

**APPENDIX III**  
**Transportation**



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# **West 108<sup>th</sup> Street WSFSSH Development**

## **Transportation Planning Factors (TPF) / Travel Demand Forecast (TDF)**

### **TECHNICAL MEMORANDUM**

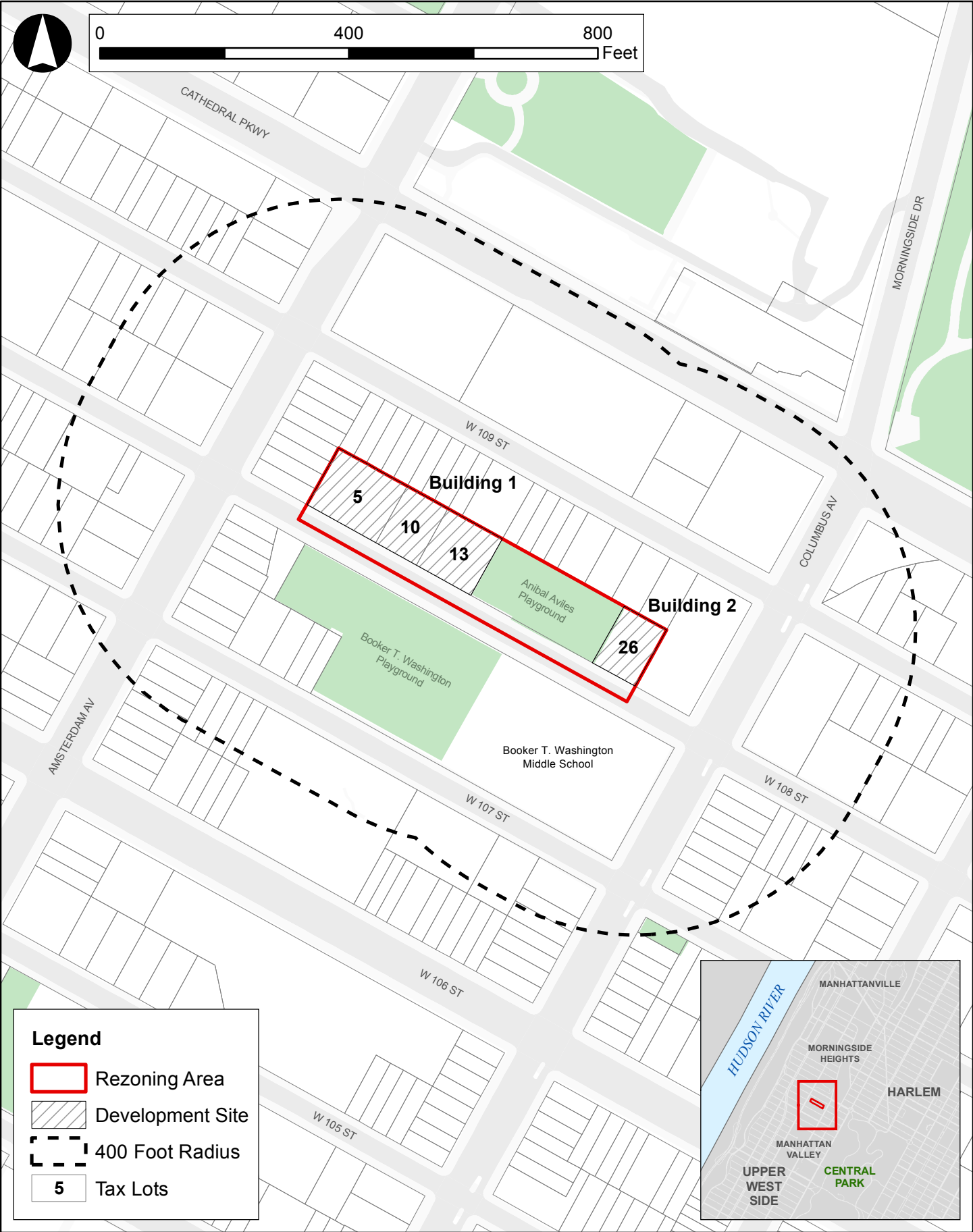
#### **INTRODUCTION**

The City of New York – Department of Housing Preservation and Development (HPD) and the project sponsor, the West Side Federation for Senior and Supportive Housing (WSFSSH), are seeking approval of several discretionary actions subject to City Planning Commission (CPC) approval (collectively, the “Proposed Actions”) to facilitate the construction of two new buildings consisting of affordable and supportive housing and community facility (medical office) uses on West 108<sup>th</sup> Street in the Manhattan Valley neighborhood of Manhattan Community District (CD) 7 (refer to Figure 1). The Proposed Actions include designation of an Urban Development Action Area (UDAA), approval of an Urban Development Action Area Project (UDAAP), disposition of City-owned property, a zoning map amendment to change the Project Area zoning from R8B to R8A, and a zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (“MIH”) Area on the Project Area. The project sponsor may seek construction financing from HPD and other agencies at a later date.

