

THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 3
59 East 4th Street - New York, NY 10003
Phone: (212) 533-5300 - Fax: (212) 533-3659
www.cb3manhattan.org - info@cb3manhattan.org

Gigi Li, Board Chair

Susan Stetzer, District Manager

Community Board 3 Liquor License Application Questionnaire

Please bring the following items to the meeting:

NOTE: ALL ITEMS MUST BE SUBMITTED FOR APPLICATION TO BE CONSIDERED.

- ☒ Photographs of the inside and outside of the premise.
- ☒ Schematics, floor plans or architectural drawings of the inside of the premise.
- ☒ A proposed food and or drink menu.
- ☐ Petition in support of proposed business or change in business with signatures from residential tenants at location and in buildings adjacent to, across the street from and behind proposed location. Petition must give proposed hours and method of operation. For example: restaurant, sports bar, combination restaurant/bar. (petition provided)
- ☒ Notice of proposed business to block or tenant association if one exists. You can find community groups and contact information on the CB 3 website:
http://www.nyc.gov/html/mancb3/html/communitygroups/community_group_listings.shtml
- ☒ Photographs of proof of conspicuous posting of meeting with newspaper showing date.
- ☐ If applicant has been or is licensed anywhere in City, letter from applicable community board indicating history of complaints and other comments.

Check which you are applying for:

- ☒ new liquor license ☐ alteration of an existing liquor license ☐ corporate change

Check if either of these apply:

- ☐ sale of assets ☐ upgrade (change of class) of an existing liquor license

Today's Date: February 2, 2016

If applying for sale of assets, you must bring letter from current owner confirming that you are buying business or have the seller come with you to the meeting.

Is location currently licensed? ☐ Yes ☒ No Type of license: _____

If alteration, describe nature of alteration: _____

Previous or current use of the location: _____

Corporation and trade name of current license: _____

APPLICANT:

Premise address: 119 Orchard Street

Cross streets: b/n Delancey & Rivington Sts

Name of applicant and all principals: Delancey Square Hospitality LLC / 119 Orchard
Joseph Valentine ; James Asaro Property

Trade name (DBA): The John Lamb Shimon Avadi Itzhak Memon Inc

PREMISE:

Type of building and number of floors: 10 story masonry

Will any outside area or sidewalk cafe be used for the sale or consumption of alcoholic beverages?

(includes roof & yard) ☒ Yes ☐ No If Yes, describe and show on diagram: closes at 10pm nightly
6th floor terrace overlooking Orchard Street

Does premise have a valid Certificate of Occupancy and all appropriate permits, including for any back or side yard use? ☐ Yes ☐ No What is maximum NUMBER of people permitted? Pending
TBD

Do you plan to apply for Public Assembly permit? ☐ Yes ☒ No

What is the zoning designation (check zoning using map: <http://gis.nyc.gov/doitt/nycitymap/> - please give specific zoning designation, such as R8 or C2): C-6-2A

PROPOSED METHOD OF OPERATION:

Will any other business besides food or alcohol service be conducted at premise? ☐ Yes ☒ No

If yes, please describe what type: _____

What are the proposed days/hours of operation? (Specify days and hours each day and hours of outdoor space) SUN - WED - 11AM - 12AM; Thurs/Fri/Sat 11AM - 2AM
Outdoor terrace closes at 10pm nightly

Number of tables? 42 Total number of seats? 84

How many stand-up bars/ bar seats are located on the premise? 1

(A stand up bar is any bar or counter (whether with seating or not) over which a patron can order, pay for and receive an alcoholic beverage)

Describe all bars (length, shape and location): Approx 13' x 5'

Does premise have a full kitchen? ☒ Yes ☐ No?

Does it have a food preparation area? ☐ Yes ☐ No (If any, show on diagram)

Is food available for sale? ☒ Yes ☐ No If yes, describe type of food and submit a menu

American Cuisine

What are the hours kitchen will be open? All hours of operation

Will a manager or principal always be on site? ☒ Yes ☐ No If yes, which? _____

How many employees will there be? 20-25

Do you have or plan to install ☐ French doors ☐ accordion doors or ☐ windows? N/A

Will there be TVs/monitors? ☒ Yes ☐ No (If Yes, how many?) 2-3 - hidden at most

Will premise have music? ☐ Yes ☐ No times,

If Yes, what type of music? ☐ Live musician ☐ DJ ☐ Juke box ☒ Tapes/CDs/iPod

If other type, please describe _____

What will be the music volume? ☒ Background (quiet) ☐ Entertainment level

Please describe your sound system: Ipod / Computer / CD player w/ small speakers

Will you host any promoted events, scheduled performances or any event at which a cover fee is charged? If Yes, what type of events or performances are proposed and how often? No

How do you plan to manage vehicular traffic and crowds on the sidewalk caused by your establishment? Please attach plans. (Please do not answer "we do not anticipate congestion.")

N/A - premises has no sidewalk presence

Will there be security personnel? ☐ Yes ☒ No (If Yes, how many and when) _____

Hotel will feature security; the restaurant will not have security

How do you plan to manage noise inside and outside your business so neighbors will not be affected? Please attach plans.

- noise will be kept at a minimum by staff personnel designated for that task so as not to disturb our neighbors as well as the guests of the hotel

Do you have sound proofing installed? ☐ Yes ☒ No

If not, do you plan to install sound-proofing? ☐ Yes ☒ No

APPLICANT HISTORY:

Has this corporation or any principal been licensed previously? ☒ Yes ☐ No

If yes, please indicate name of establishment: AA Firebird LLC

Address: 365 W. 46th Street NYC Community Board # 4

Dates of operation: 2006 - 2014

If you answered "Yes" to the above question, please provide a letter from the community board indicating history of complaints or other comments. CB#4 does not provide this type of letter

Has any principal had work experience similar to the proposed business? ☒ Yes ☐ No If Yes, please attach explanation of experience or resume.

Does any principal have other businesses in this area? ☐ Yes ☒ No If Yes, please give trade name and describe type of business _____

Has any principal had SLA reports or action within the past 3 years? ☐ Yes ☒ No If Yes, attach list of violations and dates of violations and outcomes, if any.

Attach a separate diagram that indicates the location (name and address) and total number of establishments selling/serving beer, wine (B/W) or liquor (OP) for 2 blocks in each direction. Please indicate whether establishments have On-Premise (OP) licenses. Please label streets and avenues and identify your location. Use letters to indicate Bar, Restaurant, etc. The diagram must be submitted with the questionnaire to the Community Board before the meeting.

LOCATION:

How many licensed establishments are within 1 block? SEE ATTACHED

How many On-Premise (OP) liquor licenses are within 500 feet? _____

Is premise within 200 feet of any school or place of worship? ☐ Yes ☒ No

COMMUNITY OUTREACH:

Please see the Community Board website to find block associations or tenant associations in the immediate vicinity of your location for community outreach. Applicants are encouraged to reach out to community groups. Also use provided petitions, which clearly state the name, address, license for which you are applying, and the hours and method of operation of your establishment at the top of each page. (Attach additional sheets of paper as necessary).

We are including the following questions to be able to prepare stipulations and have the meeting be faster and more efficient. Please answer per your business plan; do not plan to negotiate at the meeting.

1. ☒ I agree to close any doors and windows at 10:00 P.M. every night?
2. ☒ I will not have ☒ DJs, ☒ live music, ☒ promoted events, ☒ any event at which a cover fee is charged, ☒ scheduled performances, ☒ more than _____ DJs/ promoted events per _____ ☒ more than 8 private parties per month
3. ☒ I will play ambient recorded background music only.
4. ☒ I will not apply for an alteration to the method of operation agreed to by this stipulation without first coming before CB 3.
5. ☐ I will not seek a change in class to a full on-premise liquor license. Or ☐ my business plan is to seek an upgrade at a later date. N/A
6. ☒ I will not participate in pub crawls or have party buses come to my establishment.
7. ☒ I will not have a happy hour. Or ☐ Happy hour will end by _____
8. ☒ I will not have wait lines outside. ☐ There will be a staff person outside to monitor sidewalk crowds and ensure no loitering.
9. ☒ Residents may contact the manager/owner at the following phone number. Any complaints will be addressed immediately and I will revisit the above-stated method of operation if necessary in order to minimize my establishment's impact on my neighbors.

