area by 2004 (Phase II). Some 764 units would be developed on three sites by 1997.

As proposed, the rezoning would result in eight relatively tall buildings. Six would be ranged along the east side of the avenue with two on the west side. The buildings on the east side would create a new building form from 23rd to 28th Streets and would present a consistent, low-rise street wall (approximately 65 feet or 6 stories) along the avenue with street-level shops. The street wall height would continue on the side streets, where entrances to the residential lobbies would be located. Towers ranging from 26 to 32 stories would rise above these bases.

Two buildings would rise on the west side of the avenue, between 25th and 27th Streets. Because of the irregular configuration of the site, the more southerly building would most likely be massed on the northern end of the site, leading to a building slightly taller than the others (34 stories).

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Table S-1

PROBABLE DEVELOPMENT RESULTING FROM THE PROPOSED ACTION

<u>Block/Site Location</u>	<u>Site Area</u>	<u>Floor Area</u>	<u>Retail Area</u>	<u>Residential Area</u>	<u>Residential Units</u>
<b>Coapplicants' Sites</b>					
Block 801, Lots 34, 37, 38, 43, 45 769-773, 757-759 Sixth Avenue 100-108 West 26th Street 103-105 West 25th Street	16,400	196,800	16,400	180,400	212
Block 828, Lots 1, 4, 5, 74, 75 776-782 Sixth Avenue 45-51 West 26th Street 44-48 West 27th Street	23,800	285,600	23,800	261,800	308
Block 829, Lots 1, 2, 3, 5, 6, 72, 74 796-812 Sixth Avenue 52-54 West 28th Street 57-59 West 27th Street	18,800	225,600	18,800	206,800	244
<b>TOTAL</b>	<b><u>59,000</u></b>	<b><u>708,000</u></b>	<b><u>59,000</u></b>	<b><u>649,000</u></b>	<b><u>764</u></b>
<b>Other Potential Development Sites</b>					
Block 826, Lots 1, 75, 76 736-754 Sixth Avenue 56-60 West 25th Street 53-63 West 24th Street	25,200	302,400	25,200	277,200	327
Block 827, Lot 1 756-772 Sixth Avenue 53-57 West 25th Street 52-66 West 26th Street	24,900	298,800	24,900	273,900	322
Block 828, Lot 77 784-792 Sixth Avenue	7,000	84,000	7,000	77,000	91
Block 802, Lots 36 and 39 777-791 Sixth Avenue 100-102 West 27th Street	15,700	188,400	15,700	172,700	203
Block 825, Lot 82 724-732 Sixth Avenue 56-60 West 24th Street	9,380	112,560	9,380	103,180	121
<b>TOTAL</b>	<b><u>82,180</u></b>	<b><u>986,160</u></b>	<b><u>82,180</u></b>	<b><u>903,980</u></b>	<b><u>1,064</u></b>
<b>GRAND TOTAL</b>	<b><u>141,180</u></b>	<b><u>1,694,160</u></b>	<b><u>141,180</u></b>	<b><u>1,552,980</u></b>	<b><u>1,828</u></b>
				<u>80</u>	

Note:

All area figures are in square feet. Coapplicants' sites are assumed to be developed by 1997; other sites are assumed for development by 2004.

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To avoid any potential impacts associated with noise, the following "E" designation for noise will be placed on all proposed Phase I and Phase II development sites as part of the proposed zoning map amendment.

**In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.**

Due to the presence of underground storage tanks containing petroleum products on Block 826, Lot 1, the following "E" designation for petroleum products would be placed on this lot as part of the proposed zoning map amendment.

