



NYSDEC Air Quality Monitoring Stations Outside of New York City

New York State
Department of Environmental Conservation
2015 Air Monitoring Sites
in New York City



NYSDEC Air Quality Monitoring Stations in New York City

26919.00-Westbury Rezoning
 Microscale Analysis - Intersection Screening

Est. Growth Rate 0.395% *from GPI

Intersections	Existing 2019						No Build 2033						Build 2033					
	AM			PM			AM			PM			AM			PM		
	Volumes	Delay	LOS	Volumes	Delay	LOS	Volumes	Delay	LOS	Volumes	Delay	LOS	Volumes	Delay	LOS	Volumes	Delay	LOS
1 Post Ave at Railroad Ave	1,522	9.0	A	1,926	10.1	B	1,813	20.3	C	2,285	20.6	C	1,894	25.5	C	2,388	34.6	C
2 Post Ave at Union Ave	1,520	27.8	C	1,928	12.1	B	1,799	18.8	B	2,276	21.3	C	1,867	33	C	2,359	21.1	C
3 Post Ave at Scally Pl	955	3.2	A	1,251	14.0	B	1,176	-	-	1,528	-	-	1,218	-	-	1,585	-	-
4 Post Ave at Maple Ave	1,533	21.5	C	2,098	27.1	C	1,857	24.6	C	2,524	32.3	C	1,884	24.6	C	2,539	32.1	C
5 Maple Ave at School St	798	20.4	C	1,251	20.3	C	956	17.4	B	1,458	20.3	C	949	17.7	B	1,438	21	C
6 Union Ave at School St	1,270	22.8	C	1,595	22.1	C	1,574	23.6	C	1,934	24	C	1,620	24.2	C	2,008	25.4	C
7 School St at Railroad Ave	786	3.0	A	934	3.4	A	965	9.5	A	1,118	10.2	B	1,004	9.7	A	1,184	10.5	B

* Volumes, Delays and LOS are from GPI Traffic Report prepared for the DGEIS

Intersections	No-Build 2043		Build 2043		No-Build 2053		Build 2053		ETC - NB		(ETC+10) - NB		(ETC+20) - NB	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volume %	Volume %	Volume %	Volume %	Volume %	Volume %
1 Post Ave at Railroad Ave	1,886	2,377	1,970	2,484	1,962	2,472	2,049	2,584	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
2 Post Ave at Union Ave	1,871	2,368	1,942	2,454	1,947	2,463	2,020	2,553	3.8%	3.6%	3.8%	3.6%	3.8%	3.6%
3 Post Ave at Scally Pl	1,223	1,589	1,267	1,649	1,272	1,653	1,318	1,715	3.6%	3.7%	3.6%	3.7%	3.6%	3.7%
4 Post Ave at Maple Ave	1,932	2,625	1,960	2,641	2,009	2,731	2,039	2,747	1.5%	0.6%	1.5%	0.6%	1.5%	0.6%
5 Maple Ave at School St	994	1,517	987	1,496	1,034	1,578	1,027	1,556	-0.7%	-1.4%	-0.7%	-1.4%	-0.7%	-1.4%
6 Union Ave at School St	1,637	2,012	1,685	2,089	1,703	2,093	1,753	2,173	2.9%	3.8%	2.9%	3.8%	2.9%	3.8%
7 School St at Railroad Ave	1,004	1,163	1,044	1,232	1,044	1,210	1,086	1,281	4.0%	5.9%	4.0%	5.9%	4.0%	5.9%

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Table 3C - NYSDOT TEM Screening

Intersections (Based on LOS Screening: These were carried forward for Approach Screening)	Build 2033 PM Peak Hour Approach Volumes (vph) ¹					ETC+10 Approach Volumes	ETC+20 Approach Volumes	Queue Emission Factor ²	Table 3C NYSDOT EPM Chapter 1.1 ³	
	Northbound	Southbound	Eastbound	Westbound	Maximum	Maximum	Maximum	Max= Idle	Max Approach Volume	Exceeds?
Post Ave at Railroad Ave	1,069	1,105	10	204	1,105	1,149	1,196	2.4	4,000	NO
Post Ave at Union Ave	1,084	750	-	525	1,084	1,128	1,173	2.4	4,000	NO
Post Ave at Scally Pl	692	789	-	104	789	821	854	2.4	4,000	NO
Post Ave at Maple Ave	724	753	605	457	753	783	815	2.4	4,000	NO
Maple Ave at School St	243	258	507	430	507	527	549	2.4	4,000	NO
Union Ave at School St	392	298	700	618	700	728	757	2.4	4,000	NO
School St at Railroad Ave	534	413	237	-	534	555	578	2.4	4,000	NO

¹ Volumes based on PM Peak Traffic

² Emission Factor based on the maximum emission factors from the MOVES analysis for idling and 5 mph increments.

³ NYSDOT Environmental Procedures Manual, Chapter 1.1 Table 3C Peak Hour Traffic Volume Thresholds at any Approach for Signalized Intersections