The Proposed Actions would facilitate the development of approximately 277 affordable dwelling units (DUs), an approximately 31,000 gross square foot (gsf) transitional housing facility for older adults with approximately 110 shelter beds, and an additional approximately 6,400 gsf community facility (medical office) use (the “Proposed Project”). This proposed development would consist of two buildings: the Western Development (Lots 5, 10, and 13) with approximately 193,000 gsf, and the Eastern Development (Lot 26) with approximately 45,000 gsf. This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian, and parking conditions for the Proposed Project.

#### **REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)**

In order to assess the potential effects of the Proposed Actions, a Reasonable Worst-Case Development Scenario (RWCDs) for both the “future without the Proposed Actions” (No-Action) and the “future with the Proposed Actions” (With-Action) conditions is analyzed for an analysis year of 2025. In the absence of the Proposed Actions, it is expected that no disposition of City-owned property and no changes to zoning or land use would occur within the Development Site. Currently, Lot 5 is occupied by a four-story parking garage containing 250 parking spaces, Lot 10 is occupied by a five-story building that houses the Valley Lodge Shelter which contains 92 beds for the homeless, Lots 13 and 26 are also occupied by five- and three- story public parking garages containing 300 and 125 parking spaces, respectively. Under the No-Action condition, the three off-street public parking garages (with a total of 675 parking spaces) would continue to operate.



Under the With-Action condition, the Proposed Actions would facilitate development within the Project Area. By 2025, the Proposed Actions would result in the development of Building 1 (the “Western Development”) and Building 2 (the “Eastern Development”) on the Development Site (Block 1863, Lots 5, 10, 13, and 26). For CEQR analysis purposes, the Proposed Project described above represents the RWCDs.

Table 1 below provides a comparison of the 2025 No-Action and 2025 With-Action conditions identified for analysis purposes. As shown, by 2025 the incremental (net) change that would result from the Proposed Actions is the addition of 277 affordable units (approximately 200,600 gsf), approximately 18 shelter beds, approximately 6,400 gsf of community facility uses (predominantly medical office - excluding the shelter facility), and approximately 0.2 acres (9,000 sf) of private open space for tenants, as well as a reduction of 675 public parking spaces.

**Table 1**

**Comparison of 2025 No-Action and 2025 With-Action Conditions**

Use		No-Action Scenario	With-Action Scenario	Increment
Residential	Affordable Housing (Including Supportive Senior Housing)	--	277 units	<b>+277 units</b>
Community Facility	Shelter beds	92 beds	110 beds	<b>+18 beds</b>
	Medical Office	--	6,400 gsf	<b>+6,400 gsf</b>
Public Parking (spaces)		675 spaces	-	<b>- 675 spaces</b>
Accessory/Private Open Space		--	0.2 acres (9,000 sf)	<b>+0.2 acres (9,000 sf)</b>

Construction of Building 1 (Block 1863, Lots 5, 10, and 13) is expected to begin in 2018, with all building elements complete and fully operational by the end of 2020; construction of Building 2 (Block 1863, Lot 26) is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025. Accordingly, the EIS will assume a 2025 Build Year (a.k.a. analysis year), as it represents full build-out of the Proposed Project. As the incremental development resulting from the Proposed Actions would exceed the densities in Table 16-1 of the *City Environmental Quality Review (CEQR) Technical Manual* analysis thresholds, a preliminary travel demand forecast was prepared.

## TRANSPORTATION PLANNING FACTORS

In order to conduct a Level 1 Trip Generation Screening Assessment for the Proposed Actions in 2025, a travel demand forecast was prepared for a typical peak hour during the weekday AM, midday, and PM and Saturday midday periods. The transportation planning factors shown below in Table 2 were developed based on standard criteria as per the 2014 *CEQR Technical Manual*, census data, and studies that have been used in previous EISs for projects with similar uses. These include trip generation rates, temporal and directional distributions, mode choice factors, and vehicle occupancies for the With-Action increment of 277 affordable DUs, 18 new transitional shelter beds (a total of 110 shelter beds to be provided, replacing the existing 92 beds), and 6,400 gsf of community facility (medical office) space. The 277 affordable DUs and the 18 shelter beds were conservatively analyzed, for transportation purposes, as typical dwelling units (a total of 295 DUs).