**Due to the presence of underground storage tanks containing petroleum products on Block 826, Lot 1, there is potential for contamination of the soil and groundwater by existing or past leakage from the tanks. To determine if contamination exists on the site and to determine and perform any appropriate remediation, the following tasks must be undertaken by the fee owners of the lot restricted by this E designation prior to any demolition or excavation on the lot prior to development.**

#### **Task 1**

**The fee owners of the lot restricted by this E designation must submit to the New York City Department of Environmental Protection's (DEP) Bureau of Environmental Review and Enforcement (BERE) for review and approval, a soil gas, soil, and groundwater testing protocol including a description of methods, and a site map with all sampling locations clearly and precisely represented. No sampling program should begin until written approval of a protocol is received from DEP BERE. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination, and the condition**

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**of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by DEP BERE upon request.**

**Task 2**

**A written report with findings and a summary of the data must be presented to DEP BERE after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by DEP if the results indicate that remediation is necessary.**

**Written notice shall be given by DEP BERE if it determines that no remediation is necessary.**

**If remediation is necessary according to the test results, a proposed remediation plan must be submitted to DEP BERE for review and approval. The fee owners of the lot restricted by this E designation must perform such remediation as determined necessary by DEP BERE. After completing the remediation, the fee owners of the lot restricted by this E designation should provide proof that the work has been satisfactorily completed.**

**B. REQUIRED ACTIONS AND APPROVALS**

The following proposed action is subject to the Uniform Land Use Review Procedure (ULURP) and the City Environmental Quality Review (CEQR).

1. Zoning map amendment to rezone both sides of the Avenue of the Americas (aka Sixth Avenue) in Manhattan from the midblock of 23rd/24th Street to 31st Street from M1-6 to C6-4X, to a depth ranging from 125 feet to 150 feet east and west of the avenue.

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## C. POTENTIAL SIGNIFICANT IMPACTS OF THE PROPOSED ACTION

### Cultural Resources

#### Archaeological Resources

Based on additional research conducted between the Draft and Final Environmental Impact Statements, the New York City Landmarks Preservation Commission (LPC) has identified the following blocks and lots as having the potential to contain potentially significant historic archaeological resources from the 19th century occupation of the Tenderloin District:

- Phase I: Block 801, Lots 34,37,38,43,44,45  
Block 828, Lots 4,75  
Block 829, Lots 1,2
- Phase II: Block 826, Lots 1  
Block 828, Lot 77

The potential loss of archaeological resources on these lots would be a potential significant impact of the proposed action.

#### Historic Resources

In Phase I, construction on the site at the northeast corner of 26th Street and Avenue of the Americas would entail demolition of the Coogan Building. In 1989 LPC designated the Coogan Building a NYCL. Prior to LPC's designation, Community Board 5 had adopted a resolution opposing the designation because the board decided that the building did not merit landmark status. Following this designation by LPC, CPC issued a report indicating that the designation might interfere with the proposed rezoning of Sixth Avenue to permit development of residential uses. The Board of Estimate subsequently disapproved the designation based on the report by CPC, which removed the prohibition against demolition and other protections to the building provided by the Landmarks Law. Thus, because the building is not a NYCL, it can be demolished as-of-right under either existing or proposed

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zoning.

The Coogan Building was considered a historic resource in the DEIS, and the disapproval of its designation by the Board of Estimate was reported in that document. However, subsequent to publication of the DEIS it was learned that the Coogan Building was listed on the State Register of Historic Places in 1986 under the name "Racquet Court Club Building," and was determined eligible for the National Register of Historic Places during that same year. Unlike designation as a NYCL, listing on or determination of eligibility for either Register does not preclude demolition. When the Board of Estimate disapproved the designation of the Coogan Building as a NYCL in 1989, it did so with information on the State Register listing and the National Register eligibility.

Pursuant to Executive Order No. 91, City Environmental Quality Review of 1977, as amended, the demolition of a structure that is eligible for inclusion in an official inventory of such resources constitutes a significant impact. Therefore, in light of the information received between the DEIS and FEIS as to the listing of the Coogan Building on the State Register of Historic Places and its eligibility for listing on the National Register, the demolition of this structure would constitute a significant impact because it is listed on the State Register as an historic resource and is eligible for listing on the National Register. It should be noted however, that by disapproving the LPC designation in 1989, the City, acting through the Board of Estimate, enabled the future demolition of the Coogan Building under either existing or any proposed rezoning.

