

**A. INTRODUCTION**

The preceding chapters of the 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 community facilities, historic resources, hazardous materials, traffic and parking, and transit and pedestrians—measures are examined to minimize or eliminate the anticipated impacts. These mitigation measures and the associated commitments to mitigation for the Farley/Moynihan project are described in this chapter. The effect of the proposed traffic mitigation measures on air quality is also discussed.

**B. COMMUNITY FACILITIES****FIRE PROTECTION AND EMERGENCY SERVICES**

While neither of the potential Phase II development options—the commercial overbuild under Scenario 1 or the Development Transfer Site building under Scenario 2—would be expected to displace or otherwise impact fire and emergency services, it is noted that the incremental demand created by the proposed project is within the total projected demand as analyzed for the Hudson Yards FGEIS. The New York City Fire Department has determined that additional resources would be necessary to provide adequate protection in the study area. Therefore, the resources to provide adequate protection for the larger Hudson Yards study area (administrative actions, and if necessary a new firehouse) would be determined and implemented in the future with or without the proposed project, and there would be no additional significant adverse impacts to fire protection services and no additional mitigation measures needed.

**PUBLIC SCHOOLS**

Under Scenario 2 of the proposed project, development of a primarily residential mixed-use building on the Development Transfer Site would introduce 102 additional elementary school students. This additional population contributes to a shortfall of 1,164 seats within Region 3 of Community School District (CSD) 2 and 2,623 seats within CSD 2 as a whole. As clearly established in the Hudson Yards FGEIS, absent any increase in school capacity, there would be a potential significant adverse impact on the elementary schools near the project site with or without the proposed project. Given that there will not be sufficient available seats for the additional elementary school students in the Future Without the Proposed Action, the proposed project is expected to be a modest contributor to the overall shortfall of elementary school seats generated by the extensive residential development anticipated with the Hudson Yards and West Chelsea rezonings, as well as other projects identified in the Future Without the Proposed Action. Since the proposed project is a relatively small part of this additional demand, no additional mitigation beyond that discussed in this EIS (which includes the bulk of new

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enrollment generated by the Hudson Yards and Chelsea rezonings) would occur with, or be required for, the proposed project.

Scenario 2 of the proposed project is also expected to generate 20 intermediate school students in the study area. In the Future Without the Proposed Action, I.S./J.H.S. 260, Clinton School—the only intermediate school within Region 3 of CSD 2—is expected to operate over capacity as a result of the development anticipated in the area, largely from the Hudson Yards rezoning. The 20 intermediate school students anticipated with Scenario 2 of the proposed project would constitute only a relatively small part of the school’s future additional demand and on its own would not result in a significant adverse schools impact. Thus, no additional mitigation beyond that discussed in the EIS (which includes the bulk of new enrollment generated by the Hudson Yards and Special West Chelsea District rezonings) would occur with, or be required for, the proposed project.

As part of, and in addition to, the mitigation for the Hudson Yards and West Chelsea rezonings, a 630-seat K-8 elementary/intermediate school, a 110 seat expansion to PS/IS 51, and a new leased school of 504 seats is expected by 2010. Further, it is likely that a second K-8 elementary/intermediate school, would be required and constructed after 2010. The New York City Department of Education (DOE) will continue to monitor trends in demand for school seats in the area, and the DOE responses to identified demand could take place in stages and include administrative actions and/or construction or lease of new school facilities at an appropriate time. It is noted that the addition of 102 elementary school students and 20 intermediate school students with Scenario 2 of the proposed project would not, by itself, generate sufficient demand for an additional school.

## **C. HISTORIC RESOURCES**

### **PHASE I OF THE PROPOSED PROJECT**

In Phase I, the proposed project would redevelop the Farley Complex, which is listed on the State and National Registers of Historic Places and is a designated New York City Landmark. Overall, the adaptive reuse project and the restoration program established for the building would have beneficial effects on the Farley Complex. However, to avoid, if possible, or minimize any identified significant adverse impacts to the Farley Complex, the final design of Phase I would be developed in consultation between the preferred developer, ESDC/MSDC, and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) to ensure compatibility with the historic character of the structure. In addition, construction protection measures would be developed and implemented in consultation with OPRHP to avoid adverse impacts on the Farley Complex exterior and the interior spaces to be preserved as part of the proposed project. Commitments to continuing consultation and the implementation of construction protection measures will be stipulated in a Programmatic Agreement that will be entered into by FRA, ESDC, MSDC, OPRHP, acting in its capacity as the New York State Historic Preservation Office (SHPO), Developer C (if approved as the preferred developer), and perhaps the Advisory Council on Historic Preservation (The Council.) As described in Chapter 8, “Historic Resources,” the USPS and FRA are conducting ongoing Section 106 reviews under the National Historic Preservation Act for the building transfer and for station funding, respectively.

As described in Chapter 8, “Historic Resources,” there has been ongoing consultation between ESDC/MSDC, Developer C, and OPRHP to reach agreement on a Phase I design that will have

no significant adverse impacts on the Farley Complex. However, in the event that any potential adverse impacts on the Farley Complex are identified, mitigation will be developed by the preferred developer and ESDC/MSDC as will be stipulated in the Programmatic Agreement. Such potential mitigation could include specifications for the treatment of affected historic features and the general requirement that ongoing consultation occur as the design develops. One stipulation of the Programmatic Agreement will be the implementation of a construction protection plan for Phase I. Further, the Memorandum of Agreement (MOA) that has been prepared under Section 106 review among the USPS, ESDC, SHPO, and the Council stipulates mitigation for the removal of the Rico Lebrun mural in the West 33rd Street lobby of the Western Annex. In addition, all drawings and photographs will be donated to the archives of the Municipal Art Society of New York and/or another suitable local repository.

Construction of the Phase I development could have adverse physical impacts on three neighboring historic resources—the Glad Tidings Tabernacle, the former J.C. Penney Company building, and the former William F. Sloan Memorial YMCA, which are located across West 33rd Street, close enough to the Farley Complex (within 90 feet) to potentially experience adverse construction-related effects. Therefore, to avoid inadvertent construction damage from ground-borne vibrations, falling debris, collapse, or subsidence, a construction protection plan would be developed and implemented in consultation with OPRHP, as will be stipulated in the Programmatic Agreement. It would follow the guidelines of the New York City Department of Buildings *Technical Policy and Procedure Notice (TPPN) #10/88*, which “requires a monitoring program to reduce the likelihood of construction damage to adjacent historic structures and to detect at an early stage the beginnings of damage so that construction procedures can be changed.”

## PHASE II OF THE PROPOSED PROJECT

The commercial overbuild constructed under Scenario 1 of the proposed project would have an adverse impact on the Farley Complex. The office overbuild would compromise the historic resource’s architectural integrity by transforming it from a free-standing, monumental masonry building into a low-rise base for a modern office structure. Therefore, the final design of the overbuild, if constructed, would be developed in consultation with OPRHP, and any mitigation measures would be stipulated in an agreement executed among ESDC/MSDC and OPRHP. Further, since construction of the overbuild could have adverse physical impacts on the Farley Complex, the agreement would stipulate implementation of a construction protection plan.

Construction of the commercial overbuild above the Western Annex could also cause inadvertent physical impacts to architectural resources located within 90 feet of construction activities. Therefore, to avoid inadvertent construction damage on the architectural resources located across West 33rd Street—Glad Tidings Tabernacle, the former J.C. Penney Company building, and the former William F. Sloan Memorial YMCA—from ground-borne construction-period vibrations, falling debris, collapse, or subsidence, a construction protection plan would be developed and implemented in consultation with OPRHP. It is expected that the plan would follow *TPPN #10/88* guidelines regarding procedures for the avoidance of damage to historic structures resulting from adjacent construction.

## D. HAZARDOUS MATERIALS

Construction of the proposed project would involve a variety of activities inside the Farley Complex and, under Scenario 1, in the subsurface should footings be required for the Phase II overbuild. The proposed project could also include a variety of construction activities on the

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Development Transfer Site under Scenario 2. Inside the Farley Complex, as well as inside the buildings on the Development Transfer Site, construction activities could encounter lead-based paint, asbestos containing materials and primarily electrical equipment containing PCBs and/or mercury. In the subsurface, construction activities could encounter contaminated soil or groundwater. Therefore, preventative measures will be undertaken to protect the safety of the public, community residents, construction workers, and the larger environment. These measures include further investigations to better determine the nature and extent of contamination in areas where the project might encounter it, and prescribed construction measures to manage contaminated materials during construction. All preventive measures will be set out in the project's specifications, both to meet all applicable legal requirements and to minimize potential impacts.

As ongoing engineering work advances for the project, the specific areas where excavation or other disturbance would be needed will be better defined, and additional investigation will be undertaken to determine the potential for contamination at these locations. This investigation may include additional documentary research as well as possible physical testing of building materials and soil. Where testing is to be performed, detailed protocols will be developed including field and laboratory methods, quality control sampling, sample custody procedures, field decontamination procedures and site-specific Health and Safety Program (HASP) plans. After completion of any testing, a detailed report will be prepared that summarizes the findings of field activities and compares the analytical results with the appropriate federal, state, and city standards and guidelines.

Once contamination is known or suspected to exist in areas where excavation or disturbance would be required, appropriate measures would be followed to safely manage these areas. All work with the potential to generate dust (e.g., excavation) will be done in accordance with OSHA requirements to protect workers (who have the greatest potential for exposure because of their close proximity to the work areas), and with New York State Department of Health procedures for dust control (per NYSDOH's Generic Community Air Monitoring Plan) to protect the public. Additional city, state and federal requirements apply to lead-paint and asbestos disturbance.