Rivington Street

Ice Cream

Residential

52

Commercial

Laundry

Residential

The Church of Grace to
Fujianese 133-135 Allen Street

Gallery

Hair Salon

Residential

Signs

Vacant

Residential

Vacant

Residential

Vacant

Cleaners

Residential

59

Antler Dispensary (wine, beer)

Parking Lot

Hill & Dale 115 Allen Street

Residential

Fast Food

Block Plot

120 Allen Street

New York, NY

February 26, 2014

NOT TO SCALE

Construction

Residential

Vacant

Residential

Skates

Vacant

Residential

Back of Lucky Jack's

Na Cont

Residential

Residential

APPLICANT

Coffee Store

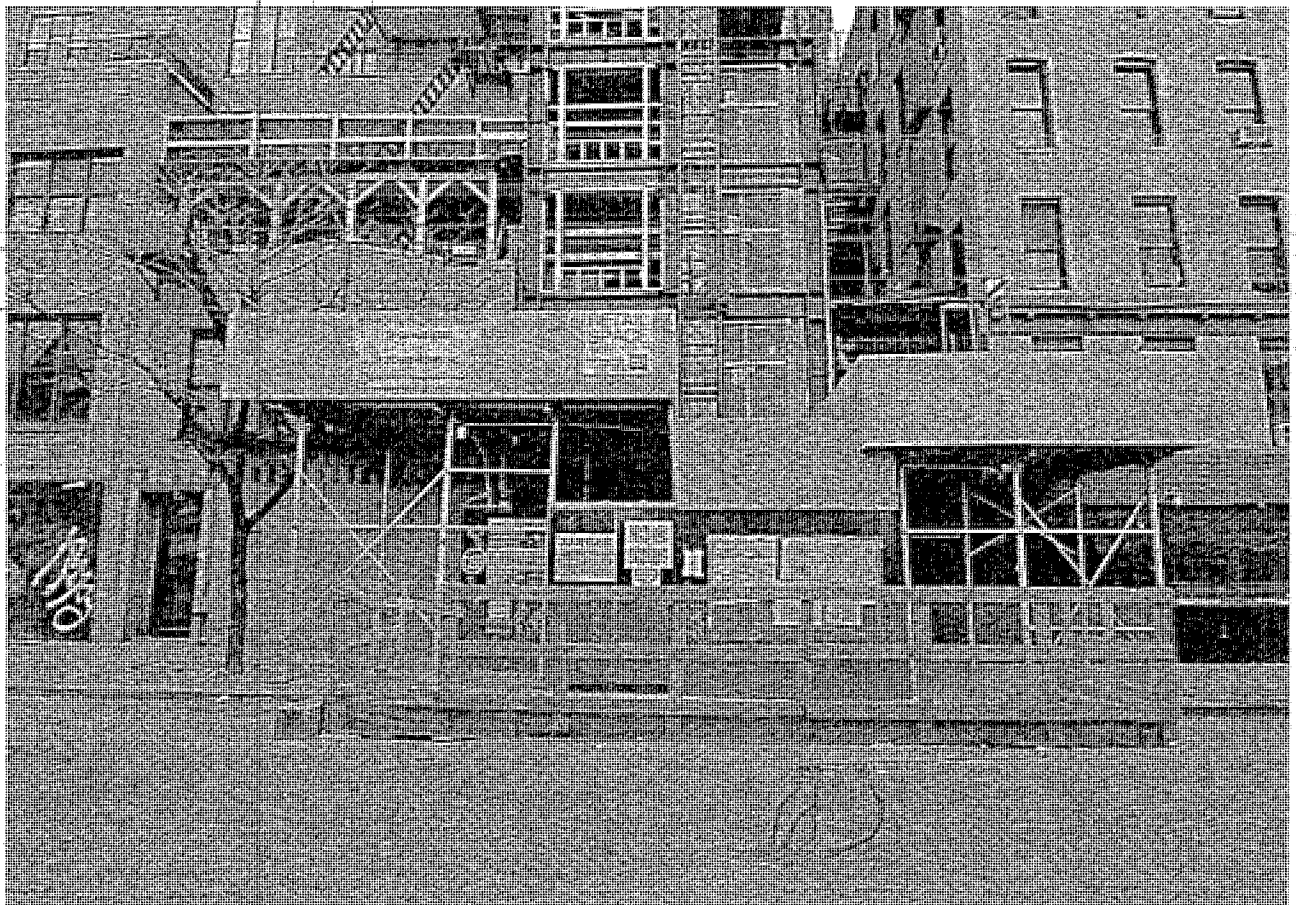
Delancey Street

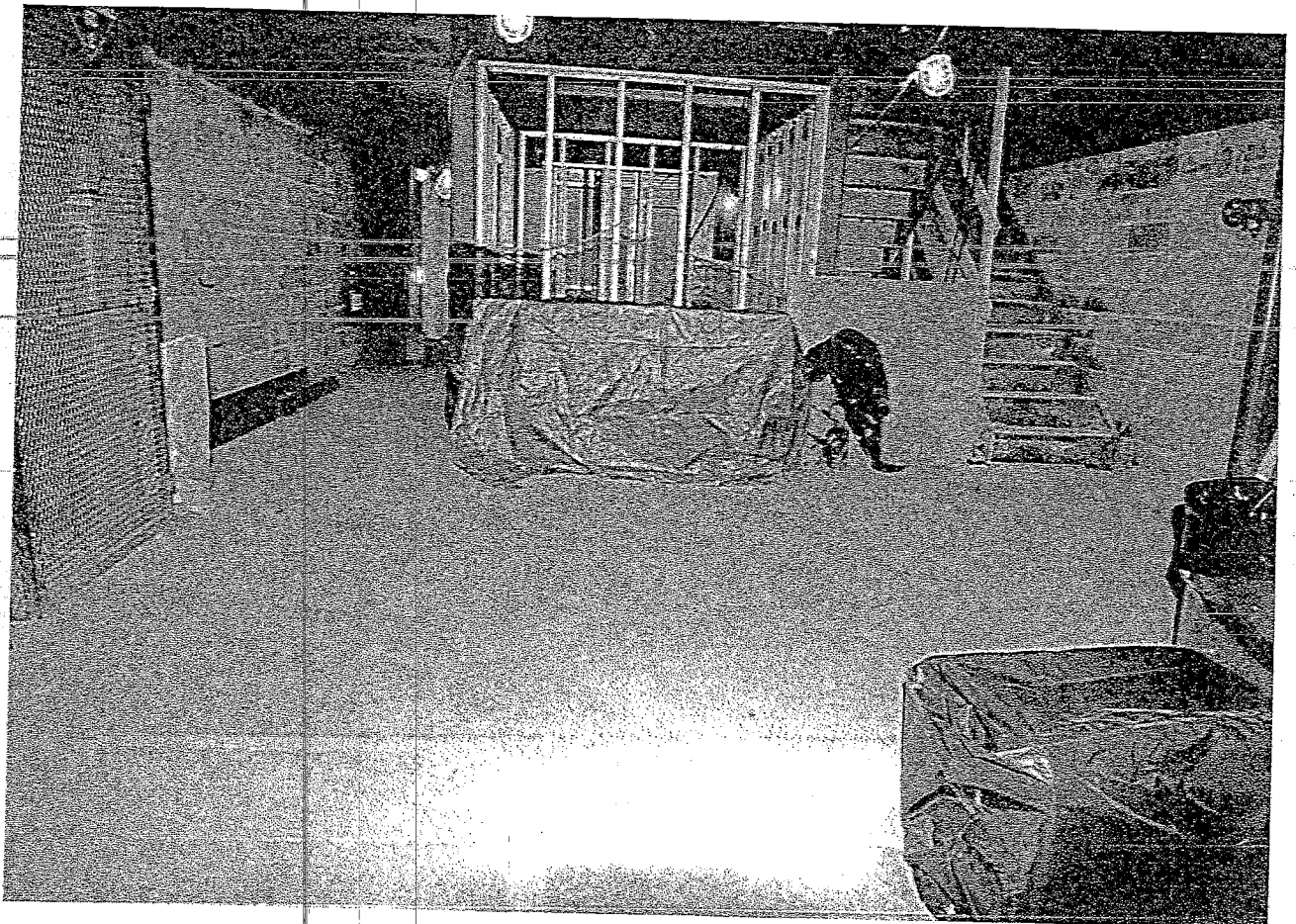
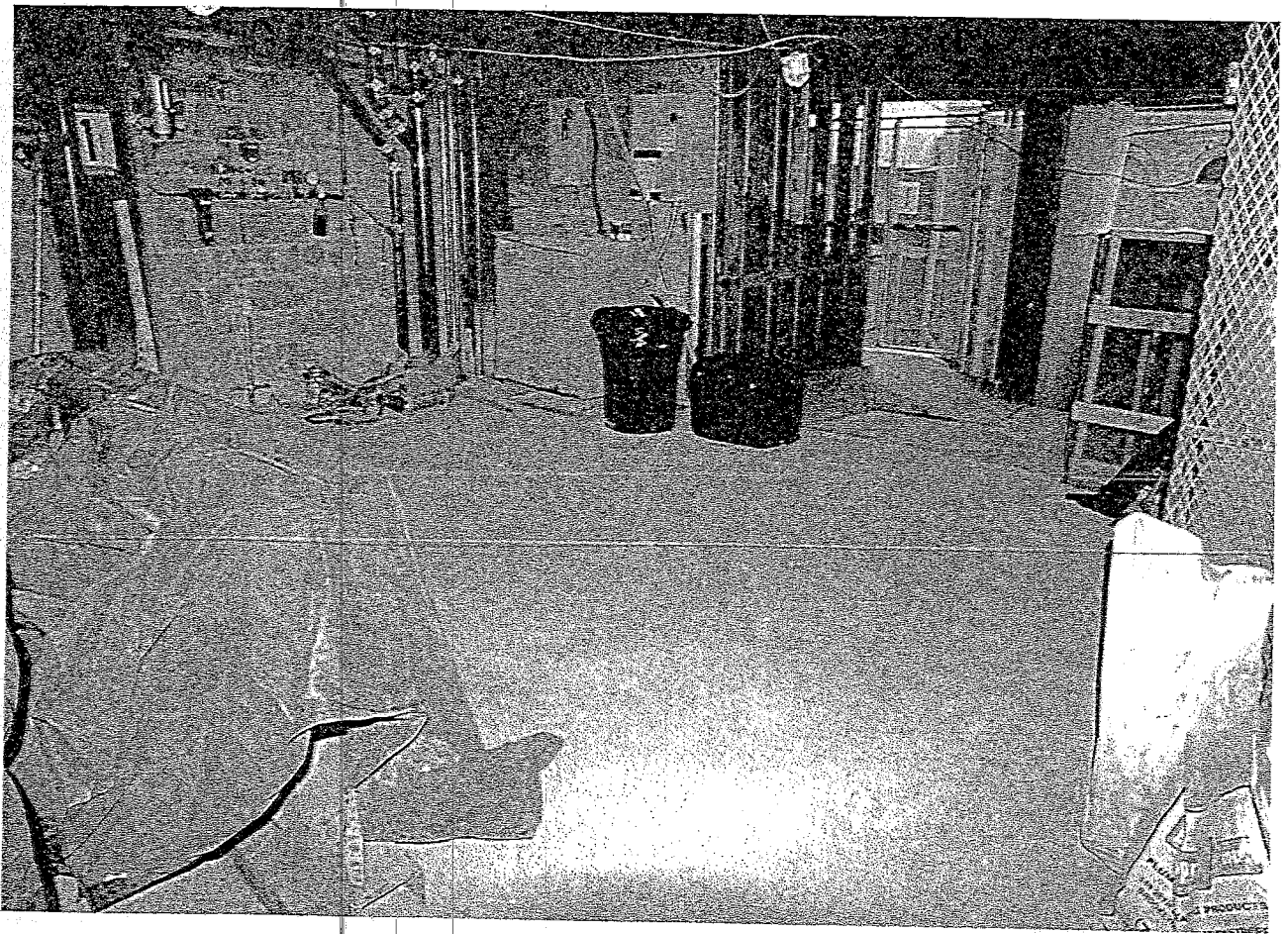
Re: 120 Allen Street