**Table 2**  
**Transportation Planning Factors**

<b>Land Use:</b>	<b><u>Residential</u></b>		<b><u>Medical Office</u></b> <b><u>(Staff)</u></b>		<b><u>Medical Office</u></b> <b><u>(Visitors)</u></b>	
<b>Size/Units:</b>	295 DU		6,400 gsf		6,400 gsf	
<b>Trip Generation:</b>	(1)		(4,5)		(4,5)	
Weekday	8.075		10.0		33.6	
Saturday	9.600		4.3		14.5	
	per DU		per 1,000 gsf		per 1,000 gsf	
<b>Temporal Distribution:</b>	(1)		(4,5)		(4,5)	
AM	10.0%		24.0%		6.0%	
MD	5.0%		17.0%		9.0%	
PM	11.0%		24.0%		5.0%	
SatMD	8.0%		17.0%		9.0%	
<b>Modal Splits:</b>	(2)		(6)		(5)	
All Periods	All Periods		All Periods		All Periods	
Auto	7.4%		17.4%		25.0%	
Taxi	1.4%		0.2%		25.0%	
Subway	67.7%		51.4%		29.0%	
Bus	6.3%		12.9%		11.0%	
Walk/Other	17.2%		18.1%		10.0%	
	100.0%		100.0%		100.0%	
<b>In/Out Splits:</b>	(3)		(4,5)		(4,5)	
	In	Out	In	Out	In	Out
AM	16.0%	84.0%	100%	0%	90%	10%
MD	50.0%	50.0%	50%	50%	50%	50%
PM	67.0%	33.0%	0%	100%	30%	70%
Sat MD	53.0%	47.0%	50%	50%	50%	50%
<b>Vehicle Occupancy:</b>	(2,3)		(5,6)		(5)	
All Periods	All Periods		All Periods		All Periods	
Auto	1.10		1.15		1.65	
Taxi	1.40		1.40		1.20	
<b>Truck Trip Generation:</b>	(1)		(4,5)			
Weekday	0.06		0.04		N/A	
Saturday	0.02		0.00		N/A	
	per DU		per 1,000 sf			
	(1)		(4,5)			
AM	12.0%		9.7%		N/A	
MD	9.0%		7.8%		N/A	
PM	2.0%		5.1%		N/A	
Sat MD	9.0%		0.0%		N/A	
	In	Out	In	Out	In	Out
AM/MD/PM	50.0%	50.0%	50.0%	50.0%	N/A	

**Notes:**

- (1) Based on data from the 2014 *CEQR Technical Manual*.
- (2) Based on American Community Survey 2011-2015 Means of Transportation to Work data for Manhattan Census Tracts 189, 191, 193, 195, 197.01, 197.02, 199, and 216.
- (3) Based on the 2012 *West Harlem Rezoning FEIS*.
- (4) Based on data from the 2007 *Jamaica Plan Rezoning FEIS*.
- (5) Based on the 2012 *Saint Vincent's Campus Redevelopment FEIS*.
- (6) Based on 2006-2010 AASHTO CTPP Reverse Journey to Work 5-Year Data for Manhattan Census Tracts 189, 191, 193, 195, 197.01, 197.02, 199, and 216.

## Residential

The forecast of travel demand for the residential use used a weekday trip generation rate of 8.075 person trips per DU, a Saturday trip generation rate of 9.6 person trips per DU, and temporal distributions of 10%, 5%, 11%, and 8% for the weekday AM, midday, and PM and Saturday midday peak hours, respectively, as per the 2014 *CEQR Technical Manual*. The residential modal splits were estimated to be 7.4%, 1.4%, 67.7%, 6.3%, and 17.2% mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, as per 2011-2015 *American Community Survey (ACS)* Means of Transportation to Work data Manhattan Census Tracts 189, 191, 193, 195, 197.01, 197.02, 199, and 216 (the tracts located within a ¼-mile radius of the Project Area). Directional splits (in/out) shown in Table 2 were based on the 2012 *West Harlem Rezoning FEIS*. The vehicle occupancy of 1.10 persons per vehicle was also assumed based on ACS data, while the taxi occupancy of 1.40 persons per taxi was based on the 2012 *West Harlem Rezoning FEIS*.

## Community Facility (Medical Office)

Travel demand for the proposed medical office use was forecasted separately for employees and patients/visitors. The forecast of travel demand for medical office employees used a weekday trip generation rate of 10 person trips per 1,000 sf, a Saturday employee trip generation rate of 4.3 persons per 1,000 sf, and temporal distributions of 24%, 17%, 24%, and 17% for the weekday AM, midday, and PM and Saturday midday peak hours, respectively, as per the 2007 *Jamaica Plan Rezoning FEIS* and the 2012 *Saint Vincent's Campus Redevelopment FEIS*. The employee modal splits were estimated to be 17.4%, 0.2%, 51.4%, 12.9%, and 18.1% for private auto, taxi, subway, bus, and walk-only modes, respectively, as per the 2006-2010 American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) Reverse Journey to Work data for Manhattan Census Tracts 189, 191, 193, 195, 197.01, 197.02, 199, and 216. The directional (in/out) splits shown in Table 3 were based on directional splits from the 2007 *Jamaica Plan Rezoning FEIS* and the 2012 *Saint Vincent's Campus Redevelopment FEIS*. Additionally, the vehicle occupancy of 1.18 and taxi occupancy of 1.40 were based on AASHTO CTPP data and the 2012 *Saint Vincent's Campus Redevelopment FEIS*, respectively.