For subsurface contamination related to the potential construction of the Phase II overbuild under Scenario 1 of the proposed project, preventive measures would include health and safety procedures to minimize exposure to workers and the public, including monitoring both inside and outside of the work zone, as well as procedures for stockpiling, testing, loading, transporting, and properly disposing of the material. HASPs would address both the known contamination issues and contingency items, and they would be developed in accordance with OSHA regulations and guidelines. The HASP would define the appropriate designated personnel to ensure that all requirements of the HASP plans are implemented and the training and qualifications required for on-site personnel. This training would enable personnel to recognize and understand the potential hazards to health and safety, provide them with the knowledge and skills necessary to perform the work with minimal risk to health and safety, and ensure that they can safely avoid or escape from emergencies. It would also define site work zones and the monitoring necessary to identify potential exposure of the field personnel or the public to potential environmental hazards. Once the footings and foundations for the potential Phase II overbuild are completed, the disturbed areas would be covered and potential pathways for exposure would be eliminated.

On the Development Transfer Site, there is a very low potential for encountering subsurface hazardous materials based on the deep excavation as part of One Penn Plaza. Under Scenario 2 of the proposed project, should asbestos-containing materials or lead-based paint be present within the existing above-ground structures or below-grade parking areas, their removal or disturbance for construction of the potential Phase II building on the Development Transfer Site would be addressed in conformance with applicable federal, state and city requirements.

## **E. TRAFFIC AND PARKING**

As discussed in Chapter 13, “Traffic and Parking,” the proposed project would result in significant adverse impacts at numerous study area analysis locations. To alleviate these impacts, implementable mitigation measures were identified for all the project-generated impacts. The associated results and recommendations are provided below. The mitigation measures identified for project-generated impacts incorporate and further refine the proposed Hudson Yards 2010 mitigation program and do not preclude implementation of the full 2025 mitigation program as established in the Hudson Yards FGEIS. The traffic mitigation as analyzed in the EIS is considered specific to the Moynihan project, but continues to fall within the overall framework of the Hudson Yards FGEIS mitigation, and would therefore be integrated into the work of the already existing “Hudson Yards Mitigation Task Force.”

### **2010 RECOMMENDED MITIGATION MEASURES**

The development of feasible mitigation measures for Scenario 2 of the proposed project (the Phase I redevelopment of the Farley Complex and the Phase II development of the Development Transfer Site) primarily involved retiming of signal controls to increase green time for impacted movements, and daylighting at intersection approaches to provide additional travel lanes or turn pockets. Table 19-1 summarizes the recommended mitigation measures for each of the impacted locations. These recommended measures are subject to review and implementation by the New York City Department of Transportation (NYCDOT). As is NYCDOT standard practice, once the project is built and operational, field inspection of the operations of the various intersections would be conducted to see if the improvements proposed are warranted (particularly since traffic from other projected background projects proposed in the area that has been included in the No Build traffic volumes analyzed in this EIS may be less than expected.) Tables 19-2, 19-3, 19-4, and 19-5 present comparisons of No Build, Build, and Mitigated Build conditions during the weekday AM, midday, PM, and Saturday peak hours, respectively. With the recommended mitigation measures in place, all impacted intersection approaches/lane groups would operate at equal or better service conditions as compared to No Build levels, or at acceptable service conditions (45.0 or less seconds of delay). In addition, the implementation of these measures would not result in adverse impacts to other intersection approaches/lane groups.

#### *SIXTH AVENUE AND WEST 35TH STREET*

The westbound impact during the weekday AM peak hour could be mitigated by shifting 1 second of green time from the northbound phase to the westbound phase. During the weekday midday and PM peak hours, this impact could be mitigated by shifting 2 seconds of green time from the northbound phase to the westbound phase.

#### *SEVENTH AVENUE AND WEST 33RD STREET*

The westbound impact during the Saturday peak hour could be mitigated by shifting 2 seconds of green time from the southbound phase to the westbound phase.

**Table 19-1  
2010 Recommended Mitigation Measures**

Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Sixth Ave & W. 35th St	Signal Retiming	Signal Retiming	Signal Retiming	(No Impact)
Seventh Ave & W. 33rd St	(No Impact)	(No Impact)	(No Impact)	Signal Retiming
Seventh Ave & W. 34th St	(No Impact)	(No Impact)	(No Impact)	Daylighting Signal Retiming
Eighth Ave & W. 30th St	Signal Retiming	(No Impact)	(No Impact)	Signal Retiming
Eighth Ave & W. 31st St	(No Impact)	Signal Retiming	Daylighting	Signal Retiming
Eighth Ave & W. 33rd St	(No Impact)	Signal Retiming	(No Impact)	Signal Retiming
Eighth Ave & W. 34th St	(No Impact)	(No Impact)	(No Impact)	Daylighting Signal Retiming
Ninth Ave & W. 30th St	(No Impact)	(No Impact)	(No Impact)	Signal Retiming
Ninth Ave & W. 31st St	(No Impact)	(No Impact)	(No Impact)	Signal Retiming
Ninth Ave & W. 34th St	Signal Retiming	Signal Retiming	Signal Retiming	Daylighting Signal Retiming
Dyer Ave & W. 31st St	Signal Retiming	(No Impact)	Signal Retiming	Signal Retiming
Tenth Ave & W. 31st St	(No Impact)	(No Impact)	(No Impact)	Signal Retiming

**Table 19-2  
2010 No Build, Build, and Mitigation Conditions Level of Service Analysis Results  
Weekday AM Peak Hour**

Analysis Locations	2010 No Build				2010 Build				2010 Build Mitigation				Mitigation Measures
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
<b>Sixth Ave &amp; W. 35th St</b>													
Westbound	TR	0.93	47.8	D	TR	0.97	53.7	D+	TR	0.94	47.2	D	Signal Retiming: shift 1 second of green time from northbound to westbound phase
Northbound	LT	0.68	11.5	B	LT	0.68	11.5	B	LT	0.70	12.4	B	
<i>Intersection</i>			21.0	C			22.8	C			21.7	C	
<b>Eighth Ave &amp; W. 30th St</b>													
Eastbound	LT	1.05	66.5	E	LT	1.13	95.7	F+	LT	1.05	62.5	E	Signal Retiming: shift 3 seconds of green time from northbound to eastbound phase
Northbound	TR	0.77	19.5	B	TR	0.79	20.1	C	TR	0.85	24.9	C	
<i>Intersection</i>			38.5	D			51.6	D			40.6	D	
<b>Ninth Ave &amp; W. 34th St</b>													
Eastbound	TR	0.96	46.4	D	TR	1.07	75.6	E+	TR	0.97	45.8	D	Signal Retiming: shift 3 seconds of green time from southbound to east/west phase
Westbound	DefL	0.59	37.0	D	DefL	0.60	40.0	D	DefL	0.60	37.8	D	
	T	0.40	15.0	B	T	0.38	14.7	B	T	0.36	12.8	B	
Southbound	LTR	0.88	28.2	C	LTR	0.89	29.1	C	LTR	0.98	42.1	D	
<i>Intersection</i>			32.1	C			42.4	D			39.5	D	
<b>Dyer Ave &amp; W. 31st St</b>													
Westbound	LTR	0.66	33.4	C	LTR	0.91	50.7	D+	LTR	0.85	41.0	D	Signal Retiming: shift 2 seconds of green time from north/south to westbound phase
Northbound	LT	0.11	4.6	A	LT	0.11	4.6	A	LT	0.11	5.5	A	
Southbound	TR	0.40	10.2	B	TR	0.42	10.4	B	TR	0.44	11.5	B	
<i>Intersection</i>			17.0	B			25.4	C			22.3	C	

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

**Table 19-3**  
**2010 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Weekday Midday Peak Hour**

Analysis Locations	2010 No Build				2010 Build				2010 Build Mitigation				Mitigation Measures	
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS		
<b>Sixth Ave &amp; W. 35th St</b>														
Westbound	TR	0.94	48.2	D	TR	1.00	61.2	E+	TR	0.94	46.5	D	Signal Retiming: shift 2 seconds of green time from northbound to westbound phase	
Northbound	LT	0.59	10.3	B	LT	0.59	10.3	B	LT	0.61	12.0	B		
<i>Intersection</i>			21.3	C			25.8	C			22.5	C		
<b>Eighth Ave &amp; W.31st St</b>														
Westbound	TR	0.71	25.4	C	TR	0.68	24.2	C	TR	0.74	28.6	C	Signal Retiming: shift 3 seconds of green time from westbound to northbound phase	
Northbound	LT	1.03	47.6	D	LT	1.10	74.1	E+	LT	1.02	42.9	D		
<i>Intersection</i>			43.1	D			64.5	E			40.1	D		
<b>Eighth Ave &amp; W.33rd St</b>														
Westbound	TR	0.24	13.6	B	TR	0.41	15.4	B	TR	0.43	16.9	B	Signal Retiming: shift 2 seconds of green time from westbound to northbound phase	
Northbound	LT	1.07	64.7	E	LT	1.10	79.1	E+	LT	1.04	55.0	D		
<i>Intersection</i>			56.6	E			63.1	E			45.4	D		
<b>Ninth Ave &amp; W.34th St</b>														
Eastbound	TR	0.91	41.9	D	TR	1.05	72.4	E+	TR	0.95	44.1	D	Signal Retiming: shift 3 seconds of green time from southbound to east/west phase	
Westbound	DefL	0.74	43.9	D	DefL	0.76	47.7	D	DefL	0.76	45.9	D		
	T	0.53	16.8	B	T	0.53	16.9	B	T	0.50	14.6	B		
Southbound	LTR	0.76	23.9	C	LTR	0.78	24.4	C	LTR	0.86	29.8	C		
<i>Intersection</i>			28.3	C			37.9	D			31.9	C		