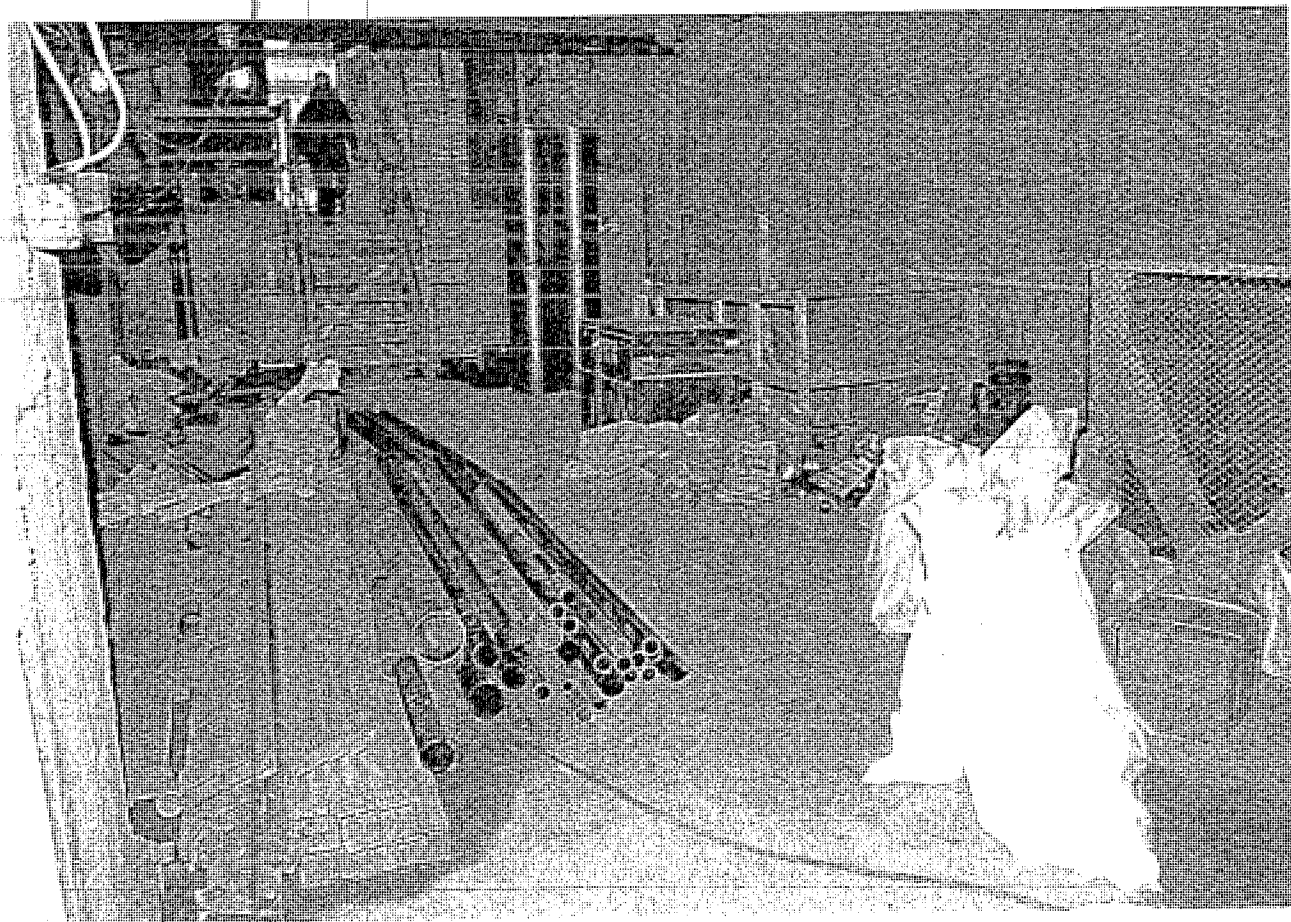
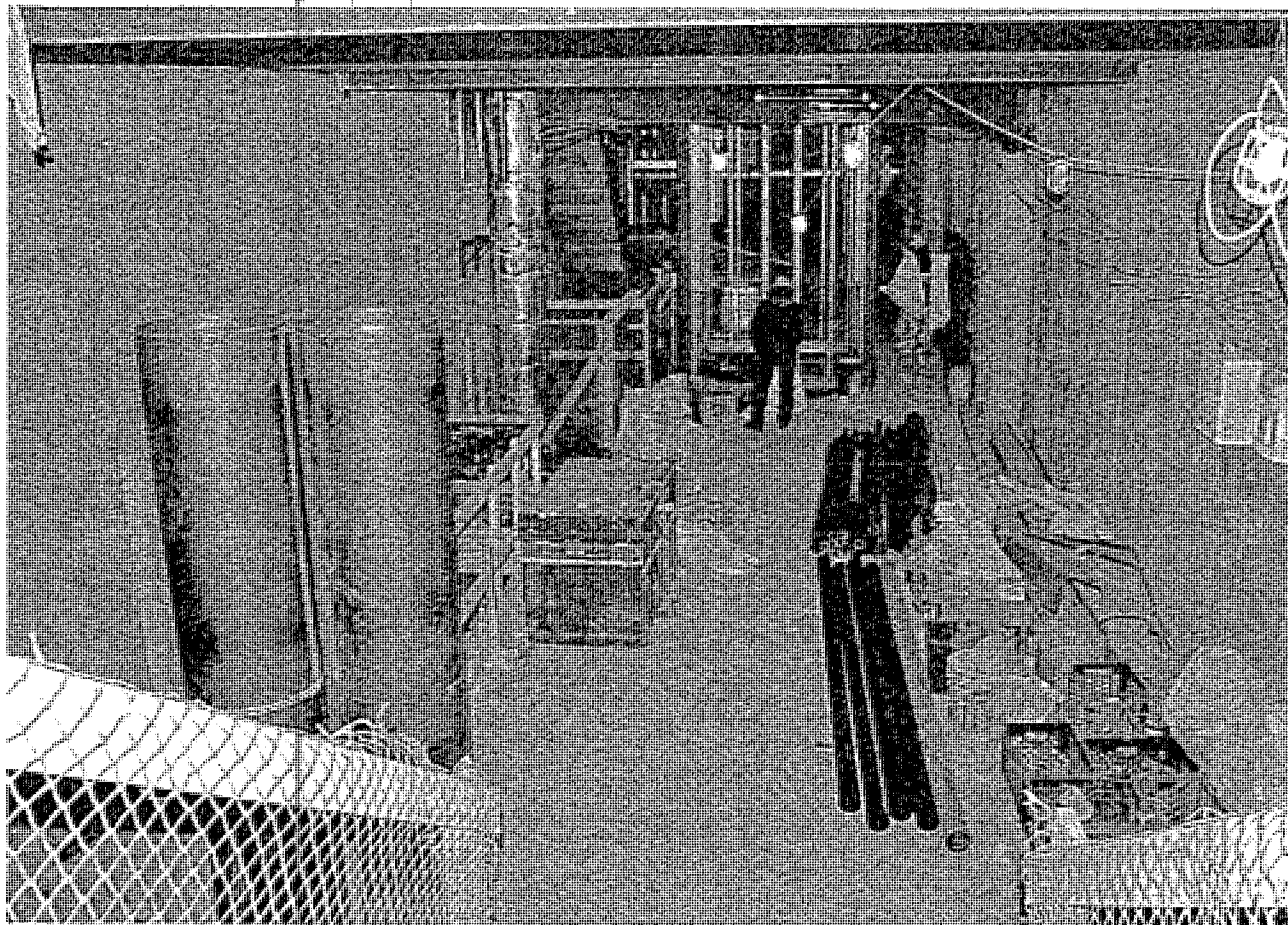
1. Spitzer's - 101 Rivington Street - (498')
2. Hotel Chantelle - 92 Ludlow Street - (454')
3. Inoteca - 133 Ludlow Street - (497')
4. Contra - 138 Orchard Street - (269')
5. Mehanata - 113 Ludlow Street - (336')
6. Los Feliz - 109 Ludlow Street - (330')
7. The DL - 95 Delancey Street - (372')
8. Blue Moon Hotel - 100 Orchard Street - (318')
9. Cafe Dancer - 96 Orchard Street - (368')
10. Left Field - 87 Ludlow Street - (465')
11. Sauce - 78-84 Rivington Street - (387')
12. Black Tree - 131 Orchard Street - (158')
13. Lucky Jack's - 127-129 Orchard Street - (131')
14. Grey Lady - 77 Delancey Street - (211')
15. Congee Village - 98-100 Allen Street - (322')
16. RPM - 266 Broome Street - (467')
17. Marshall Stack - 66-68 Rivington Street - (412')
18. Near & Far - 65 Rivington Street - (390')
19. Hill & Dale - 115 Allen Street - (136')
20. Sorella - 95 Allen Street - (351')
21. Ghost - 132 Eldridge Street - (489')