The forecast of travel demand for the medical office visitors used a weekday trip generation rate of 33.6 trips per 1,000 sf, a Saturday visitor trip generation rate of 14.5 trips per 1,000 sf, and temporal distributions of 6%, 9%, 5%, and 9% for the weekday AM, midday, and PM and Saturday midday peak hours, respectively, as per the 2007 *Jamaica Plan Rezoning FEIS* and the 2012 *Saint Vincent's Campus Redevelopment FEIS*. Similarly, the visitor modal splits were estimated to be 25%, 25%, 29%, 11%, and 10% for private auto, taxi, subway, bus, and walk-only modes, respectively, as per the 2007 *Jamaica Plan Rezoning FEIS*. The directional (in/out) splits were also based on the 2007 *Jamaica Plan Rezoning FEIS* and the 2012 *Saint Vincent's Campus Redevelopment FEIS*. The vehicle occupancy rates of 1.65 visitors per auto and 1.2 visitors per taxi were based on the 2012 *Jamaica Plan Rezoning FEIS*.

## TRIP GENERATION

According to the 2014 *CEQR Technical Manual* guidelines, a two-tier screening process is used to determine whether quantified analyses of any technical areas of the transportation system are necessary. A Level 1 screening is typically necessary if a proposed project has the potential to exceed either 50 vehicle trips, 200 transit trips, or 200 pedestrian trips during any given peak hour. If these thresholds are exceeded, a Level 2 screening assessment is required in order to ensure that there are not 50 vehicle trips, 50 bus trips, 200 subway/rail trips, or 200 pedestrian trips assigned to an individual transportation element (intersections, bus routes, subway stations, etc.) during any analysis peak hour. Based on the planning factors shown in Table 2,

a travel demand forecast (Level 1 screening) was prepared for the Proposed Project, and is shown in Table 3, below.

**Table 3**  
**Travel Demand Forecast**

Land Use:		Residential		Medical Office		Medical Office		Total	
Size/Units:		295 DU		6,400 gsf		6,400 gsf			
Peak Hour Person Trips:									
AM		240		16		14		270	
MD		120		12		20		152	
PM		264		16		12		292	
Sat MD		228		6		10		244	
Person Trips:									
AM		In	Out	In	Out	In	Out	In	Out
	Auto	3	15	3	0	3	0	9	15
	Taxi	1	3	0	0	3	0	4	3
	Subway	26	135	7	0	4	1	37	136
	Bus	2	13	2	0	1	0	5	13
	Walk/Other	7	35	3	1	2	0	12	36
	Total	39	201	15	1	13	1	67	203
MD		In	Out	In	Out	In	Out	In	Out
	Auto	4	4	1	1	3	3	8	8
	Taxi	1	1	0	0	3	3	4	4
	Subway	41	41	3	3	3	3	47	47
	Bus	4	4	1	1	1	1	6	6
	Walk/Other	10	10	1	1	0	0	11	11
	Total	60	60	6	6	10	10	76	76
PM		In	Out	In	Out	In	Out	In	Out
	Auto	13	6	0	3	1	2	14	11
	Taxi	2	1	0	0	1	2	3	3
	Subway	120	59	0	8	1	2	121	69
	Bus	12	6	0	2	0	1	12	9
	Walk/Other	30	15	0	3	1	1	31	19
	Total	177	87	0	16	4	8	181	111
Sat MD		In	Out	In	Out	In	Out	In	Out
	Auto	9	8	1	1	1	1	11	10
	Taxi	2	2	0	0	1	1	3	3
	Subway	81	72	1	1	1	1	83	74
	Bus	8	7	0	0	1	1	9	8
	Walk/Other	21	18	1	1	1	1	23	20
	Total	121	107	3	3	5	5	129	115
Vehicle Trips :									
AM		In	Out	In	Out	In	Out	In	Out
	Auto (Total)	3	14	3	0	2	0	8	14
	Taxi	1	2	0	0	3	0	4	2
	Taxi Balanced	3	3	0	0	3	3	6	6
	Truck	1	1	0	0	0	0	1	1
	Total	7	18	3	0	5	3	15	21
MD		In	Out	In	Out	In	Out	In	Out
	Auto (Total)	4	4	1	1	2	2	7	7
	Taxi	1	1	0	0	3	3	4	4
	Taxi Balanced	2	2	0	0	6	6	8	8
	Truck	1	1	0	0	0	0	1	1
	Total	7	7	1	1	8	8	16	16
PM		In	Out	In	Out	In	Out	In	Out
	Auto (Total)	12	5	0	3	1	2	13	10
	Taxi	1	1	0	0	1	1	2	2
	Taxi Balanced	2	2	0	0	2	2	4	4
	Truck	0	0	0	0	0	0	0	0
	Total	14	7	0	3	3	4	17	14
Sat MD		In	Out	In	Out	In	Out	In	Out
	Auto (Total)	8	7	1	1	1	1	10	9
	Taxi	1	1	0	0	1	1	2	2
	Taxi Balanced	2	2	0	0	2	2	4	4
	Truck	0	0	0	0	0	0	0	0
	Total	10	9	1	1	3	3	14	13
Total Vehicle Trips									
		In	Out	Total					
	AM	15	21	36					
	MD	16	16	32					
	PM	17	14	31					
	Sat MD	14	13	27					