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

**Table 19-4**  
**2010 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Weekday PM Peak Hour**

Analysis Locations	2010 No Build				2010 Build				2010 Build Mitigation				Mitigation Measures	
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS		
<b>Sixth Ave &amp; W. 35th St</b>														
Westbound	TR	0.94	45.6	D	TR	0.99	55.3	E+	TR	0.94	42.6	D	Signal Retiming: shift 2 seconds of green time from northbound to westbound phase	
Northbound	LT	0.64	13.9	B	LT	0.64	13.9	B	LT	0.67	15.8	B		
<i>Intersection</i>			23.9	C			27.5	C			24.6	C		
<b>Eighth Ave &amp; W.31st St</b>														
Westbound	TR	1.12	94.2	F	TR	0.92	40.1	D	TR	0.92	40.1	D	Daylighting: prohibit parking/standing on west side of Eighth Ave for 100 feet to create an additional moving lane	
Northbound	LT	1.07	62.9	E	LT	1.14	88.9	F+	LT	0.86	22.7	C		
<i>Intersection</i>			71.8	E			76.9	E			27.0	C		
<b>Ninth Ave &amp; W.34th St</b>														
Eastbound	TR	0.91	42.7	D	TR	1.07	77.1	E+	TR	0.93	40.6	D	Signal Retiming: shift 4 seconds of green time from southbound to east/west phase	
Westbound	DefL	0.47	29.8	C	DefL	0.48	33.1	C	DefL	0.47	29.5	C		
	T	0.43	15.4	B	T	0.41	15.1	B	T	0.37	12.5	B		
Southbound	LTR	0.61	20.9	C	LTR	0.63	21.2	C	LTR	0.71	26.0	C		
<i>Intersection</i>			26.2	C			37.4	D			28.5	C		
<b>Dyer Ave &amp; W.31st St</b>														
Westbound	LTR	0.95	45.8	D	LTR	1.06	73.6	E+	LTR	0.96	44.0	D	Signal Retiming: shift 3 seconds of green time from north/south to westbound phase	
Northbound	LT	0.34	5.8	A	LT	0.34	5.8	A	LT	0.36	7.5	A		
Southbound	TR	0.11	7.9	A	TR	0.14	8.0	A	TR	0.14	9.4	A		
<i>Intersection</i>			30.1	C			48.0	D			30.3	C		

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

*SEVENTH AVENUE AND WEST 34TH STREET*

The eastbound and westbound impacts during the Saturday peak hour could be mitigated by prohibiting standing or parking for 100 feet along the west curb on the north leg of the intersection to provide an additional moving lane, and shifting 3 seconds of green time from the southbound phase to the eastbound and westbound phase. With this mitigation in place, approximately 5 parking spaces would be displaced during this time period.

*EIGHTH AVENUE AND WEST 30TH STREET*

The eastbound impact during the weekday AM peak hour could be mitigated by shifting 3 seconds of green time from the northbound phase to the eastbound phase. This impact during the Saturday peak hour could be mitigated by shifting 2 seconds of green time from the northbound phase to the eastbound phase.

*EIGHTH AVENUE AND WEST 31ST STREET*

The northbound impact during the weekday midday and the Saturday peak hours could be mitigated by shifting 3 seconds and 1 second of green time, respectively, from the westbound phase to the northbound phase. This impact during the weekday PM peak hour could be mitigated by prohibiting standing or parking for 100 feet along the west curb on the south leg of the intersection to provide an additional moving lane. With this mitigation in place, approximately 5 parking spaces would be displaced during the weekday PM peak hour.

*EIGHTH AVENUE AND WEST 33RD STREET*

The northbound impact during the weekday midday and the Saturday peak hours could be mitigated by shifting 2 and 3 seconds of green time, respectively, from the westbound phase to the northbound phase.

*EIGHTH AVENUE AND WEST 34TH STREET*

The eastbound and northbound impacts during the Saturday peak hour could be mitigated by prohibiting standing or parking for 100 feet along the west curb on the south leg of the intersection to provide an additional moving lane, and shifting 3 seconds of green time from the northbound phase to the eastbound and westbound phase. With this mitigation in place, approximately 5 parking spaces would be displaced during this time period.

*NINTH AVENUE AND WEST 30TH STREET*

The eastbound impact during the Saturday peak hour could be mitigated by shifting 1 second of green time from the southbound phase to the eastbound phase.

*NINTH AVENUE AND WEST 34TH STREET*

The eastbound impact during the weekday AM, midday, and PM peak hours could be mitigated by shifting 3 seconds, 3 seconds, and 4 seconds of green time, respectively, from the southbound to the eastbound and westbound phase. During the Saturday peak hour, this impact could be mitigated by prohibiting standing or parking for 100 feet along the east curb on the north leg of the intersection to provide an additional moving lane, shifting 1 second of green time from the southbound phase to the westbound only phase, and shifting 2 seconds of green time from the southbound phase to the eastbound and westbound phase. With this mitigation in place, approximately 5 parking spaces would be displaced during the Saturday peak hour.

**Table 19-5**  
**2010 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Saturday Midday Peak Hour**

Analysis Locations	2010 No Build				2010 Build				2010 Build Mitigation				Mitigation Measures	
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS		
<b>Seventh Ave &amp; W.33rd St</b>														
Westbound	LT	0.75	42.0	D	LT	0.91	55.5	E+	LT	0.83	44.5	D	Signal Retiming: shift 2 seconds of green time from southbound to westbound phase	
Southbound	TR	0.65	5.6	A	TR	0.78	7.3	A	TR	0.80	9.3	A		
<i>Intersection</i>			11.2	B			15.9	B			15.6	B		
<b>Seventh Ave &amp; W.34th St</b>														
Eastbound	TR	1.07	78.9	E	TR	1.17	113.9	F+	TR	1.07	75.4	E	Daylighting: prohibit parking/standing on west side of Seventh Ave for 100 feet to create an additional moving lane Signal Retiming: shift 3 seconds of green time from southbound to east/west phase	
Westbound	LT	1.09	84.8	F	LT	1.17	115.1	F+	LT	1.02	60.7	E		
Southbound	T	0.89	21.6	C	T	0.99	33.7	C	T	0.81	20.2	C		
<i>Intersection</i>			50.2	D			71.1	E			42.6	D		
<b>Eighth Ave &amp; W.30th St</b>														
Eastbound	LT	0.79	28.6	C	LT	1.02	58.7	E+	LT	0.97	44.3	D	Signal Retiming: shift 2 seconds of green time from northbound to eastbound phase	
Northbound	TR	0.80	19.6	B	TR	0.86	21.9	C	TR	0.91	26.3	C		
<i>Intersection</i>			22.3	C			34.4	C			32.4	C		
<b>Eighth Ave &amp; W.31st St</b>														
Westbound	TR	0.85	31.5	C	TR	0.89	34.1	C	TR	0.91	37.4	D	Signal Retiming: shift 1 second of green time from westbound to northbound phase	
Northbound	LT	0.90	26.2	C	LT	1.02	46.0	D+	LT	1.00	38.3	D		
<i>Intersection</i>			27.8	C			42.6	D			38.1	D		
<b>Eighth Ave &amp; W.33rd St</b>														
Westbound	TR	0.34	13.1	B	TR	0.62	17.1	B	TR	0.66	19.9	B	Signal Retiming: shift 3 seconds of green time from westbound to northbound phase	
Northbound	LT	1.10	78.7	E	LT	1.18	113.0	F+	LT	1.08	69.0	E		
<i>Intersection</i>			66.6	E			85.4	F			54.9	D		
<b>Eighth Ave &amp; W.34th St</b>														
Eastbound	L	0.77	52.5	D	L	0.87	68.7	E+	L	0.78	50.3	D	Daylighting: prohibit parking/standing on west side of Eighth Ave for 100 feet to create an additional moving lane Signal Retiming: shift 3 seconds of green time from northbound to east/west phase	
	T	0.73	24.7	C	T	0.83	29.1	C	T	0.77	24.2	C		
Westbound	TR	0.61	21.0	C	TR	0.62	21.2	C	TR	0.58	18.5	B		
Northbound	LTR	1.13	92.0	F	LTR	1.20	120.9	F+	LTR	1.02	53.0	D		
<i>Intersection</i>			59.8	E			76.1	E			38.7	D		
<b>Ninth Ave &amp; W.30th St</b>														
Eastbound	TR	0.84	36.3	D	TR	0.94	45.7	D+	TR	0.90	40.4	D	Signal Retiming: shift 1 second of green time from southbound to eastbound phase	
Southbound	LT	0.79	17.5	B	LT	0.91	22.9	C	LT	0.93	25.7	C		
<i>Intersection</i>			23.2	C			29.7	C			30.1	C		
<b>Ninth Ave &amp; W.31st St</b>														
Westbound	LT	0.87	39.7	D	LT	1.03	69.6	E+	LT	0.94	44.8	D	Signal Retiming: shift 3 seconds of green time from southbound to westbound phase	
Southbound	TR	0.72	11.5	B	TR	0.84	14.3	B	TR	0.90	19.1	B		
<i>Intersection</i>			19.0	B			29.3	C			26.1	C		
<b>Ninth Ave &amp; W.34th St</b>														
Eastbound	TR	0.88	34.1	C	TR	1.03	60.7	E+	TR	0.97	44.1	D	Daylighting: prohibit parking/standing on east side of Ninth Ave for 100 feet to create an additional moving lane Signal Retiming: shift 1 second of green time from southbound to westbound only phase; shift 2 seconds of green time from southbound to east/west phase	
Westbound	DefL	1.31	190.7	F	DefL	1.33	200.6	F+	DefL	1.23	161.5	F		
	T	0.41	15.0	B	T	0.43	15.2	B	T	0.40	13.3	B		
Southbound	LTR	0.87	28.2	C	LTR	0.91	30.9	C	LTR	0.79	27.2	C		
<i>Intersection</i>			38.7	D			49.0	D			39.1	D		
<b>Dyer Ave &amp; W.31st St</b>														
Westbound	LTR	1.19	131.0	F	LTR	1.40	220.0	F+	LTR	1.17	116.2	F	Signal Retiming: shift 5 seconds of green time from north/south to westbound phase	
Northbound	LT	0.30	9.2	A	LT	0.30	9.2	A	LT	0.33	11.9	B		
Southbound	TR	0.28	9.0	A	TR	0.30	9.2	A	TR	0.34	12.0	B		
<i>Intersection</i>			65.2	E			112.5	F			63.0	E		
<b>Tenth Ave &amp; W.31st St</b>														
Westbound	R	1.27	165.0	F	R	1.48	254.2	F+	R	1.25	149.1	F	Signal Retiming: shift 5 seconds of green time from northbound to westbound phase	
Northbound	T	0.57	9.5	A	T	0.57	9.5	A	T	0.63	13.8	B		
<i>Intersection</i>			60.7	E			98.3	F			62.9	E		

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

## **Farley Post Office/Moynihan Station Redevelopment Project**

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### *NINTH AVENUE AND WEST 31ST STREET*

The westbound impact during the Saturday peak hour could be mitigated by shifting 3 seconds of green time from the southbound phase to the westbound phase.