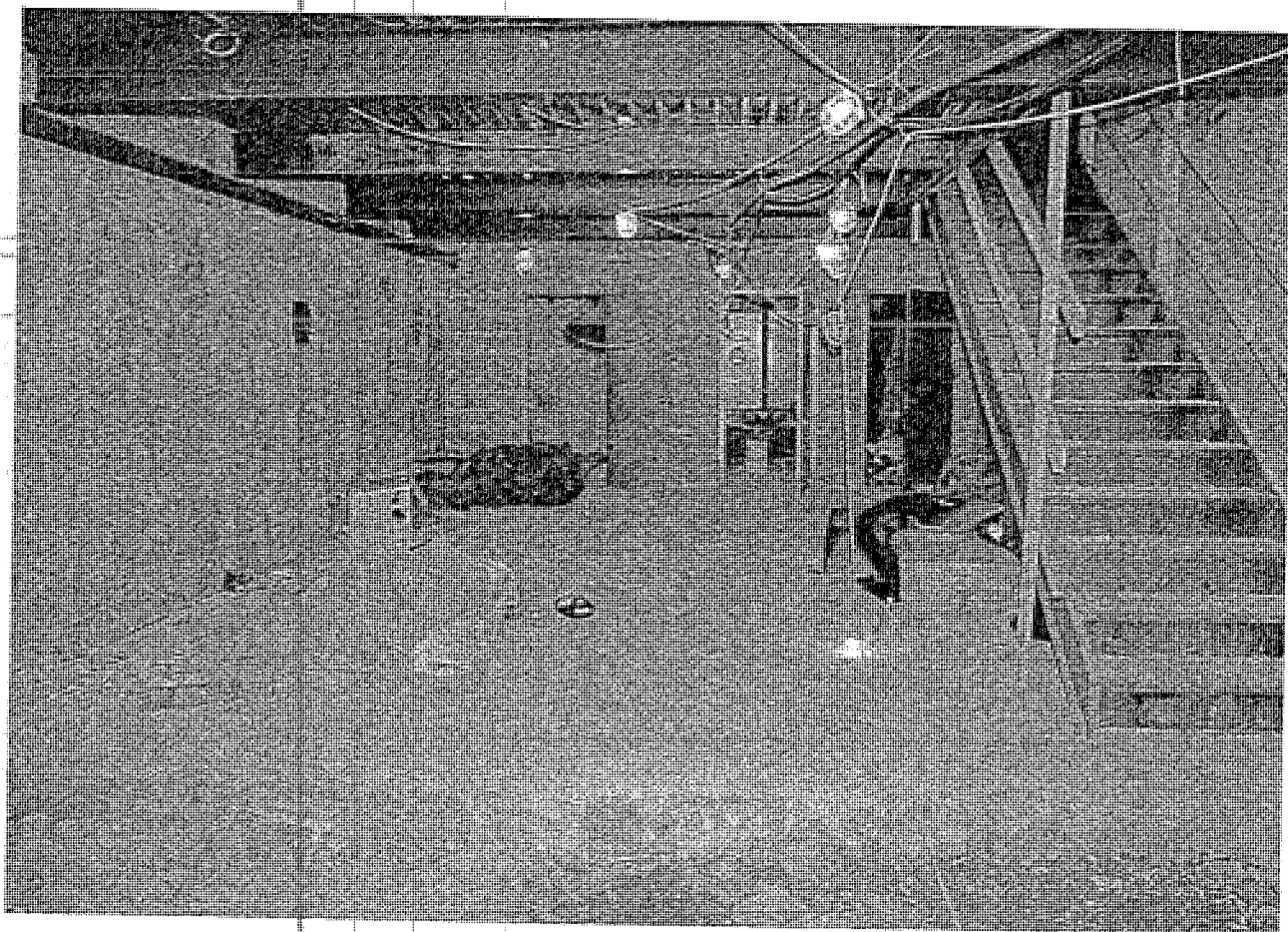
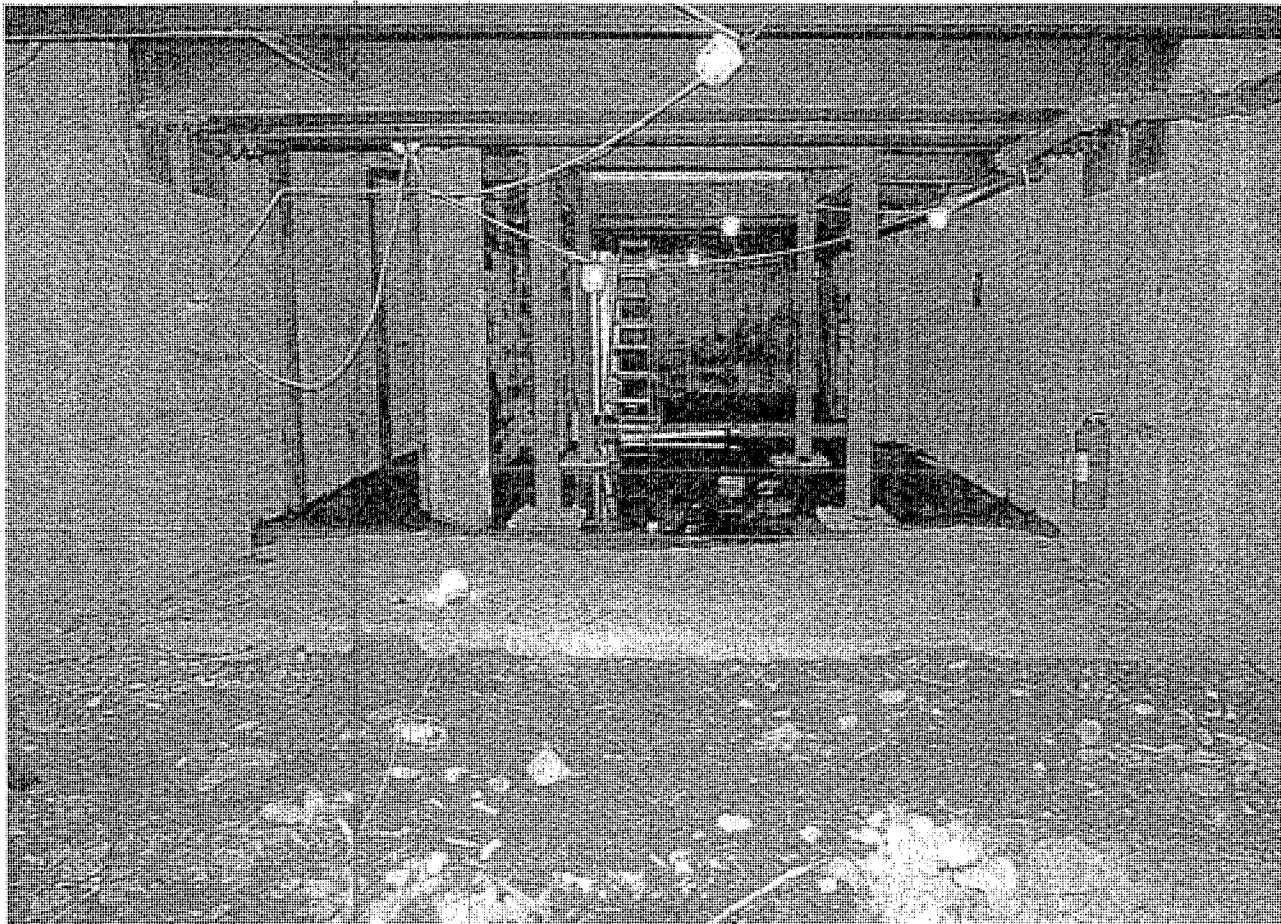
Schools & Churches