## Traffic and Parking

Based on the factors outlined above, the Proposed Project would generate approximately 36, 32, 31, and 27 vehicle trips (in and out combined) during the weekday AM, midday, and PM and Saturday midday peak periods, respectively (refer to Table 3). However, as previously mentioned, there are currently three parking garages located at the Development Site (Block 1863, Lots 5, 13, and 26), which would be displaced in the future with the Proposed Actions. In order to assess the existing conditions at the Development Site, vehicle counts were conducted at the entrances to each of the three parking garages during the weekday AM, midday, and PM peak periods in November 2016. These counts are summarized below in Table 4.

**Table 4**  
**Vehicle Counts at Existing Garages**

Time Period		Garage 1 (Lot 5)			Garage 2 (Lot 13)			Garage 3			Total
		In	Out	Total	In	Out	Total	In	Out	Total	
7:30 AM	8:30 AM	2	5	7	1	11	12	1	2	3	22
7:45 AM	8:45 AM	4	6	10	2	9	11	0	1	1	22
8:00 AM	9:00 AM	5	6	11	2	7	9	0	1	1	21
8:15 AM	9:15 AM	8	7	15	2	4	6	0	1	1	22
<b>8:30 AM</b>	<b>9:30 AM</b>	9	12	21	2	4	6	1	1	2	<b>29</b>
<b>12:00 PM</b>	<b>1:00 PM</b>	7	11	18	3	2	5	1	1	2	<b>25</b>
12:15 PM	1:15 PM	6	10	16	2	1	3	1	3	4	23
12:30 PM	1:30 PM	7	9	16	1	2	3	1	2	3	22
12:45 PM	1:45 PM	4	4	8	1	4	5	1	2	3	16
1:00 PM	2:00 PM	4	2	6	1	4	5	0	3	3	14
5:00 PM	6:00 PM	6	10	16	2	0	2	3	3	6	24
5:15 PM	6:15 PM	7	13	20	2	4	6	3	1	4	30
5:30 PM	6:30 PM	10	9	19	4	4	8	3	1	4	31
<b>5:45 PM</b>	<b>6:45 PM</b>	12	7	19	5	5	10	3	1	4	<b>33</b>
6:00 PM	7:00 PM	10	7	17	6	6	12	3	0	3	32

**Notes:**

1. Based on PHA counts (November 2016).
2. **Bold** indicates peak hour volume

As shown in Table 4, a total of 29, 25, and 33 vehicle trips (in and out combined) were generated by the three parking garages during the weekday AM, midday, and PM peak hours, respectively. As previously mentioned, the Proposed Project would generate 36, 32, and 31 vehicle trips (in and out combined) during the weekday AM, midday, and PM peak hours (refer to Table 3). Accounting for the vehicle trips generated by the existing parking garages that would be displaced in the With-Action condition, the Proposed Project would result in a net reduction of two vehicle trips during the weekday PM peak hour, with only seven incremental vehicle trips generated during both the weekday AM and midday peak hours. As the *CEQR Technical Manual* Level 1 screening threshold of 50 vehicle trips per peak hour is not exceeded during any of the four peak hour periods, significant adverse impacts would be unlikely and a Level 2 screening analysis is not warranted.

As per the *CEQR Technical Manual*, a detailed parking assessment is not needed if the threshold for traffic analysis is not exceeded. However, as the Proposed Actions would eliminate a combined 675 parking spaces, and may result in a significant parking shortfall in the surrounding area. Therefore, a detailed parking analysis will be included in the EIS.



## **Transit**

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) specified in the 2014 *CEQR Technical Manual*, detailed transit analyses are not required if the proposed development is projected to result in fewer than 200 peak hour subway/rail or bus transit riders.

As shown in Table 3, the Proposed Project would generate 173, 94, 190, and 157 subway (in and out combined) trips during the weekday AM, midday, and PM and Saturday midday peak periods, respectively. Similarly, the Proposed Project would generate 18, 12, 21, and 17 bus trips during the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Therefore, the transit thresholds are not met in any of the four analyzed peak hours, and a detailed transit analysis would not be warranted as no significant adverse impacts are expected.