### Traffic

The analysis of traffic associated with the proposed rezoning found that increases would cause significant impacts at two locations in 1997 and at eight locations in 2004, as listed below. The affected approaches could be mitigated with a retiming of traffic signals.

#### Traffic Impact Locations, 1997

- o The westbound 27th Street approach at Seventh Avenue during the AM peak hour, where LOS would drop from C to D; and

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- o The Avenue of the Americas approach at 29th Street during the PM peak hour, where the LOS would drop from C to D.

Traffic Impact Locations, 2004

- o The westbound 23rd Street left-turn movement at Broadway during the AM peak hour, where the delay would increase from 139.5 sec/veh to 155.5 sec/veh;
- o The Avenue of the Americas approach at 32nd Street during the midday peak hour, where LOS would drop from C to D;
- o The Seventh Avenue approach at 27th Street during the midday peak hour, where LOS would drop from C to D;
- o The westbound 23rd Street approach at Eighth Avenue during the midday peak hour, where the delay would increase from 68.4 sec/veh to 73.4 sec/veh;
- o The westbound 23rd Street approach at Broadway during the PM peak hour, where the delay would increase from 80.1 sec/veh to 93.0 sec/veh;
- o The Avenue of the Americas approach at 26th Street during the PM peak hour, where LOS would drop from C to D;
- o The Avenue of the Americas approach at 29th Street during the PM peak hour, where the delay would increase from 29.1 sec/veh to 35.4 sec/veh; and
- o The Avenue of the Americas approach at 32nd Street during the PM peak hour, where the delay would increase from 39.6 sec/veh to 46.3 sec/veh;

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## D. PROPOSED MITIGATION MEASURES

### Cultural Resources

#### Archaeological Resources

- o Potential for impacts on archaeological resources were disclosed for some of the Phase I and Phase II sites.

As mitigation for this potential impact on Phase I sites, the applicant would retain a Society of Professional Archaeologists (SOPA) certified archaeologist to monitor construction on these sites. In the event archaeological features are identified, construction would be halted and archaeological excavation would take place, as set forth in the *CEQR Technical Manual*. If necessary, data recovery and documentation would follow. Alternatively, the applicant may elect to first retain a SOPA-certified archaeologist to conduct topic-intensive archival research and assessment, as set forth in the *CEQR Technical Manual*, which may provide sufficient data to eliminate the need for monitoring. In the event that topic-intensive research is undertaken and indicates the presence of archaeological resources, the applicant would retain a SOPA-certified archaeologist to monitor construction on the sites, as described above.

There would be no mitigation available for the loss of archaeological resources on any of the Phase II sites because neither the city nor the applicant owns the sites and there is no mechanism by which to mandate field testing and, if necessary, preservation or excavation of artifacts. Therefore, the loss of archaeological resources on these lots would be an unmitigatable impact on archaeological resources.

#### Historic Resources

- o Full mitigation of the demolition of the Coogan Building could only be achieved by not demolishing the building, thus precluding the construction of the project as proposed. Full mitigation would impede development and would not be consistent with the reasons why CPC and BOE rejected landmark

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designation of the Coogan Building, namely to facilitate the redevelopment of the Coogan site for residential purposes, in connection with the rezoning of Sixth Avenue. The developer is proposing partial mitigation, which would be to have the building photographically recorded to the standard of the Historic American Buildings Survey (HABS) and that documentation will be made available to LPC for its archives or to another suitable repository, such as the New York Historical Society or the New York Public Library. In addition, during demolition of the building, elements of the exterior would be removed and donated to the LPC warehouse or another suitable repository. The partial mitigation measures would be consistent with the CPC and BOE determinations with regard to redevelopment of the Coogan site.

#### Traffic:

- o Significant adverse traffic impacts were identified at two intersection approaches in 1997 and eight approaches in 2004. All affected approaches can be mitigated with a retiming of the traffic signal without significantly affecting the opposing flow at the other legs of the intersections or affecting the results of the air quality analysis. Tables IV-1 and IV-2, attached, summarize the results of the mitigation measures.