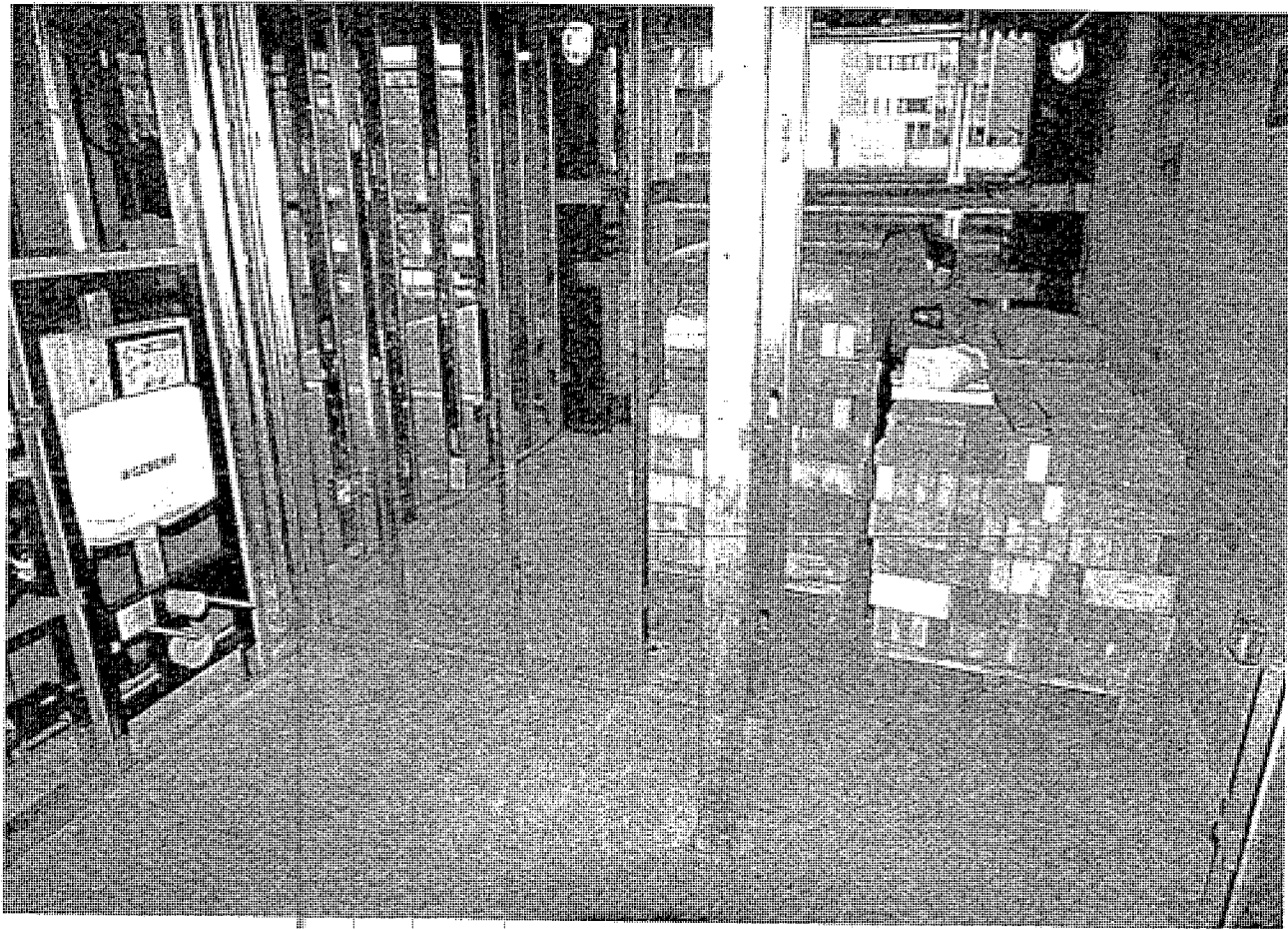
1. Innovate Manhattan Charter School - 38 Delancey Street - (460')
2. The Lomb's Church - 61 Rivington Street - (410')
3. The Church of Grace to Fujianese - 133-135 Allen Street - (256')
4. Sea of Galilee Temple - 166 Eldridge Street - (326')
5. Chinese Alliance Church - 158-162 Eldridge Street - (242')
6. Kehila Kedosha Janina - 280 Broome Street - (499')