### *DYER AVENUE AND WEST 31ST STREET*

The westbound impact during the weekday AM, PM, and the Saturday peak hours could be mitigated by shifting 2 seconds, 3 seconds, and 5 seconds of green time, respectively, from the northbound and southbound phase to the westbound phase.

### *TENTH AVENUE AND WEST 31ST STREET*

The westbound impact during the Saturday peak hour could be mitigated by shifting 5 seconds of green time from the northbound phase to the westbound phase.

## **2015 RECOMMENDED MITIGATION MEASURES**

The development of feasible mitigation measures for Scenario 1 of the proposed project (the Phase I redevelopment of the Farley Complex and the Phase II overbuild) primarily involved retiming of signal controls to increase green time for impacted movements, and restriping or daylighting at intersection approaches to provide additional travel lanes or turn pockets. Table 19-6 summarizes the recommended mitigation measures for each of the impacted locations. As with the recommended mitigation measures for the 2010 Build analysis, these measures are subject to review and implementation by NYCDOT. As is NYCDOT standard practice, once the project is built and operational, field inspection of the operations of the various intersections would be conducted to see if the improvements proposed are warranted (particularly since traffic from other projected background projects proposed in the area that has been included in the No Build traffic volumes analyzed in this EIS may be less than expected.) Tables 19-7, 19-8, 19-9, and 19-10 present comparisons of No Build, Build, and Mitigated Build conditions during the weekday AM, midday, PM, and Saturday peak hours, respectively. With the recommended mitigation measures in place, all impacted intersection approaches/lane groups would operate at equal or better service conditions as compared to No Build levels, or at acceptable service conditions (45.0 or less seconds of delay). In addition, the implementation of these measures would not result in adverse impacts to other intersection approaches/lane groups.

**Table 19-6**  
**2015 Recommended Mitigation Measures**

<b>Intersection</b>	<b>Weekday AM</b>	<b>Weekday Midday</b>	<b>Weekday PM</b>	<b>Saturday Midday</b>
<b>Broadway/Sixth Ave &amp; W. 34th St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	<i>(No Impact)</i>	Signal Retiming
<b>Sixth Ave &amp; W. 31st St</b>	Signal Retiming	<i>(No Impact)</i>	<i>(No Impact)</i>	<i>(No Impact)</i>
<b>Sixth Ave &amp; W. 35th St</b>	Signal Retiming	Signal Retiming	Signal Retiming	<i>(No Impact)</i>
<b>Seventh Ave &amp; W. 30th St</b>	<i>(No Impact)</i>	Signal Retiming	<i>(No Impact)</i>	Signal Retiming
<b>Seventh Ave &amp; W. 33rd St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	Signal Retiming	Signal Retiming
<b>Seventh Ave &amp; W. 34th St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	<i>(No Impact)</i>	Daylighting Signal Retiming
<b>Eighth Ave &amp; W. 30th St</b>	Signal Retiming	Signal Retiming	<i>(No Impact)</i>	Signal Retiming
<b>Eighth Ave &amp; W. 31st St</b>	Signal Retiming	Signal Retiming	Signal Retiming	Signal Retiming
<b>Eighth Ave &amp; W. 32nd St</b>	<i>(No Impact)</i>	Signal Retiming	<i>(No Impact)</i>	Signal Retiming
<b>Eighth Ave &amp; W. 33rd St</b>	<i>(No Impact)</i>	Signal Retiming	<i>(No Impact)</i>	Signal Retiming
<b>Eighth Ave &amp; W. 34th St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	<i>(No Impact)</i>	Daylighting Signal Retiming
<b>Eighth Ave &amp; W. 35th St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	Signal Retiming	<i>(No Impact)</i>
<b>Ninth Ave &amp; W. 30th St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	<i>(No Impact)</i>	Signal Retiming
<b>Ninth Ave &amp; W. 31st St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	Signal Retiming	Signal Retiming
<b>Ninth Ave &amp; W. 34th St</b>	Daylighting Signal Retiming	Signal Retiming	Signal Retiming	Daylighting Signal Retiming
<b>Dyer Ave &amp; W. 31st St</b>	Signal Retiming	<i>(No Impact)</i>	Signal Retiming	Signal Retiming
<b>Tenth Ave &amp; W. 30th St</b>	<i>(No Impact)</i>	<i>(No Impact)</i>	Signal Retiming	<i>(No Impact)</i>
<b>Tenth Ave &amp; W. 31st St</b>	Signal Retiming	<i>(No Impact)</i>	Signal Retiming	Signal Retiming
<b>Tenth Ave &amp; W. 33rd St</b>	Signal Retiming	Signal Retiming	<i>(No Impact)</i>	Signal Retiming
<b>Tenth Ave &amp; W. 34th St</b>	Daylighting Signal Retiming	<i>(No Impact)</i>	Lane Restriping	<i>(No Impact)</i>

**Table 19-7**  
**2015 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Weekday AM Peak Hour**

Analysis Locations	2015 No Build				2015 Build				2015 Build Mitigation				Mitigation Measures
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
<b>Sixth Ave &amp; W.31st St</b>													
Westbound	TR	0.77	27.4	C	TR	0.79	28.3	C	TR	0.81	30.1	C	Signal Retiming: shift 1 second of green time from westbound to northbound phase
Northbound	LT	1.02	44.3	D	LT	1.04	51.6	D+	LT	1.02	42.8	D	
Intersection			40.1	D			45.8	D			39.6	D	
<b>Sixth Ave &amp; W.35th St</b>													
Westbound	TR	1.06	77.1	E	TR	1.10	91.2	F+	TR	1.03	67.2	E	Signal Retiming: shift 2 seconds of green time from northbound to westbound phase
Northbound	LT	0.71	11.9	B	LT	0.71	11.9	B	LT	0.74	13.9	B	
Intersection			30.0	C			34.6	C			29.2	C	
<b>Eighth Ave &amp; W.30th St</b>													
Eastbound	LT	1.15	102.2	F	LT	1.26	151.4	F+	LT	1.14	96.6	F	Signal Retiming: shift 4 seconds of green time from northbound to eastbound phase
Northbound	TR	0.82	21.0	C	TR	0.85	22.1	C	TR	0.94	32.5	C	
Intersection			54.2	D			77.1	E			59.7	E	
<b>Eighth Ave &amp; W.31st St</b>													
Westbound	TR	0.93	39.1	D	TR	0.80	27.8	C	TR	0.83	29.9	C	Signal Retiming: shift 1 second of green time from westbound to northbound phase
Northbound	LT	0.98	35.7	D	LT	1.03	48.9	D+	LT	1.00	40.7	D	
Intersection			36.8	D			42.8	D			37.6	D	
<b>Ninth Ave &amp; W.34th St</b>													
Eastbound	TR	1.08	79.3	E	TR	1.21	133.4	F+	TR	1.07	72.5	E	Daylighting: prohibit parking/standing on east side of Ninth Ave for 100 feet to create an additional moving lane Signal Retiming: shift 4 seconds of green time from southbound to east/west phase
Westbound	DefL	0.74	48.5	D	DefL	0.75	51.1	D	DefL	0.75	50.0	D	
	T	0.45	15.6	B	T	0.42	15.3	B	T	0.39	12.6	B	
Southbound	LTR	0.97	37.0	D	LTR	1.00	42.7	D	LTR	0.90	32.1	C	
Intersection			47.0	D			68.3	E			43.2	D	
<b>Dyer Ave &amp; W.31st St</b>													
Westbound	LTR	0.80	39.3	D	LTR	1.06	82.9	F+	LTR	0.88	40.9	D	Signal Retiming: shift 5 seconds of green time from north/south to westbound phase
Northbound	LT	0.13	4.7	A	LT	0.13	4.7	A	LT	0.14	7.2	A	
Southbound	TR	0.42	10.3	B	TR	0.44	10.5	B	TR	0.48	13.7	B	
Intersection			19.8	B			39.8	D			24.1	C	
<b>Tenth Ave &amp; W.31st St</b>													
Westbound	R	0.70	32.9	C	R	0.93	52.9	D+	R	0.87	42.1	D	Signal Retiming: shift 2 seconds of green time from northbound to westbound phase
Northbound	T	0.70	10.9	B	T	0.70	10.9	B	T	0.73	12.8	B	
Intersection			14.2	B			18.9	B			18.4	B	
<b>Tenth Ave &amp; W.33rd St</b>													
Westbound	TR	0.63	26.6	C	TR	0.74	29.7	C	TR	0.82	35.5	D	Signal Retiming: shift 3 seconds of green time from westbound to northbound phase
Northbound	LT	1.04	44.8	D	LT	1.10	64.8	E+	LT	1.03	38.1	D	
Intersection			41.0	D			56.8	E			37.5	D	
<b>Tenth Ave &amp; W.34th St</b>													
Eastbound	DefL	1.21	153.3	F	DefL	1.22	157.1	F+	DefL	1.18	141.9	F	Daylighting: prohibit parking/standing on west side of Tenth Ave for 100 feet Signal Retiming: shift 1 second of green time from northbound to east/west phase
	T	0.45	23.1	C	T	0.50	23.9	C	T	0.49	23.0	C	
Westbound	TR	0.59	25.1	C	TR	0.56	24.6	C	TR	0.54	23.7	C	
Northbound	LT	1.00	33.0	C	LT	1.04	46.3	D+	LTR	1.01	37.3	D	
Intersection	R	0.53	17.5	B	R	0.68	22.0	C	R	0.69	23.4	C	
			38.1	D			46.1	D			39.7	D	