## **Pedestrians**

According to the *CEQR Technical Manual*, detailed pedestrian analyses are not required if the proposed development is projected to result in less than 200 peak hour pedestrian trips. As shown in Table 3, the Proposed Project would generate 48, 22, 50, and 43 walk-only trips (in and out combined) during the weekday AM, midday, and PM and Saturday midday peak periods, respectively (refer to Table 3). In addition to the walk-only trips, accounting for the walk portions of the subway and bus trips generated by the Proposed Project, the Proposed Project would generate a total of 239, 128, 261, and 217 walk trips in the weekday AM, midday, and PM and Saturday peak periods respectively. As the total walk trips exceed the *CEQR Technical Manual* threshold during the weekday AM, weekday PM, and Saturday midday peak hours, a more detailed analysis is warranted for these peak hours. The subsequent Level 2 pedestrian assignment is shown below in Figure 2 for the weekday AM and PM and Saturday midday peak hours.

As shown in Figure 2, pedestrian trips would be distributed eastbound and westbound between the entrances to Buildings 1 and 2, and no single pedestrian element is expected to experience an increase of greater than 200 person trips during any of the peak hour periods. Therefore, no significant adverse impacts are expected, and a detailed pedestrian analysis is not warranted.

## **CONCLUSIONS**

The incremental trips generated by the Proposed Project would be less than the 2014 *CEQR Technical Manual* thresholds during all peak periods, and detailed traffic, parking, transit, and pedestrian analyses are not warranted as impacts are not likely. However, as the Proposed Actions would eliminate three public parking garages containing a combined 675 parking spaces, which may result in a significant parking shortfall in the surrounding area, a detailed parking analysis will be included in the EIS.