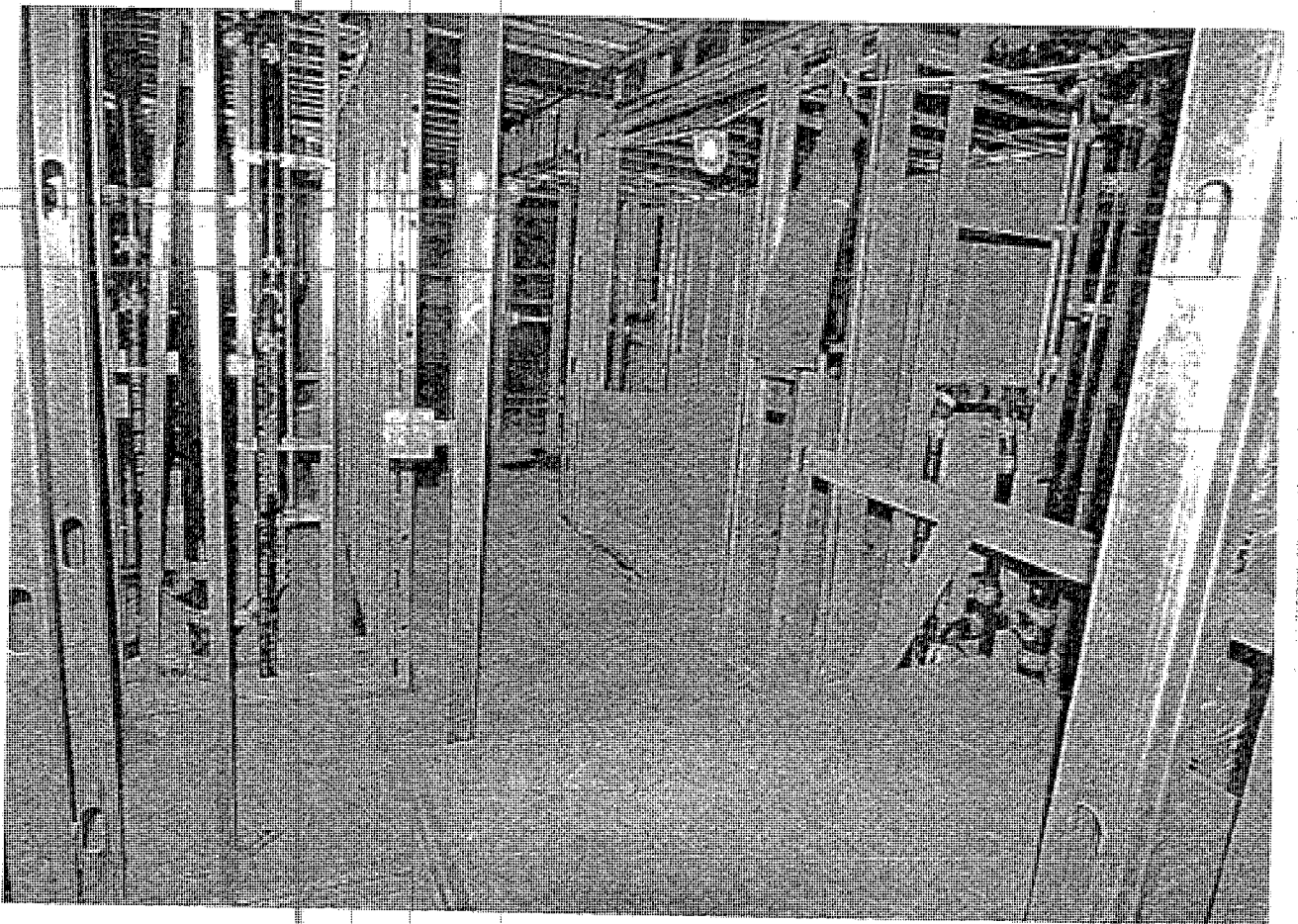
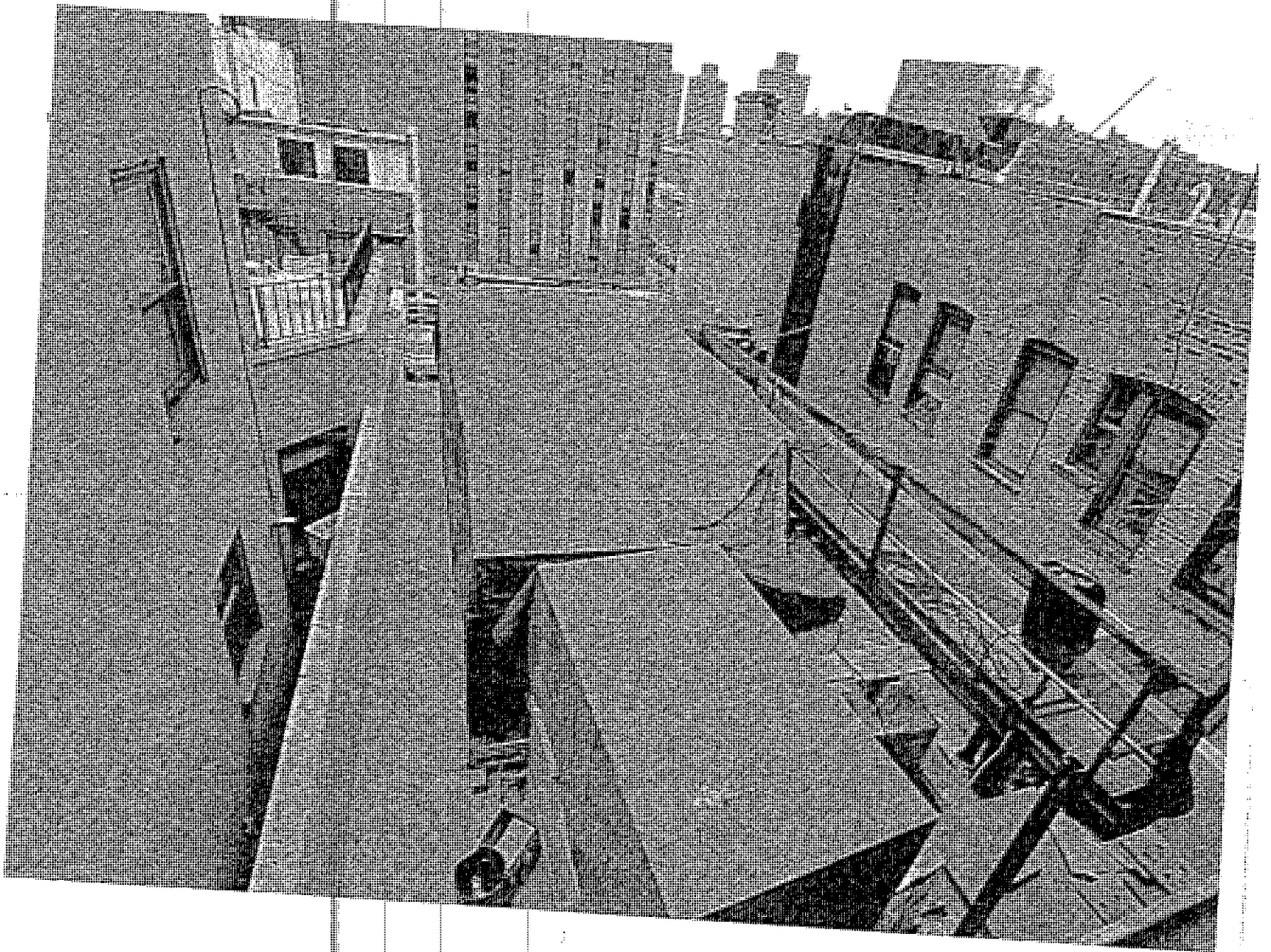