#### Transportation

- o A significant impact was identified on the southbound M5 bus during the AM peak hour in 2004. One bus would be required to provide sufficient capacity. The New York City Transit Authority's practice is to provide additional bus service where demand warrants increased service, taking into account financial and operational constraints.

#### Pedestrians

- o A significant adverse impact on pedestrian conditions was identified at one location in 2004: the east crosswalk of Avenue of the Americas at 26th Street.

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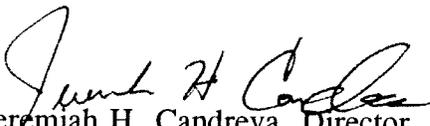
This impact can be mitigated by increasing the width of the crosswalk by 1 foot. The mitigation is a minor procedure involving moving a painted line on the street and can be done by the New York City Department of Transportation when it becomes necessary.

F. PROJECT IDENTIFICATION

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ULURP. No. 950316ZMM  
SEQRA No. P2620000-00155

F. CONTACT PERSONS

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Table IV-1

SIGNALIZED INTERSECTIONS:  
1997 NO BUILD, BUILD, AND BUILD WITH MITIGATION CONDITIONS  
LEVEL OF SERVICE ANALYSIS

Intersection AM PEAK HOUR	NO BUILD				BUILD				BUILD WITH MITIGATION			
	Lane Group	V/C Ratio	Delay $\phi$	LOS	V/C Ratio	Delay $\phi$	LOS	Lane Group	V/C Ratio	Delay $\phi$	LOS	Mitigation Measure
SEVENTH AVENUE AND 27th STREET Westbound	LT	0.767	24.9	C	0.783	25.0	D+	LT	0.771	24.8	C	Add 1 second of green time to westbound approach
	APP	--	24.9	C	--	25.0	D	APP	--	24.8	C	
	TR	0.756	9.9	B	0.760	9.9	B	TR	0.779	10.4	B	Subtract 1 second of green time from southbound approach
Intersection	APP	--	9.9	B	--	9.9	B	APP	--	10.4	B	
			13.1	B		13.2	B			13.5	B	
PM PEAK HOUR AVENUE OF THE AMERICAS AND 29TH STREET Westbound	TR	0.493	9.0	B	0.493	9.0	B	TR	0.503	9.4	B	Subtract 1 second of green time from westbound approach
	APP	--	9.0	B	--	9.0	B	APP	--	9.4	B	
Northbound	LT	1.046	23.9	C	1.061	27.2	D+	LT	1.042	22.8	C	Add 1 second of green time to northbound approach
	APP	--	23.9	C	--	27.2	D	APP	--	22.8	C	
Intersection			21.5	C		24.3	C			20.6	C	

Notes:  $\phi$  Represents stopped delay, which is expressed in seconds per vehicle.  
+ Significant Impact -- with No Build LOS C, Build LOS deteriorates to D.

Table IV-2

SIGNALIZED INTERSECTIONS:  
2004 NO BUILD, BUILD, AND BUILD WITH MITIGATION CONDITIONS  
LEVEL OF SERVICE ANALYSIS

Intersection	NO BUILD				BUILD				BUILD WITH MITIGATION			
	Lane Group	V/C Ratio	Delay	LOS	V/C Ratio	Delay	LOS	Lane Group	V/C Ratio	Delay	LOS	Mitigation Measure
AM PEAK HOUR BROADWAY AND 23rd STREET Eastbound	TR	0.591	15.8	C	0.594	15.8	C	TR	0.580	15.3	C	Add 1 second of green time to eastbound approach
	APP	--	15.8	C	--	15.8	C	APP	--	15.3	C	
	L	1.107	139.5	F	1.135	155.5	F+	L	1.081	125.2	F	
Westbound	T	0.543	18.4	C	0.551	18.5	C	T	0.535	17.9	C	Add 1 second of green time to westbound approach
	APP	--	33.8	D	--	35.6	D	APP	--	31.3	D	
	L	0.273	4.6	A	0.282	4.6	A	L	0.286	4.8	A	
Southbound	T	0.406	5.0	A	0.408	5.0	A	T	0.417	5.2	B	Subtract 1 second of green time from southbound approach
	APP	--	4.9	A	--	4.9	A	APP	--	5.1	B	
	L	--	16.4	C	--	16.9	C	L	--	15.7	C	
Intersection												
MIDDAY PEAK HOUR AVENUE OF THE AMERICAS AND 32nd STREET Eastbound	L	0.246	5.1	B	0.246	5.1	B	L	0.249	5.4	B	Subtract 1 second of green time from eastbound approach
	T	0.221	5.1	B	0.221	5.1	B	T	0.224	5.3	B	
	APP	--	5.1	B	--	5.1	B	APP	--	5.4	B	
Northbound	TR	1.020	22.0	C	1.043	26.1	D	TR	1.020	21.7	C	Add 1 second of green time to northbound approach
	APP	--	22.0	C	--	26.1	D	APP	--	21.7	C	
Intersection												