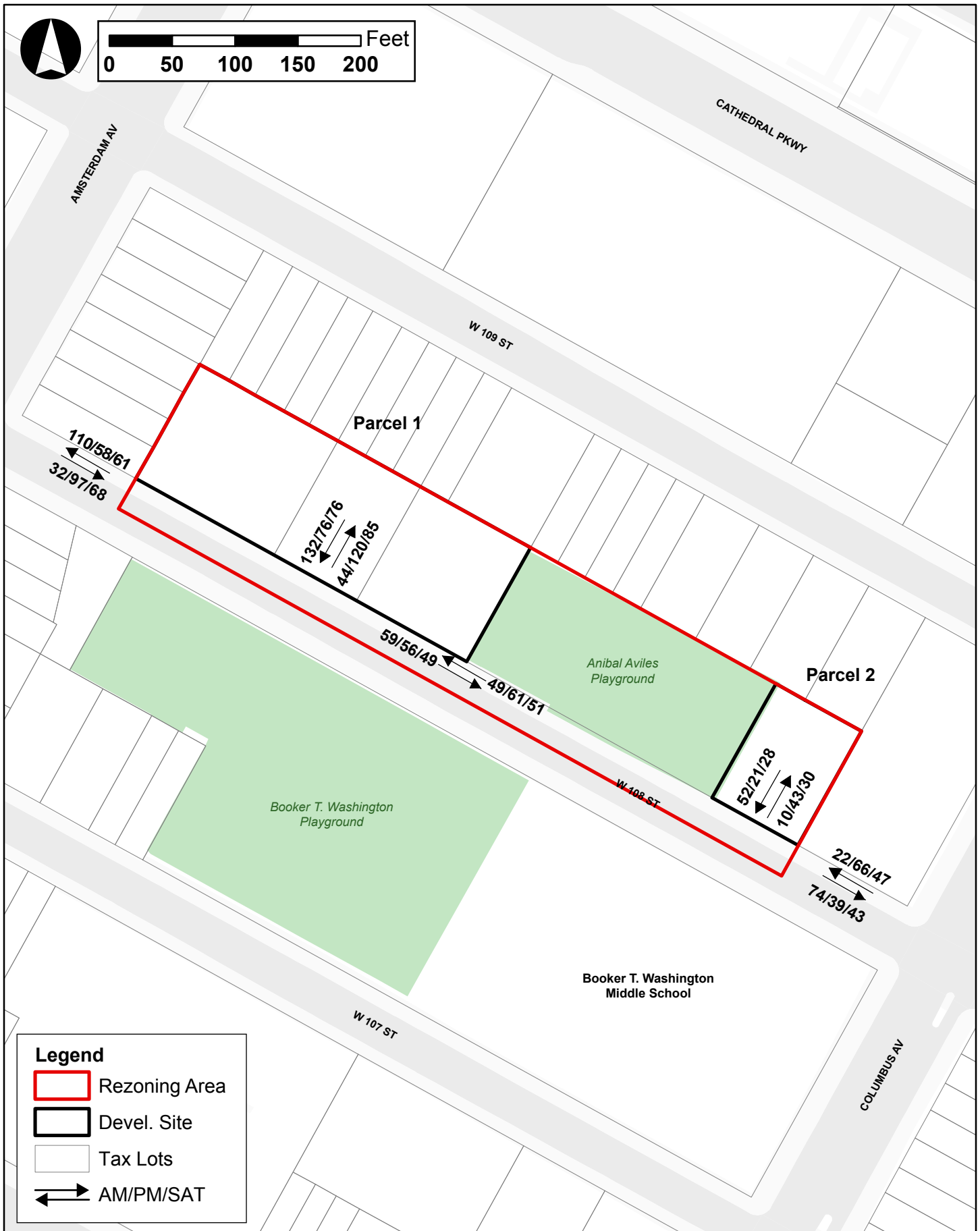




Table 1

## Existing Study Area Parking Regulations

Map No.	Regulation
1	1 HMP 10AM-10PM EXCEPT SUNDAY
2	1 HMP 1PM-7PM EXCEPT SUNDAY
3	1 HOUR METERED PARKING 8:30AM-10PM EXCEPT SUNDAY
4	1 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY
5	1 HOUR METERED PARKING 8AM-10PM EXCEPT SUNDAY
6	1 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY
7	1 HOUR METERED PARKING 9AM-4PM EXCEPT SUNDAY
8	1 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY
9	1 HOUR METERED PARKING SATURDAY 9AM-7PM
10	2 HMP 7:30AM-7PM EXCEPT SUNDAY
11	2 HMP MONDAY-FRIDAY 1PM-7PM SATURDAY 7AM-7PM
12	2 HMP SATURDAY 7AM-7PM
13	2 HOUR METERED PARKING 10AM-7PM EXCEPT SUNDAY
14	2 HOUR METERED PARKING 7AM-7PM EXCEPT SUNDAY
15	2 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY
16	2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY
17	2 HOUR PARKING 1PM-7PM MON THRU FRI 7AM-7PM SATURDAY
18	3 HMP COMMERCIAL VEHICLES ONLY MONDAY-FRIDAY 8AM-6PM 2 HMP SATURDAY 8AM-6PM
19	6 HOUR METERED PARKING MONDAY-FRIDAY 8AM-10PM
20	6 HR MUNI-METER PARKING 8AM-10PM MON THRU FRI
21	8AM-6PM MON THRU FRI (RIDER)
22/23	AMBULETTE
24	ATTENTION DRIVERS 3 MINUTE IDLING LAW ENFORCED
25	BUS (SYMBOL) NON-MTA BUS LAYOVER ONLY 8AM-7PM ALL DAYS NO ENGINE IDLING MAX FINE \$2000
26	BUS STOP SIGN (BUS & HANDICAP SYMBOLS) NO STANDING
27/28	CROSS (SYMBOL) AMBULETTE ONLY 5AM-11PM EXCEPT SUNDAY
29/30	CROSS (SYMBOL) AMBULETTE ONLY 7AM-7PM ALL DAYS
31	CROSS (SYMBOL) DOCTOR LICENSE PLATES ONLY
32	CROSS (SYMBOL) DOCTOR LICENSE PLATES ONLY MONDAY-FRIDAY 6AM-7PM
33	DEPARTMENT OF EDUCATION (DOE)
34	DOCTORS VEHICLES ONLY
35	DROP-OFF AND PICK-UP ONLY (RIDER FOR NO PARKING SIGNS)
36	FIRE DEPARTMENT
37	METERS ARE NOT IN EFFECT ABOVE TIMES
38	NO PARKING (SANITATION BROOM SYMBOL) 11:30AM TO 1PM MON & THURS
39	NO PARKING (SANITATION BROOM SYMBOL) 11:30AM TO 1PM TUES & FRI
40	NO PARKING (SANITATION BROOM SYMBOL) 11AM TO 12:30PM MON & THURS
41	NO PARKING (SANITATION BROOM SYMBOL) 11AM TO 12:30PM TUES & FRI
42	NO PARKING (SANITATION BROOM SYMBOL) 11AM-2PM MON & FRI
43	NO PARKING (SANITATION BROOM SYMBOL) 11AM-2PM TUES & THURS
44	NO PARKING (SANITATION BROOM SYMBOL) 7:30AM-8AM EXCEPT SUNDAY
45	NO PARKING (SANITATION BROOM SYMBOL) 7AM-7:30AM EXCEPT SUNDAY
46	NO PARKING (SANITATION BROOM SYMBOL) 8:30-10AM MON & THURS
47	NO PARKING (SANITATION BROOM SYMBOL) 8:30-10AM TUES & FRI
48	NO PARKING (SANITATION BROOM SYMBOL) 8:30-9AM MON WED FRI
49	NO PARKING (SANITATION BROOM SYMBOL) 8:30AM-9AM EXCEPT SUNDAY
50	NO PARKING (SANITATION BROOM SYMBOL) 8AM-8:30AM EXCEPT SUNDAY
51	NO PARKING (SANITATION BROOM SYMBOL) 9:30-11AM MON & THURS
52	NO PARKING (SANITATION BROOM SYMBOL) 9:30-11AM TUES & FRI
53	NO PARKING (SANITATION BROOM SYMBOL) MONDAY THURSDAY 11:30AM-1PM
54	NO PARKING (SANITATION BROOM SYMBOL) MONDAY THURSDAY 11AM-12:30PM
55	NO PARKING (SANITATION BROOM SYMBOL) MONDAY THURSDAY 9:30AM-11AM

Table 1 (cont.)