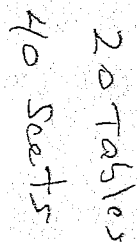






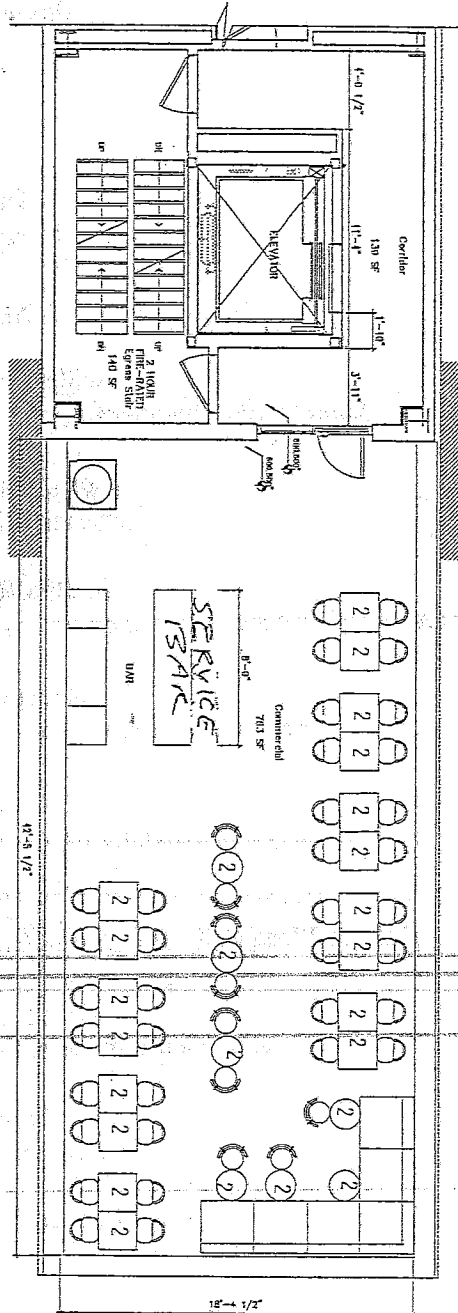




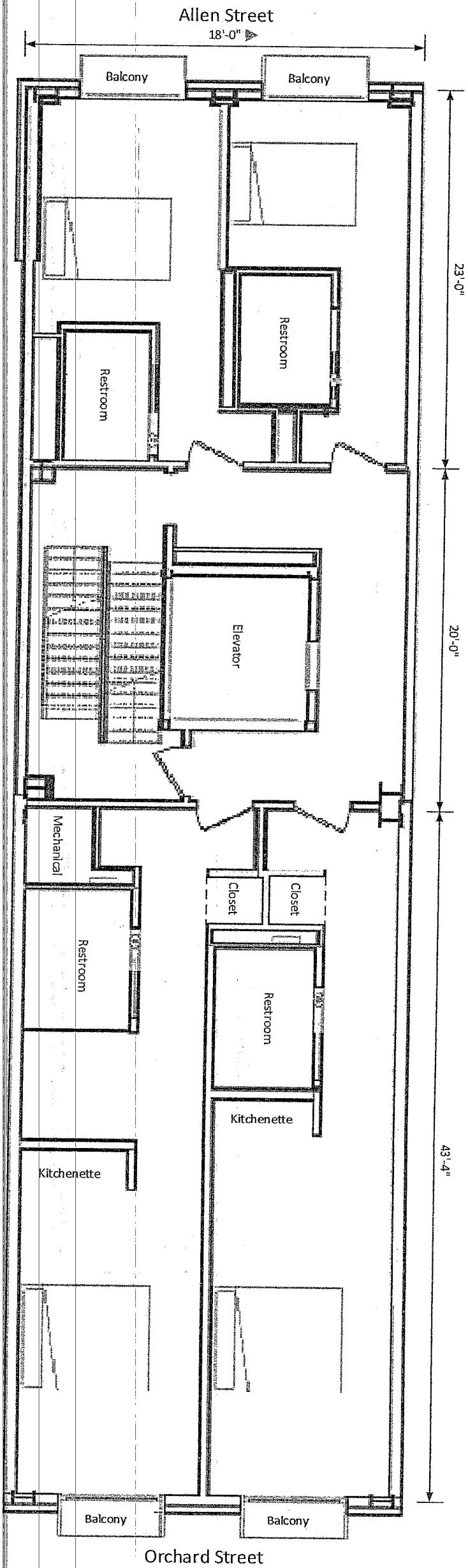


4) GROUND FLOOR PLAN

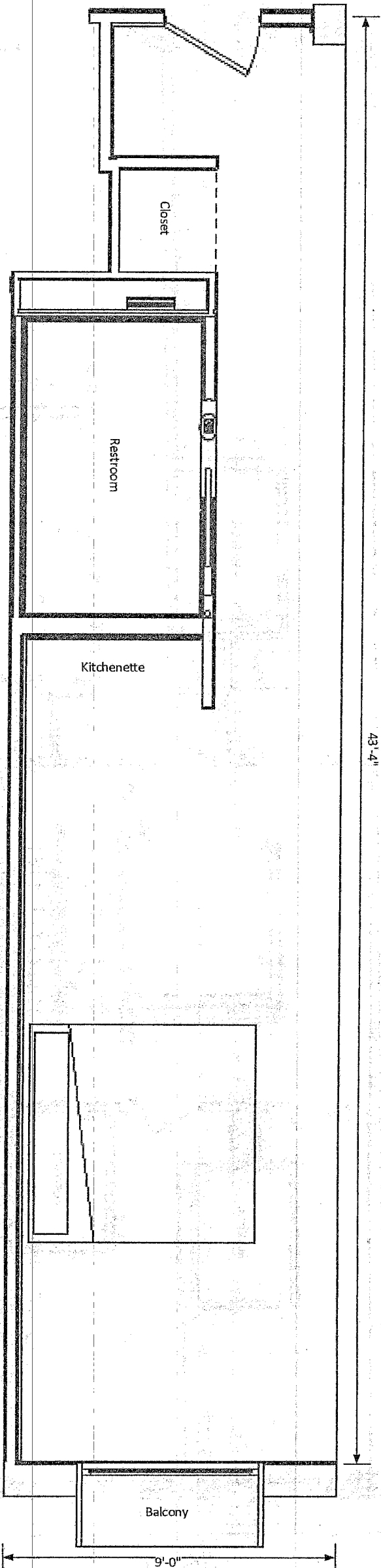
PARTIAL 6TH FLOOR PLAN



22 Tables
44 Seats



INTERIOR DIAGRAM – Typical Floor (Proposed)
120 Allen Street
New York, NY
February 26, 2014
NOT TO SCALE



INTERIOR DIAGRAM - Typical Room (Proposed)
120 Allen Street
New York, NY
February 26, 2014
NOT TO SCALE

Bar Snacks

Deviled Eggs \$6
Roasted Nuts \$6
Marinated Olives \$6
Devils on Horseback \$6

Raw

Oysters \$1
Tuna Crudo \$12
Shrimp Cocktail \$12

Small Plates

Grilled White Asparagus \$12
Chanterelle Mushrooms, Lardon, Soft Boiled Egg, Cilantro Hollandaise

Slow Roasted Pork Belly \$12
Tamarind Glaze, Toasted Pistachios

Grilled Radicchio Salad \$10
Gorgonzola Dolce, Toasted Pine Nuts, Black Cherry Balsamic Glaze, Lemon E.V.O.O

Roasted Beet Salad \$12
Heirloom Beets, Farmed Goat Cheese, Spiced Walnuts, Mâche

Gravlax \$12
House-Cured Lemon Grass Red Beet Salmon, Truffle Vinaigrette, Brioche Toast

Crostini \$10
Buffalo Mozzarella, Prosciutto, Grated Gruyere Cheese, Rosemary, Truffle Oil

Kung Pao Calamari \$11
Chopped Peanuts, Cilantro, Spicy Brown Bean Sauce

Bone Marrow \$14
Roasted Oxtail Shallot Marmalade

Seared Hudson Valley Foie Gras \$15
Fresh Chicory Leaves, Black Cherries, Grand Marnier Port Drizzle

Seared Scallops \$15
Sweet Potato Hash, Fresh Chicory Leaves, Orange Ginger Beurre Blanc

Gnocchi Alla Romana \$11
Pan Seared Gnocchi, Carbonara, Crispy Pancetta, Fresh Peas, Grana Padano

Slab Bacon \$9
Thick Cut, Chili Maple Glaze

Sausage Selection

Irish Banger \$7

Served with Hash Brown Potatoes and Caramelized Onions

Saucisse Bretonne \$9

Served with Caramelized Apples and Maytag Crumble

Mexican Chorizo \$8

Fresh Guacamole and Grilled Pineapple

Lamb and Feta \$8

Cucumber and Potato Salad, Tzatziki Sauce

Tasso \$9

Aged Gouda and Arugula Salad

Entrees

Steak Frites \$20

Hand Cut Fries, Bordelaise Sauce

Chicken Milanese \$18

Breaded Chicken Breast Pounded Paper Thin and Pan Fried.

Served with Sliced Prosciutto, Grilled Corn, Shiitaki Mushrooms, Parmesan Ranch Drizzle

Pan Roasted Chilean Sea Bass \$23

Fava Bean Salad, Topped with Crispy Ramps and Roasted Red Pepper Sauce

Fried Chicken \$17

Fried Up Southern Style, Served with Homemade Biscuits,
Sausage Gravy and Maple Bacon Mashed Sweet Potatoes

Pan Seared Atlantic Cod \$19

Ginger garlic bok choy, Japanese eggplant, Fresno chili lime sauce

Double Cut Grilled Pork Chop \$20

Apple Cider Marinated, Fresh Cole Slaw, balsamic fresh cherry sauce

Grilled Shrimp \$19

Marinated with Yuzu and Sweet Soy. Garlic and Goat Cheese Mash, Crispy Yuca Chips

Burgers

Basic Burger \$12

Made with Grass Fed Ground Brisket, Chuck and Short Rib
Add: Apple Wood Smoked Bacon \$2 Cheese \$1

Lamb Burger \$14

Ground Lamb, Sliced Cucumber, Tomato and Tzatziki sauce

Salmon Burger \$14

Chopped Salmon with Ginger, Scallion, Garlic and Chives
Wasabi Mayo, Grilled Bok Choy, Teriyaki Drizzle

ACOUSTILOG INC.

19 Mercer Street, NY, NY 10013 (212) 925-1365 Fax: (212) 966-4216 www.acoustilog.com

January 15, 2016

Mr. Joseph Valentine
Delancey Square Hospitality
119 Orchard Street
New York, NY 10002

Re: New Hotel, Rooftop Noise

Dear Mr. Valentine,

I have studied the noise issues at the above premises. You have asked me to make recommendations to prevent noise disturbances from the outdoor space at the new hotel.

SUMMARY

You are constructing a hotel that will include a sixth-floor outdoor rooftop (occupancy 62). The angles and distance from nearby residences, the high level of ambient noise in the area and the design of your facility will keep sound levels within Noise Code limits for voices. Recommendations are provided in this report.

TEST AND INSPECTION

To measure the outdoor ambient noise level, a long-term outdoor recording was set up to monitor the noise levels on a typical Friday, Saturday and Sunday night. This provides a mix of busier and quieter nighttime periods.

I inspected the building plans and then performed calculations to determine the sound level of your outdoor customers' voices inside the nearest residential dwelling windows.

THE NOISE CODE - UNREASONABLE NOISE

§24-203 General definitions. When used in the New York city noise control code the following terms shall have the following meanings:

(62) Unreasonable noise means any excessive or unusually loud sound that disturbs the peace, comfort or repose of a reasonable person of normal sensitivities, injures or endangers the health or safety of a reasonable person of normal sensitivities or which causes injury to plant or animal life, or damage to property or business.

§24-218 General prohibitions.

(a) No person shall make, continue or cause or permit to be made or continued any unreasonable noise.

(b) Unreasonable noise shall include but shall not be limited to sound, attributable to any device, that exceeds the following prohibited noise levels:

(1) Sound, other than impulsive sound, attributable to the source, measured at a

level of 7 dB(A) or more above the ambient sound level at or after 10:00 p.m. and before 7:00 a.m., as measured at any point within a receiving property or as measured at a distance of 15 feet or more from the source on a public right-of-way.

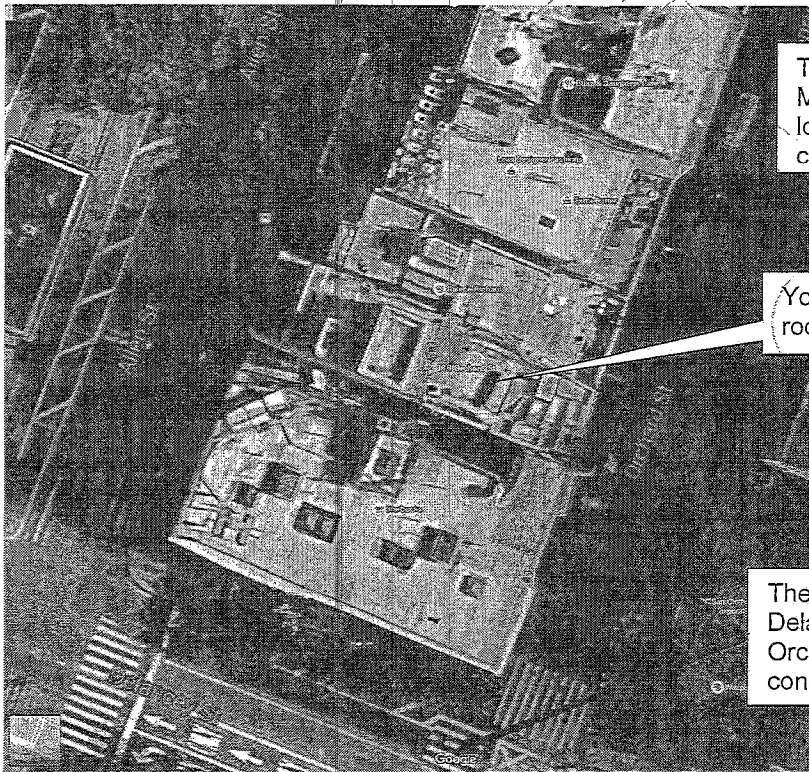
(2) Sound, other than impulsive sound, attributable to the source, measured at a level of 10 dB(A) or more above the ambient sound level at or after 7:00 a.m. and before 10:00 p.m., as measured at any point within a receiving property or as measured at a distance of 15 feet or more from the source on a public right-of-way.