Notes:  
 ○ Represents stopped delay, which is expressed in seconds per vehicle.  
 ✓ Significant impact -- With No Build LOS C, Build LOS deteriorates to D.  
 + Significant impact -- With No Build LOS D, an increase in Build delay of more than 5 seconds; or with No Build LOS E, an increase in Build delay of more than 4 seconds; or with No Build LOS F, an increase in Build delay of more than 3 seconds.

Table IV-2 (Continued)

SIGNALIZED INTERSECTIONS:  
2004 NO BUILD, BUILD, AND BUILD WITH MITIGATION CONDITIONS  
LEVEL OF SERVICE ANALYSIS

Intersection	Lane Group	NO BUILD			BUILD			BUILD WITH MITIGATION			
		V/C Ratio	Delay	LOS	V/C Ratio	Delay	LOS	V/C Ratio	Delay	LOS	
SEVENTH AVENUE AND 27th STREET											
Westbound	LT	0.733	24.5	C	0.788	25.1	D	0.769	24.7	C	Add 2 seconds of green time to westbound approach
	APP	--	24.5	C	--	25.1	D	--	24.7	C	
Southbound	TR	0.640	9.0	B	0.661	9.1	B	0.696	9.9	B	Subtract 2 seconds of green time from southbound approach
Intersection											
APP		--	9.0	B	--	9.1	B	--	9.9	B	
			12.6	B		13.0	B		13.5	B	
EIGHTH AVENUE AND 23rd STREET											
Eastbound	LT	0.623	18.5	C	0.626	18.5	C	0.607	17.9	C	Add 1 second of green time to eastbound approach
	APP	--	18.5	C	--	18.5	C	--	17.9	C	
Westbound	TR	1.081	68.4	F	1.093	73.4	F+	1.063	61.1	F	Add 1 second of green time to westbound approach
Northbound	APP	--	68.4	F	--	73.4	F	--	61.1	F	
	LTR	0.685	6.0	B	0.688	6.0	B	0.701	6.4	B	Subtract 1 second of green time from northbound approach
Intersection											
APP		--	6.0	B	--	6.0	B	--	6.4	B	
			25.0	D		26.5	D		23.2	C	

Notes:

- Represents stopped delay, which is expressed in seconds per vehicle.
- ✓ Significant impact -- With No Build LOS C, Build LOS deteriorates to D.
- + Significant impact -- With No Build LOS D, an increase in Build delay of more than 5 seconds; or with No Build LOS E, an increase in Build delay of more than 4 seconds; or with No Build LOS F, an increase in Build delay of more than 3 seconds.