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

**Table 19-8**  
**2015 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Weekday Midday Peak Hour**

Analysis Locations	2015 No Build				2015 Build				2015 Build Mitigation				Mitigation Measures
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
<b>Sixth Ave &amp; W.35th St</b>													
Westbound	TR	1.01	63.1	E	TR	1.06	78.0	E+	TR	0.99	57.7	E	Signal Retiming: shift 2 seconds of green time from northbound to westbound phase
Northbound	LT	0.61	10.6	B	LT	0.61	10.6	B	LT	0.63	12.3	B	
<i>Intersection</i>			26.3	C			31.5	C			26.4	C	
<b>Seventh Ave &amp; W.30th St</b>													
Eastbound	TR	0.87	35.6	D	TR	0.97	49.6	D+	TR	0.94	43.7	D	Signal Retiming: shift 1 second of green time from southbound to eastbound phase
Southbound	LT	0.57	13.8	B	LT	0.56	13.6	B	LT	0.57	14.5	B	
<i>Intersection</i>			22.0	C			28.3	C			26.4	C	
<b>Eighth Ave &amp; W.30th St</b>													
Eastbound	LT	0.84	29.2	C	LT	0.99	49.4	D+	LT	0.97	42.9	D	Signal Retiming: shift 1 second of green time from northbound to eastbound phase
Northbound	TR	0.90	25.7	C	TR	0.95	30.2	C	TR	0.97	35.0	C	
<i>Intersection</i>			26.8	C			36.8	D			37.7	D	
<b>Eighth Ave &amp; W.31st St</b>													
Westbound	TR	0.77	28.0	C	TR	0.75	26.8	C	TR	0.84	35.3	D	Signal Retiming: shift 4 seconds of green time from westbound to northbound phase
Northbound	LT	1.06	60.5	E	LT	1.16	99.6	F+	LT	1.05	52.1	D	
<i>Intersection</i>			53.6	D			85.1	F			48.7	D	
<b>Eighth Ave &amp; W.32nd St</b>													
Northbound	T	1.02	48.1	D	T	1.04	54.8	D+	T	1.01	45.6	D	Signal Retiming: shift 1 second of green time from pedestrian crossing to northbound phase
<i>Intersection</i>			48.1	D			54.8	D			45.6	D	
<b>Eighth Ave &amp; W.33rd St</b>													
Westbound	TR	0.26	13.9	B	TR	0.40	15.3	B	TR	0.41	16.0	B	Signal Retiming: shift 1 second of green time from westbound to northbound phase
Northbound	LT	1.12	85.8	F	LT	1.15	98.3	F+	LT	1.12	84.2	F	
<i>Intersection</i>			73.6	E			78.2	E			67.7	E	
<b>Ninth Ave &amp; W.34th St</b>													
Eastbound	TR	1.01	59.1	E	TR	1.15	109.4	F+	TR	1.00	54.8	D	Signal Retiming: shift 4 seconds of green time from southbound to east/west phase
Westbound	DefL	0.84	55.8	E	DefL	0.86	59.3	E	DefL	0.86	57.8	E	
	T	0.55	17.1	B	T	0.55	17.1	B	T	0.50	14.1	B	
Southbound	LTR	0.83	25.9	C	LTR	0.85	26.9	C	LTR	0.97	41.0	D	
<i>Intersection</i>			34.8	C			50.5	D			41.2	D	
<b>Tenth Ave &amp; W.33rd St</b>													
Westbound	TR	0.61	26.7	C	TR	0.75	31.0	C	TR	0.82	35.7	D	Signal Retiming: shift 2 seconds of green time from westbound to northbound phase
Northbound	LT	1.06	50.7	D	LT	1.11	69.0	E+	LT	1.06	49.9	D	
<i>Intersection</i>			46.3	D			61.1	E			46.9	D	
<b>Tenth Ave &amp; W.34th St</b>													
Eastbound	DefL	1.16	139.4	F	DefL	1.16	139.4	F	DefL	1.16	139.4	F	No Impact. Lane Restriping on northbound to mitigate weekday PM impact
	T	0.50	23.8	C	T	0.56	24.9	C	T	0.56	24.9	C	
Westbound	TR	1.03	68.8	E	TR	1.03	67.8	E	TR	1.03	67.8	E	
Northbound	LT	0.98	28.2	C	LT	1.03	41.1	D	LTR	1.03	41.1	D	
<i>Intersection</i>			41.2	D			48.5	D			48.5	D	

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

**Table 19-9**  
**2015 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Weekday PM Peak Hour**

Analysis Locations	2015 No Build				2015 Build				2015 Build Mitigation				Mitigation Measures	
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS		
<b>Sixth Ave &amp; W.35th St</b>														
Westbound	TR	1.01	60.0	E	TR	1.05	71.9	E+	TR	0.99	54.1	D	Signal Retiming: shift 2 seconds of green time from northbound to westbound phase	
Northbound	LT	0.67	14.2	B	LT	0.67	14.2	B	LT	0.70	16.3	B		
<i>Intersection</i>			29.1	C			33.5	C			28.9	C		
<b>Seventh Ave &amp; W.33rd St</b>														
Westbound	LT	0.70	39.5	D	LT	0.83	47.3	D+	LT	0.80	43.3	D	Signal Retiming: shift 1 second of green time from southbound to westbound phase	
Southbound	TR	0.52	4.4	A	TR	0.58	4.8	A	TR	0.59	5.5	A		
<i>Intersection</i>			9.4	A			11.8	B			11.7	B		
<b>Eighth Ave &amp; W.31st St</b>														
Westbound	TR	1.19	124.3	F	TR	1.12	96.3	F	TR	1.19	123.4	F	Signal Retiming: shift 2 seconds of green time from westbound to northbound phase	
Northbound	LT	1.13	87.3	F	LT	1.19	112.9	F+	LT	1.13	86.0	F		
<i>Intersection</i>			97.9	F			108.5	F			96.1	F		
<b>Eighth Ave &amp; W.35th St</b>														
Westbound	TR	1.00	63.8	E	TR	1.02	68.2	E+	TR	0.99	59.0	E	Signal Retiming: shift 1 second of green time from northbound to westbound phase	
Northbound	LT	0.75	12.9	B	LT	0.77	13.1	B	LT	0.78	14.3	B		
<i>Intersection</i>			25.6	C			26.9	C			25.4	C		
<b>Ninth Ave &amp; W.31st St</b>														
Westbound	LT	0.92	41.5	D	LT	0.99	53.1	D+	LT	0.93	40.5	D	Signal Retiming: shift 2 seconds of green time from southbound to westbound phase	
Southbound	TR	0.71	11.2	B	TR	0.81	13.0	B	TR	0.84	15.5	B		
<i>Intersection</i>			20.7	C			25.2	C			23.1	C		
<b>Ninth Ave &amp; W.34th St</b>														
Eastbound	TR	1.13	101.9	F	TR	1.27	157.5	F+	TR	1.10	87.2	F	Signal Retiming: shift 4 seconds of green time from southbound to east/west phase	
Westbound	DefL	0.52	35.6	D	DefL	0.52	36.0	D	DefL	0.52	34.9	C		
	T	0.43	15.4	B	T	0.43	15.3	B	T	0.39	12.7	B		
Southbound	LTR	0.69	22.1	C	LTR	0.71	22.4	C	LTR	0.80	28.0	C		
<i>Intersection</i>			45.0	D			64.2	E			44.7	D		
<b>Dyer Ave &amp; W.31st St</b>														
Westbound	LTR	1.03	63.7	E	LTR	1.15	108.2	F+	LTR	1.04	63.4	E	Signal Retiming: shift 3 seconds of green time from north/south to westbound phase	
Northbound	LT	0.36	5.9	A	LT	0.36	5.9	A	LT	0.38	7.7	A		
Southbound	TR	0.12	7.9	A	TR	0.14	8.0	A	TR	0.14	9.4	A		
<i>Intersection</i>			41.3	D			70.4	E			42.8	D		
<b>Tenth Ave &amp; W.30th St</b>														
Eastbound	LT	1.08	87.6	F	LT	1.11	95.3	F+	LT	1.07	80.8	F	Signal Retiming: shift 1 second of green time from northbound to eastbound phase	
Northbound	TR	0.95	21.3	C	TR	0.96	22.0	C	TR	0.98	25.9	C		
<i>Intersection</i>			37.0	D			39.6	D			39.1	D		
<b>Tenth Ave &amp; W.31st St</b>														
Westbound	R	0.82	36.1	D	R	0.96	50.3	D+	R	0.92	43.5	D	Signal Retiming: shift 1 second of green time from northbound to westbound phase	
Northbound	T	0.58	9.4	A	T	0.58	9.4	A	T	0.59	10.2	B		
<i>Intersection</i>			15.6	B			20.0	B			18.8	B		
<b>Tenth Ave &amp; W.34th St</b>														
Eastbound	DefL	0.91	68.8	E	DefL	0.91	68.8	E	DefL	0.91	68.8	E	Lane Restriping: utilize the second lane from the right on northbound approach for shared through and right-turn movements	
	T	0.46	20.6	C	T	0.50	21.2	C	T	0.50	21.2	C		
Westbound	TR	0.54	21.6	C	TR	0.54	21.7	C	TR	0.54	21.7	C		
Northbound	LT	0.94	24.4	C	LT	0.98	29.2	C	LTR	1.00	35.3	D		
<i>Intersection</i>	R	0.88	40.6	D	R	1.02	67.6	E+	R	0.88	39.6	D		
			26.7	C			32.6	C			33.5	C		