## Existing Study Area Parking Regulations

Map No.	Regulation
56	NO PARKING (SANITATION BROOM SYMBOL) MONDAY WEDNESDAY FRIDAY 8:30AM-9AM
57	NO PARKING (SANITATION BROOM SYMBOL) TUESDAY FRIDAY 11:30AM-1PM
58	NO PARKING (SANITATION BROOM SYMBOL) TUESDAY FRIDAY 11AM-12:30PM
59	NO PARKING (SANITATION BROOM SYMBOL) TUESDAY FRIDAY 8:30AM-10AM
60	NO PARKING (SANITATION BROOM SYMBOL) TUESDAY FRIDAY 9:30AM-11AM
61	NO PARKING (SANITATION BROOM SYMBOL) TUESDAY THURSDAY SATURDAY 8:30AM-9AM
62	NO PARKING (SANITATION BROOM SYMBOL) 8AM 11AM TUES & THURS
63	NO PARKING (SANITATION BROOM SYMBOL) 9:30-11AM TUES & FRI
64	NO PARKING 7AM-4PM SCHOOL DAYS
65	NO PARKING 7AM-6PM MON THRU FRI CONSTRUCTION
66	NO PARKING 8AM-4PM ALL DAYS
67	NO PARKING 8AM-6PM EXCEPT SUNDAY
68	NO PARKING 8AM-6PM MON THRU FRI (SINGLE ARROW)
69	NO PARKING ANYTIME
70	NO PARKING ANYTIME EXCEPT AUTHORIZED VEHICLES (SINGLE ARROW) (W/RIDER)
71	NO PARKING MONDAY-FRIDAY 8AM-6PM
72	NO PARKING PASSENGER LOADING ZONE W/ SINGLE ARROW
73	NO STANDING 3AM-8PM EXCEPT SUNDAY EXCEPT AUTHORIZED VEHICLES W/ SINGLE ARROW
74	NO STANDING 6AM-6PM THURS & SUN EXCEPT FARMERS MARKET
75	NO STANDING 6AM-6PM THURS & SUN EXCEPT FARMERS MARKET W/ SINGLE ARROW
76	NO STANDING 7AM-10AM EXCEPT SUNDAY
77	NO STANDING 7AM-7PM EXCEPT SUNDAY
78	NO STANDING 7AM-7PM MON THRU FRI EXCEPT AUTHORIZED VEHICLES
79	NO STANDING 9AM-NOON EXCEPT SUNDAY
80	NO STANDING ANYTIME
81	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES
82	NO STANDING EXCEPT AUTHORIZED VEHICLES
83	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING
84	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 6AM-4PM MON THRU FRI
85	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-1PM MON THRU FRI
86	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-7PM EXCEPT SUNDAY
87	NO STANDING FIRE ZONE
88	NO STANDING HOTEL LOADING ZONE
89	NO STANDING MONDAY-FRIDAY 5AM-6PM
90	NO STANDING SCHOOL DAYS 7AM-4PM
91	NO STOPPING ANYTIME
92	NON MTA BUS STOP SIGN
93	POLICE DEPT VEHICLES
94	STAR (SYMBOL) AVO DEPT OF EDUCATION SCHOOL DAYS 7AM-4PM
95	TRUCK (SYMBOL) FARMERS MARKET ONLY SATURDAY 6AM-6PM
96	TRUCK (SYMBOL) TRUCK LOADING ONLY 7AM-10AM ALL DAYS
97	TRUCK (SYMBOL) TRUCK LOADING ONLY 7AM-1PM EXCEPT SUNDAY
98	TRUCK (SYMBOL) TRUCK LOADING ONLY 7AM-7PM EXCEPT SUNDAY
99	TRUCK (SYMBOL) TRUCK LOADING ONLY 8AM-10AM EXCEPT SUNDAY
100	TRUCK (SYMBOL) TRUCK LOADING ONLY 8AM-5PM EXCEPT SUNDAY
101	TRUCK (SYMBOL) TRUCK LOADING ONLY MONDAY-FRIDAY 6AM-6PM
102	TRUCK (SYMBOL) TRUCK LOADING ONLY MONDAY-FRIDAY 7AM-1PM
103	TRUCK (SYMBOL) TRUCK LOADING ONLY MONDAY-FRIDAY 8AM-3PM
104	TRUCK (SYMBOL) TRUCK LOADING ONLY MONDAY-FRIDAY 8AM-6PM
105	U S MAIL

Source: New York City Department of Transportation

Note: See Figure 1