Table IV-2 (Continued)

SIGNALIZED INTERSECTIONS:  
2004 NO BUILD, BUILD, AND BUILD WITH MITIGATION CONDITIONS  
LEVEL OF SERVICE ANALYSIS

Intersection	NO BUILD				BUILD				BUILD WITH MITIGATION			
	Lane Group	V/C Ratio	Delay <sup>0</sup>	LOS	V/C Ratio	Delay <sup>0</sup>	LOS	Lane Group	V/C Ratio	Delay <sup>2</sup>	LOS	Mitigation Measure
PM PEAK HOUR BROADWAY AND 23rd STREET Eastbound	TR	0.595	15.9	C	0.602	15.9	C	TR	0.589	15.4	C	Add 1 second of green time to eastbound approach
	APP	--	15.9	C	--	15.9	C	APP	--	15.4	C	
	L	0.961	80.1	F	0.997	93.0	F+L	L	0.949	76.0	F	Add 1 second of green time to westbound approach
	T	0.502	18.0	C	0.533	18.3	C	T	0.517	17.7	C	
Southbound	APP	--	25.8	D	--	27.2	D	APP	--	24.6	C	
	L	0.416	5.0	A	0.422	5.0	A	L	0.431	5.2	B	Subtract 1 second of green time from southbound approach
Intersection	T	--	5.0	A	--	5.0	A	T	--	5.2	B	
	APP	--	14.0	B	--	14.4	B	APP	--	13.7	B	
AVENUE OF THE AMERICAS AND 26th STREET Eastbound	LT	0.532	9.0	B	0.587	9.4	B	LTR	0.610	10.2	B	Subtract 2 seconds of green time from eastbound approach
	APP	--	9.0	B	--	9.4	B	APP	--	10.2	B	
Northbound	TR	1.017	19.0	C	1.055	26.1	D	TR	1.016	18.3	C	Add 2 seconds of green time to northbound approach
	APP	--	19.0	C	--	26.1	D	APP	--	18.3	C	
Intersection	L	--	17.2	C	--	23.0	C	L	--	16.8	C	

Notes:   
 O Represents stopped delay, which is expressed in seconds per vehicle.   
 ✓ Significant impact -- With No Build LOS C, Build LOS deteriorates to D.   
 + Significant impact -- With No Build LOS D, an increase in Build delay of more than 5 seconds; or with No Build LOS E, an increase in Build delay of more than 4 seconds; or with No Build LOS F, an increase in Build delay of more than 3 seconds.

Table IV-2 (Continued)

SIGNALIZED INTERSECTIONS:  
2004 NO BUILD, BUILD, AND BUILD WITH MITIGATION CONDITIONS  
LEVEL OF SERVICE ANALYSIS

Intersection	NO BUILD				BUILD				BUILD WITH MITIGATION			
	Lane Group	V/C Ratio	Delay $\phi$	LOS	V/C Ratio	Delay $\phi$	LOS	Lane Group	V/C Ratio	Delay $\phi$	LOS	Mitigation Measure
PM PEAK HOUR -- continued												
AVENUE OF THE AMERICAS AND 29th STREET Westbound	TR	0.507	9.1	B	0.531	9.2	B	TR	0.531	9.9	B	Subtract 2 seconds of green time from westbound approach
Northbound	APP	--	9.1	B	--	9.2	B	APP	--	9.9	B	
	LT	1.069	29.1	D	1.094	35.4	D+	LT	1.054	25.2	D	Add 2 seconds of green time to northbound approach
Intersection	APP	--	29.1	D	--	35.4	D	APP	--	25.2	D	
			25.8	D		31.1	D			22.7	C	
AVENUE OF THE AMERICAS AND 32nd STREET Eastbound	L	0.277	5.3	B	0.277	5.3	B	L	0.280	5.5	B	Subtract 1 second of green time from eastbound approach
Northbound	T	0.253	5.2	B	0.254	5.2	B	T	0.258	5.4	B	
	APP	--	5.2	B	--	5.2	B	APP	--	5.5	B	
	TR	1.100	39.6	D	1.124	46.3	E+	TR	1.098	38.9	D	Add 1 second of green time to northbound approach
Intersection	APP	--	39.6	D	--	46.3	E	APP	--	38.9	D	
			34.6	D		40.5	E			34.1	D	

Notes:  $\phi$  Represents stopped delay, which is expressed in seconds per vehicle.  
+ Significant impact -- With No Build LOS D, an increase in Build delay of more than 5 seconds; or with No Build LOS E, an increase in Build delay of more than 4 seconds; or with No Build LOS F, an increase in Build delay of more than 3 seconds.