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

**Table 19-10**  
**2015 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Saturday Midday Peak Hour**

Analysis Locations	2015 No Build				2015 Build				2015 Build Mitigation				Mitigation Measures
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	
<b>Broadway/Sixth Ave &amp; W.34th St</b>													
Eastbound	T	0.89	41.1	D	T	0.95	47.2	D+	T	0.88	38.1	D	Signal Retiming: shift 2 seconds of green time from southbound to east/west phase
Westbound	TR	0.78	34.2	C	TR	0.80	34.7	C	TR	0.74	31.2	C	
Northbound	T	0.98	50.0	D	T	0.98	50.0	D	T	0.98	50.0	D	
Southbound	T	0.70	35.9	D	T	0.70	35.9	D	T	0.77	40.1	D	
<i>Intersection</i>			42.2	D			43.8	D			41.4	D	
<b>Seventh Ave &amp; W.30th St</b>													
Eastbound	TR	0.86	35.2	D	TR	0.98	52.5	D+	TR	0.93	40.7	D	Signal Retiming: shift 2 seconds of green time from southbound to eastbound phase
Southbound	LT	0.63	14.7	B	LT	0.62	14.4	B	LT	0.65	16.4	B	
<i>Intersection</i>			21.7	C			28.9	C			25.7	C	
<b>Seventh Ave &amp; W.33rd St</b>													
Westbound	LT	0.79	44.5	D	LT	0.90	54.4	D+	LT	0.83	44.0	D	Signal Retiming: shift 2 seconds of green time from southbound to westbound phase
Southbound	TR	0.68	5.9	A	TR	0.77	7.3	A	TR	0.80	9.2	A	
<i>Intersection</i>			12.0	B			15.4	B			15.2	B	
<b>Seventh Ave &amp; W.34th St</b>													
Eastbound	TR	1.15	108.3	F	TR	1.21	130.4	F+	TR	1.14	101.5	F	Daylighting: prohibit parking or standing on west side of Seventh Ave for 100 feet Signal Retiming: shift 2 seconds of green time from southbound to east/west phase
Westbound	LT	1.17	117.2	F	LT	1.23	140.8	F+	LT	1.12	94.9	F	
Southbound	T	0.92	24.0	C	T	1.00	35.3	D	T	1.02	42.0	D	
<i>Intersection</i>			66.5	E			82.2	F			68.5	E	
<b>Eighth Ave &amp; W.30th St</b>													
Eastbound	LT	0.86	33.0	C	LT	1.07	72.8	E+	LT	0.96	41.5	D	Signal Retiming: shift 4 seconds of green time from northbound to eastbound phase
Northbound	TR	0.83	20.7	C	TR	0.89	23.2	C	TR	0.98	38.1	D	
<i>Intersection</i>			24.5	C			40.4	D			39.2	D	
<b>Eighth Ave &amp; W.31st St</b>													
Westbound	TR	0.90	35.6	D	TR	0.90	35.9	D	TR	0.93	39.7	D	Signal Retiming: shift 1 second of green time from westbound to northbound phase
Northbound	LT	0.94	29.6	C	LT	1.05	54.1	D+	LT	1.02	44.9	D	
<i>Intersection</i>			31.4	C			48.9	D			43.4	D	
<b>Eighth Ave &amp; W.32nd St</b>													
Northbound	T	0.97	36.9	D	T	1.01	45.9	D+	T	0.99	38.4	D	Signal Retiming: shift 1 second of green time from pedestrian crossing to northbound phase
<i>Intersection</i>			36.9	D			45.9	D			38.4	D	
<b>Eighth Ave &amp; W.33rd St</b>													
Westbound	TR	0.36	13.4	B	TR	0.56	16.1	B	TR	0.59	17.8	B	Signal Retiming: shift 2 seconds of green time from westbound to northbound phase
Northbound	LT	1.14	96.3	F	LT	1.20	120.3	F+	LT	1.13	89.1	F	
<i>Intersection</i>			80.6	F			92.4	F			69.9	E	
<b>Eighth Ave &amp; W.34th St</b>													
Eastbound	L	0.92	80.6	F	L	1.04	112.9	F+	L	0.94	79.0	E	Daylighting: prohibit parking or standing on west side of Eighth Ave for 100 feet to create an additional moving lane Signal Retiming: shift 3 seconds of green time from northbound to east/west phase
	T	0.79	27.1	C	T	0.85	30.3	C	T	0.79	25.0	C	
Westbound	TR	0.63	21.4	C	TR	0.64	21.6	C	TR	0.59	18.8	B	
Northbound	LTR	1.17	108.2	F	LTR	1.20	121.3	F+	LTR	1.02	53.2	D	
<i>Intersection</i>			69.4	E			77.7	E			39.9	D	
<b>Ninth Ave &amp; W.30th St</b>													
Eastbound	TR	0.93	44.3	D	TR	1.01	61.3	E+	TR	0.94	44.3	D	Signal Retiming: shift 2 seconds of green time from southbound to eastbound phase
Southbound	LT	0.83	18.7	B	LT	0.94	25.0	C	LT	0.98	33.6	C	
<i>Intersection</i>			26.7	C			36.3	D			36.9	D	
<b>Ninth Ave &amp; W.31st St</b>													
Westbound	LT	0.91	44.2	D	LT	1.06	78.8	E+	LT	0.94	43.5	D	Signal Retiming: shift 4 seconds of green time from southbound to westbound phase
Southbound	TR	0.76	12.2	B	TR	0.87	15.2	B	TR	0.94	23.9	C	
<i>Intersection</i>			20.7	C			32.4	C			29.2	C	
<b>Ninth Ave &amp; W.34th St</b>													
Eastbound	TR	0.96	43.0	D	TR	1.08	76.7	E+	TR	0.96	40.4	D	Daylighting: prohibit parking or standing on east side of Ninth Ave for 100 feet to create an additional moving lane Signal Retiming: shift 1 s of green time from SB to WB only & 4 s of green time from SB to E-W phase
Westbound	DefL	1.38	220.5	F	DefL	1.39	228.6	F+	DefL	1.29	184.1	F	
	T	0.42	15.1	B	T	0.42	15.1	B	T	0.37	11.9	B	
Southbound	LTR	0.93	32.8	C	LTR	0.97	38.1	D	LTR	0.90	33.9	C	
<i>Intersection</i>			45.7	D			59.7	E			42.4	D	
<b>Dyer Ave &amp; W.31st St</b>													
Westbound	LTR	1.23	145.6	F	LTR	1.42	229.0	F+	LTR	1.22	140.7	F	Signal Retiming: shift 4 seconds of green time from north/south to westbound phase
Northbound	LT	0.31	9.3	A	LT	0.31	9.3	A	LT	0.33	11.4	B	
Southbound	TR	0.29	9.1	A	TR	0.31	9.3	A	TR	0.33	11.4	B	
<i>Intersection</i>			72.1	E			116.9	F			74.8	E	

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

**Table 19-10 (Continued)**  
**2015 No Build, Build, and Mitigation Conditions Level of Service Analysis Results**  
**Saturday Midday Peak Hour**

Analysis Locations	2015 No Build				2015 Build				2015 Build Mitigation				Mitigation Measures	
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS		
<b>Tenth Ave &amp; W.31st St</b>														
Westbound	R	1.32	185.6	F	R	1.52	274.2	F+	R	1.33	184.1	F	Signal retiming: shift 4 seconds of green time from northbound to westbound phase	
Northbound	T	0.61	10.0	B	T	0.61	10.0	B	T	0.67	13.6	B		
<i>Intersection</i>			66.2	E			103.0	F			73.6	E		
<b>Tenth Ave &amp; W.33rd St</b>														
Westbound	TR	0.78	32.9	C	TR	1.01	62.9	E+	TR	0.91	41.4	D	Signal retiming: shift 3 seconds of green time from northbound to westbound phase	
Northbound	LT	0.92	20.1	C	LT	0.96	24.4	C	LT	1.03	41.8	D		
<i>Intersection</i>			22.7	C			33.5	C			41.7	D		
<b>Tenth Ave &amp; W.34th St</b>														
Eastbound	LT	0.81	37.5	D	LT	0.89	44.5	D	LT	0.89	44.5	D	No Impact. Lane Restriping on northbound to mitigate weekday PM impact	
Westbound	TR	0.63	28.7	C	TR	0.62	28.7	C	TR	0.62	28.7	C		
Northbound	LT	0.80	13.1	B	LT	0.86	14.7	B	LTR	0.89	16.0	B		
	R	0.62	18.1	B	R	0.71	21.6	C	R	0.70	22.1	C		
<i>Intersection</i>			19.1	B			21.6	C			22.3	C		

**Notes:** L = Left Turn; T = Through; R = Right Turn; DefL = De Facto Left Turn; V/C = Volume to Capacity; LOS = Level of Service  
 "+" denotes significant adverse impact.

*BROADWAY/SIXTH AVENUE AND WEST 34TH STREET*

The eastbound impact during the Saturday peak hour could be mitigated by shifting 2 seconds of green time from the Broadway southbound phase to the eastbound and westbound phase.

*SIXTH AVENUE AND WEST 31ST STREET*

The northbound impact during the weekday AM peak hour could be mitigated by shifting 1 second of green time from the westbound phase to the northbound phase.

*SIXTH AVENUE AND WEST 35TH STREET*

The westbound impact during the weekday AM, midday, and PM peak hours could be mitigated by shifting 2 seconds, 2 seconds, and 2 seconds of green time, respectively, from the northbound phase to the westbound phase.

*SEVENTH AVENUE AND WEST 30TH STREET*

The eastbound impact during the weekday midday and the Saturday peak hours could be mitigated by shifting 1 second and 2 seconds of green time, respectively, from the southbound phase to the eastbound phase.

*SEVENTH AVENUE AND WEST 33RD STREET*

The westbound impact during the weekday PM and the Saturday peak hours could be mitigated by shifting 1 second and 2 seconds of green time, respectively, from the southbound phase to the westbound phase.

*SEVENTH AVENUE AND WEST 34TH STREET*

The eastbound and westbound impacts during the Saturday peak hour could be mitigated by prohibiting standing or parking for 100 feet along the west curb on the north leg of the intersection, and shifting 2 seconds of green time from the southbound phase to the eastbound

and westbound phase. With this mitigation in place, approximately 5 parking spaces would be displaced during this time period.

*EIGHTH AVENUE AND WEST 30TH STREET*

The eastbound impact during the weekday AM, midday, and the Saturday peak hour could be mitigated by shifting 4 seconds, 1 second, and 4 seconds of green time, respectively, from the northbound phase to the eastbound phase.

*EIGHTH AVENUE AND WEST 31ST STREET*

The northbound impact during the weekday AM, midday, PM, and the Saturday peak hours could be mitigated by shifting 1 second, 4 seconds, 2 seconds, and 1 second of green time, respectively, from the westbound phase to the northbound phase.

*EIGHTH AVENUE AND WEST 32ND STREET*

The northbound impact during the weekday midday and the Saturday peak hours could be mitigated by shifting 1 second of green time from the mid-block pedestrian crossing phase to the northbound phase.

*EIGHTH AVENUE AND WEST 33RD STREET*

The northbound impact during the weekday midday and the Saturday peak hours could be mitigated by shifting 1 second and 2 seconds, respectively, from the westbound phase to the northbound phase.

*EIGHTH AVENUE AND WEST 34TH STREET*

The eastbound and northbound impacts during the Saturday peak hour could be mitigated by prohibiting standing or parking for 100 feet along the west curb on the south leg of the intersection to provide an additional moving lane, and shifting 3 seconds of green time from the northbound phase to the eastbound and westbound phase. With this mitigation in place, approximately 5 parking spaces would be displaced during this time period.

*EIGHTH AVENUE AND WEST 35TH STREET*

The westbound impact during the weekday PM peak hour could be mitigated by shifting 1 second of green time from the northbound phase to the westbound phase.

*NINTH AVENUE AND WEST 30TH STREET*

The eastbound impact during the Saturday peak hour could be mitigated by shifting 2 seconds of green time from the southbound phase to the eastbound phase.

*NINTH AVENUE AND WEST 31ST STREET*

The westbound impact during the weekday PM and the Saturday peak hours could be mitigated by shifting 2 seconds and 4 seconds, respectively, from the southbound phase to the westbound phase.

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### *NINTH AVENUE AND WEST 34TH STREET*

The eastbound impact during the weekday AM peak hour could be mitigated by prohibiting standing or parking for 100 feet along the east curb on the north leg of the intersection to provide an additional moving lane, and shifting 4 seconds of green time from the southbound phase to the eastbound and westbound phase. This impact during the weekday midday and PM peak could be mitigated by shifting 4 seconds of green time from the southbound phase to the eastbound and westbound phase.

The eastbound and westbound impacts during the Saturday peak hour could be mitigated by prohibiting standing or parking for 100 feet along the east curb on the north leg of the intersection to provide an additional moving lane, shifting 1 second of green time from the southbound phase to the westbound only phase, and shifting 4 seconds of green time from the southbound phase to the eastbound and westbound phase. With the daylighting in place, approximately 5 parking spaces would be displaced during the weekday AM and the Saturday peak periods.

### *DYER AVENUE AND WEST 31ST STREET*

The westbound impact during the weekday AM, PM, and the Saturday peak hours could be mitigated by shifting 5 seconds, 3 seconds, and 4 seconds of green time, respectively, from the northbound and southbound phase to the westbound phase.

### *TENTH AVENUE AND WEST 30TH STREET*

The eastbound impact during the weekday PM peak hour could be mitigated by shifting 1 second of green time from the northbound phase to the eastbound phase.

### *TENTH AVENUE AND WEST 31ST STREET*

The westbound impact during the weekday AM, PM, and the Saturday peak hours could be mitigated by shifting 2 seconds, 1 second, and 4 seconds of green time, respectively, from the northbound phase to the westbound phase.

### *TENTH AVENUE AND WEST 33RD STREET*

The northbound impact during the weekday AM, and midday peak hours could be mitigated by shifting 3 seconds and 2 seconds of green time, respectively, from the westbound phase to the northbound phase. The westbound impact during the Saturday peak hour could be mitigated by shifting 3 seconds of green time from the northbound phase to the westbound phase.

### *TENTH AVENUE AND WEST 34TH STREET*

During the weekday AM peak hour, the impacts of the eastbound de facto left-turn movement and the northbound left and through movement could be mitigated by prohibiting standing or parking for 100 feet along the west curb on the south leg of the intersection, and shifting 1 second of green time from the northbound phase to the eastbound and westbound phase. The impact of the northbound right turn movement during the weekday PM peak hour could be mitigated by restriping the second lane from the east curb on the northbound approach as a shared through and right-turn lane to provide more capacity for right-turn traffic.

## F. TRANSIT AND PEDESTRIANS

As discussed in Chapter 14, “Transit and Pedestrians,” the proposed project would result in significant adverse impacts on several study area pedestrian elements. The analysis results identified the recommended mitigation measures described below. A number of the locations that would be impacted by the proposed project were previously identified as impact locations in the Hudson Yards FGEIS. The following measures would be required to fully mitigate the effects of the proposed project, but are also consistent, and would be fully coordinated, with the comprehensive mitigation implementation for Hudson Yards.

### PEDESTRIAN ELEMENTS

Mitigation of significant crosswalk or corner impacts would involve the widening of painted areas to allow pedestrians additional crossing space and/or the removal of certain sidewalk obstructions. Mitigation of significant sidewalk impacts would involve physical widening of the sidewalk into the street bed. The recommended mitigation measures described below would be implemented with appropriate City agencies and in coordination with the larger and more comprehensive Hudson Yards mitigation effort.

#### *2010 RECOMMENDED MITIGATION MEASURES*

- A 5-foot widening of the east crosswalk at the northeast corner of West 33rd Street and Ninth Avenue to a width of 20 feet (as described below) would improve the corner’s Build LOS E (with 14 SFP) condition in the midday peak period. Mitigation would also involve removal of all obstructions from the 20 feet of sidewalk adjacent to the east crosswalk. Currently, this sidewalk is obstructed by a waste can.
- A 10-foot widening of the west crosswalk at the northwest corner of West 33rd Street and Eighth Avenue to a width of 24 feet (as described below) would improve the corner Build LOS E (with 14 SFP), LOS E (with 10 SFP), LOS E (with 8 SFP), and LOS F (with 5 SFP) conditions in the AM, midday, PM, and Saturday midday peak periods, respectively. Mitigation would also involve removing all obstructions from the 24 feet of sidewalk adjacent to the west crosswalk. Currently, this sidewalk is obstructed by a fire hydrant.
- A 4.5-foot widening of the east crosswalk at West 34th Street and Eighth Avenue to a width of 20 feet would improve the Build LOS E (with 14 SFP), LOS E (with 13 SFP), and LOS E (with 12 SFP) conditions in the midday, PM, and Saturday midday peak periods, respectively.
- A 0.5-foot widening of the west crosswalk at West 34th Street and Eighth Avenue to a width of 16 feet would improve the Build LOS E (with 14 SFP) condition in the PM peak period.
- A 5-foot widening of the east crosswalk at West 33rd Street and Ninth Avenue to a width of 20 feet would improve the Build LOS E (with 9 SFP) and LOS E (with 10 SFP) conditions in the midday and Saturday midday peak periods, respectively.
- A 2.3-foot widening of the east crosswalk at West 33rd Street and Eighth Avenue to a width of 20 feet would improve the Build LOS E (with 12 SFP), LOS E (with 8 SFP), LOS F (with 7 SFP), and LOS E (with 9 SFP) conditions in the AM, midday, PM, and Saturday midday peak periods, respectively.

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- A 3-foot widening of the south crosswalk at West 33rd Street and Eighth Avenue to a width of 20 feet would improve the Build LOS E (with 13 SFP) condition in the midday peak period.
- A 10-foot widening of the west crosswalk at West 33rd Street and Eighth Avenue to a width of 24 feet would improve the Build LOS F (with 6 SFP), LOS F (with 5 SFP), and LOS F (with 4 SFP) conditions in the AM, PM, and Saturday midday peak periods, respectively.
- A 1.5-foot widening of the north crosswalk at West 33rd Street and Seventh Avenue to a width of 21 feet would improve the Build LOS E (with 13 SFP) condition in the PM peak period.
- A 4-foot widening of the south crosswalk at West 33rd Street and Seventh Avenue to a width of 20 feet would improve the Build LOS E (with 13 SFP), LOS E (with 12 SFP), LOS E (with 13 SFP), and LOS E (with 11 SFP) conditions in the AM, midday, PM, and Saturday midday peak periods, respectively.
- A 2-foot widening of the west crosswalk at West 33rd Street and Seventh Avenue to a width of 20.5 feet would improve the Build LOS E (with 13 SFP) condition in the Saturday midday peak period.
- A 3-foot widening of the east crosswalk at West 31st Street and Ninth Avenue to a width of 16 feet would improve the Build LOS E (with 12 SFP) and LOS E (with 14 SFP) conditions in the midday and Saturday midday peak periods, respectively.
- A 5.5-foot widening of the east crosswalk at West 31st Street and Eighth Avenue to a width of 20 feet would improve the Build LOS E (with 11 SFP) condition in the Saturday midday peak period.
- A 0.5-foot widening of the west crosswalk at West 31st Street and Eighth Avenue to a width of 12 feet would improve the Build LOS E (with 11 SFP) condition in the Saturday midday peak period.

### *2015 RECOMMENDED MITIGATION MEASURES*

- A one-foot widening of the south sidewalk on West 33rd Street between the transit hall entrance and Eighth Avenue would improve the Build LOS E (18 PFM) conditions in the midday peak period. A 5-foot widening of the east crosswalk at the northeast corner of West 33rd Street and Ninth Avenue to a width of 20 feet (as described below) would improve the corner Build LOS E (with 13 SFP) condition in the midday peak period. Mitigation would also involve removal of all obstructions from the 20 feet of sidewalk adjacent to the east crosswalk. Currently, this sidewalk is obstructed by a waste can.
- A 5-foot widening of the east crosswalk at the northeast corner of West 33rd Street and Ninth Avenue to a width of 20 feet (as described below) would improve the corner Build LOS E (with 13 SFP) condition in the midday peak period. Mitigation would also involve removal of all obstructions from the 20 feet of sidewalk adjacent to the east crosswalk. Currently, this sidewalk is obstructed by a waste can.
- Removal of all obstructions from 11 of the 15 feet of sidewalk adjacent to the south crosswalk at the southwest corner of West 33rd Street and Ninth Avenue. Currently, this sidewalk is obstructed by a waste can and a traffic signal post. Removal of obstructions from 11 feet of sidewalk would improve the corner Build LOS E (with 11 SFP) and LOS E (with 13 SFP) conditions in the midday and PM peak periods, respectively.

- A 6-foot widening of the west crosswalk at the northwest corner of West 33rd Street and Eighth Avenue to a width of 20 feet (as described below) would improve the corner Build LOS E (with 10 SFP), LOS E (with 9 SFP), LOS E (with 7 SFP), and LOS E (with 6 SFP) conditions in the AM, midday, PM, and Saturday midday peak periods, respectively. Mitigation would also involve removal of all obstructions from the 20 feet of sidewalk adjacent to the west crosswalk. Currently, this sidewalk is obstructed by a fire hydrant.
- Removal of all obstructions from 14 of the 22 feet of sidewalk adjacent to the north crosswalk at the northeast corner of West 33rd Street and Seventh Avenue. Currently, this sidewalk is obstructed by a newsstand. Removal of obstructions from 14 feet of sidewalk would improve the corner Build LOS E (with 14 SFP) condition in the PM peak period.
- A 4.5-foot widening of the east crosswalk at West 34th Street and Eighth Avenue to a width of 20 feet would improve the Build LOS E (with 14 SFP) condition in the Saturday midday peak period.
- A 1.5-foot widening of the west crosswalk at West 34th Street and Eighth Avenue to a width of 17 feet would improve the Build LOS E (with 14 SFP) condition in the PM peak period.
- A 5-foot widening of the east crosswalk at West 33rd Street and Ninth Avenue to a width of 20 feet would improve the Build LOS E (with 8 SFP) and LOS E (with 11 SFP) conditions in the midday and Saturday midday peak periods, respectively.
- A 0.5-foot widening of the north crosswalk at West 33rd Street and Eighth Avenue to a width of 15 feet would improve the Build LOS E (with 14 SFP) condition in the PM peak period.
- A 3.3-foot widening of the east crosswalk at West 33rd Street and Eighth Avenue to a width of 21 feet would improve the Build LOS E (with 13 SFP), LOS E (with 10 SFP), and LOS E (with 9 SFP) conditions in the AM, midday, and Saturday midday peak periods, respectively.
- A 4-foot widening of the south crosswalk at West 33rd Street and Eighth Avenue to a width of 21 feet would improve the Build LOS E (with 12 SFP), LOS E (with 12 SFP), and LOS E (with 13 SFP) conditions in the AM, midday, and PM peak periods, respectively.
- A 2-foot widening of the west crosswalk at West 33rd Street and Eighth Avenue to a width of 16 feet would improve the Build LOS F (with 5 SFP), LOS F (with 5 SFP), and LOS F (with 4 SFP) conditions in the AM, PM, and Saturday midday peak periods, respectively.
- A 2.5-foot widening of the north crosswalk at West 33rd Street and Seventh Avenue to a width of 22 feet would improve the Build LOS E (with 12 SFP) condition in the PM peak period.
- A 2-foot widening of the south crosswalk at West 33rd Street and Seventh Avenue to a width of 18 feet would improve the Build LOS E (with 10 SFP), LOS E (with 10 SFP), and LOS E (with 11 SFP) conditions in the AM, PM, and Saturday midday peak periods, respectively.
- A 1.5-foot widening of the west crosswalk at West 33rd Street and Seventh Avenue to a width of 20 feet would improve the Build LOS E (with 9 SFP) and LOS E (with 12 SFP) conditions in the AM and PM peak periods, respectively.
- A 1.5-foot widening of the north crosswalk at West 31st Street and Eighth Avenue to a width of 18 feet would improve the Build LOS E (with 14 SFP) condition in the AM peak period.

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- A 1.5-foot widening of the east crosswalk at West 31st Street and Eighth Avenue to a width of 16 feet would improve the Build LOS E (with 14 SFP) and LOS E (with 11 SFP) conditions in the midday and Saturday midday peak periods, respectively.
- A 1.5-foot widening of the west crosswalk at West 31st Street and Eighth Avenue to a width of 13 feet would improve the Build LOS E (with 11 SFP) condition in the Saturday midday peak period.

**G. AIR QUALITY**

Chapter 15, “Air Quality” concludes that the proposed project would not have significant adverse impacts from mobile source or regional emissions, and would be consistent with the New York State Implementation Plan for the control of ozone and carbon monoxide (CO). Therefore, no air quality mitigation is required. This section considers the effects of the proposed project on air quality with implementation of the traffic mitigation measures discussed above. Tables 19-11 and 19-12 illustrate the proposed traffic mitigation measures’ effect on maximum predicted CO concentrations for the 2010 and 2015 Build years. The analysis was performed for the same four intersections analyzed in Chapter 15, “Air Quality” (Eighth Avenue and West 31st Street, Eighth Avenue and West 30th Street, Ninth Avenue and West 31st Street, and Eighth Avenue and West 33rd Street). For those intersections, the values shown in the tables are the highest predicted concentrations for any of the time periods analyzed. The tables show that the maximum predicted 8-hour CO concentrations with the proposed traffic mitigation measures would be below the National Ambient Air Quality Standards and that the proposed project with the traffic mitigation measures in place would not result in any significant adverse air quality impacts.

**Table 19-11  
2010 Build Maximum Predicted 8-Hour Average  
Carbon Monoxide Concentrations with Traffic Mitigation (parts per million)**

Site	Location	Time Period	2010 Build with Traffic Mitigation 8-Hour Concentration <sup>a</sup> (ppm)	Not-To-Exceed <i>De minimis</i> Criteria <sup>b</sup> (ppm)
1	Eighth Avenue and West 31st Street	Weekday PM	4.7	6.8
		Saturday MD	4.6	6.8
2	Eighth Avenue and West 30th Street	Weekday PM	4.8	6.9
		Saturday MD	4.5	6.8
3	Ninth Avenue and West 31st Street	Weekday PM	4.8	6.9
		Saturday MD	4.5	6.8
4	Eighth Avenue and West 33rd Street	Weekday PM	5.3	7.1
		Saturday MD	5.2	7.2

**Notes:**  
<sup>a</sup> An adjusted ambient background concentration of 2.9 ppm is included in the project build values presented above.  
<sup>b</sup> The not-to-exceed value is derived by adding the minimum acceptable increase of CO concentrations (set forth in the *CEQR Technical Manual*) to the No Build concentration. 8-hour CO standard is 9 ppm.

**Table 19-12**

**2015 Build Maximum Predicted 8-Hour Average  
Carbon Monoxide Concentrations with Traffic Mitigation (parts per million)**

<b>Site</b>	<b>Location</b>	<b>Time Period</b>	<b>2015 Build with Traffic Mitigation 8-Hour Concentration<sup>a</sup> (ppm)</b>	<b>Not-To-Exceed <i>De minimis</i> Criteria<sup>b</sup> (ppm)</b>
1	Eighth Avenue and West 31st Street	Weekday PM	4.7	6.8
		Saturday MD	4.4	6.7
2	Eighth Avenue and West 30th Street	Weekday PM	4.7	6.9
		Saturday MD	4.4	6.8
3	Ninth Avenue and West 31st Street	Weekday PM	4.7	6.9
		Saturday MD	4.5	6.9
4	Eighth Avenue and West 33rd Street	Weekday PM	5.3	7.1
		Saturday MD	4.8	6.9

**Notes:**  
<sup>a</sup> An adjusted ambient background concentration of 2.9 ppm is included in the project build values presented above.  
<sup>b</sup> The not-to-exceed value is derived by adding the minimum acceptable increase of CO concentrations (set forth in the *CEQR Technical Manual*) to the No Build concentration. 8-hour CO standard is 9 ppm.

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