(3) Impulsive sound, attributable to the source, measured at a level of 15 dB(A) or more above the ambient sound level, as measured at any point within a receiving property or as measured at a distance of 15 feet or more from the source on a public right-of-way. Impulsive sound levels shall be measured in the A-weighting network with the sound level meter set to fast response. The ambient sound level shall be taken in the A-weighting network with the sound level meter set to slow response.

DB(A) is a measurement of midrange sound and is applicable to voices.

AMBIENT NOISE ANALYSIS

I have calculated the rooftop's contribution to the noise level at the neighbors. This was done by determining the line-of-sight sound paths as well as the distance to the neighbors. The sound levels will be below all of the Code requirements if the recommendations are followed. This is illustrated on the map and graphs below.

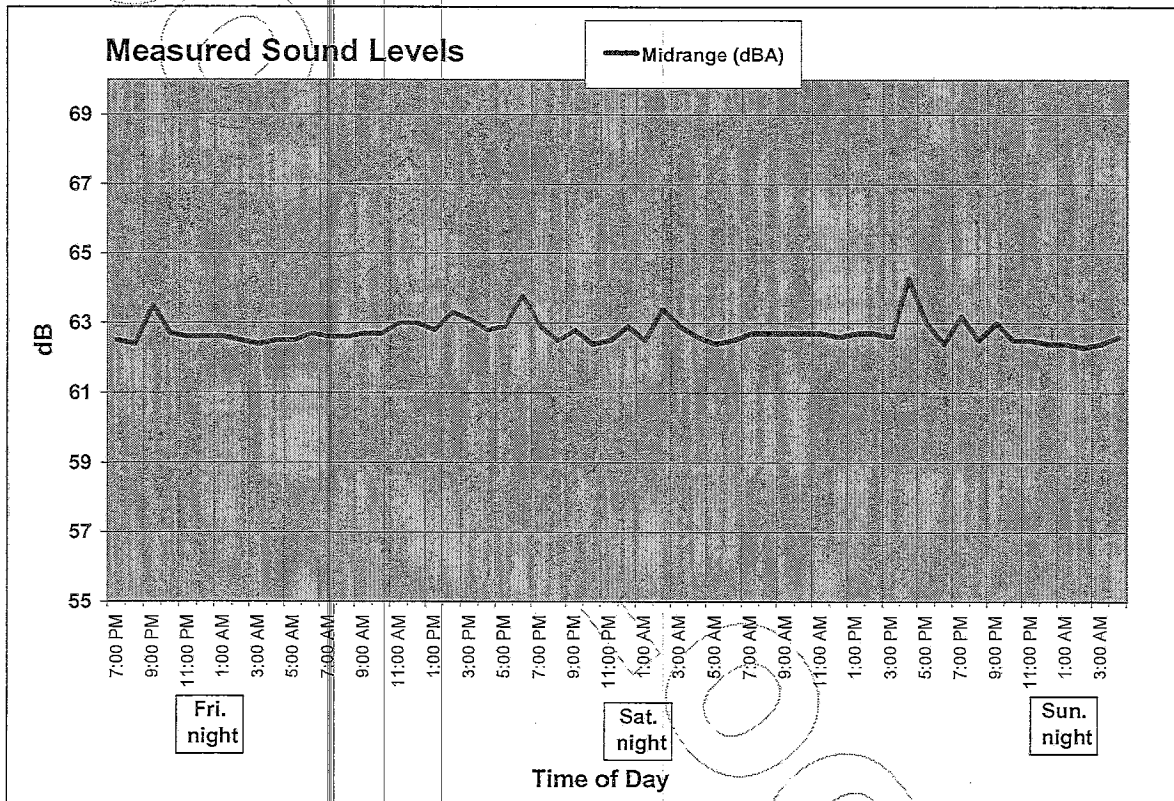


This image is from Google Maps, although your building looks different due to recent construction.

Your new 6th floor rooftop location

The rooftop is open to Delancey Street and Orchard Street- a constant source of noise

The chart below shows the outdoor dBA sound levels throughout a Friday, Saturday and Sunday period. The background noise level (night only) ranges from 62 to 64 dBA, which is a measure of the midrange sound. The sound levels are actually quite consistent considering that these are outdoor noise readings. This is partly due to the fact that the terrace is open to Delancey Street, a major two-way road with commercial traffic. The low frequencies vary widely depending on truck traffic but this does not relate well to voice sounds.



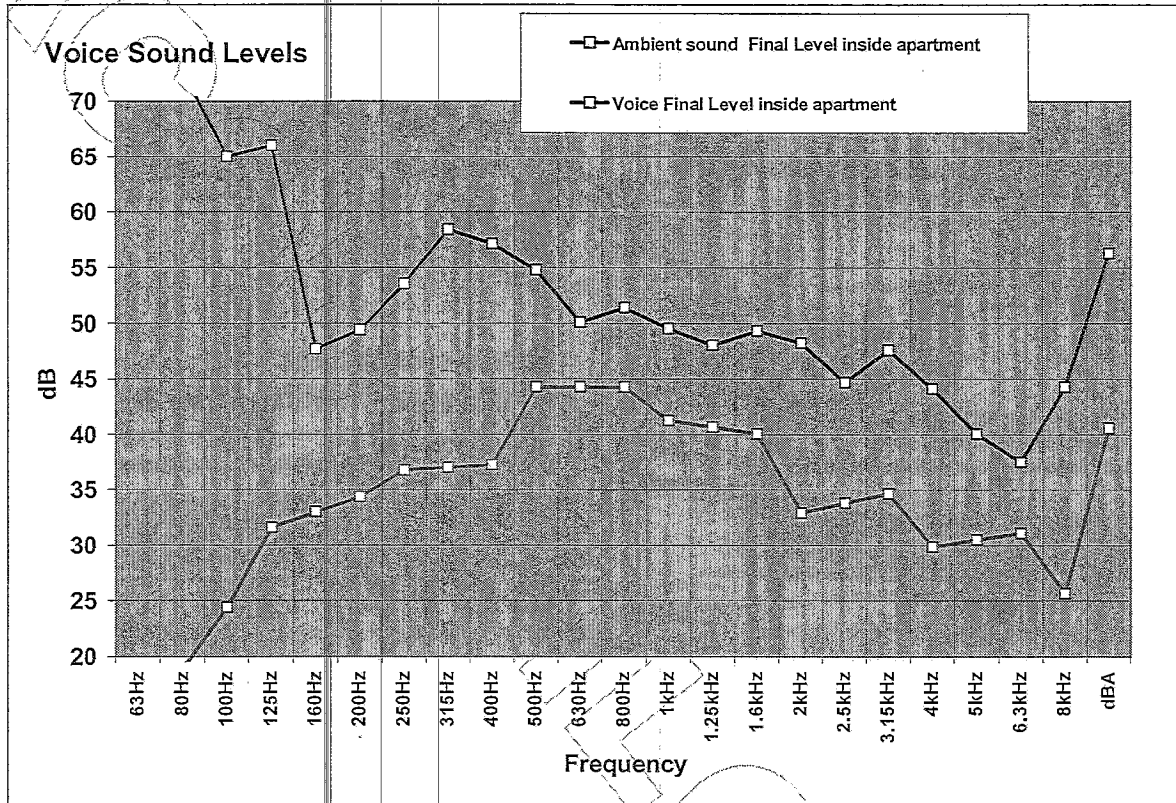
VOICES NOISE ANALYSIS

The noise level was analyzed using a total of 65 people on the roof terrace as one sound source. The total voice level on the roof would typically be 77 dBA.

The nearest residential windows are to both the north and south. These windows are very close with only an air shaft separating them from the property line of the terrace. Given the small distance to any one window, the noise level at each window would be primarily due to a smaller number of people in the immediate vicinity, assumed to be 10 people with a combined voice level of 74 dBA.

The noise level caused by voices with this proximity and geometry typically drops approximately 11 decibels after entering an open window. The voice levels, after traveling only 6 feet, would still be too loud inside the nearby apartments. Therefore, a barrier wall has been recommended to shield sound from the neighbors. With the barrier, which forces any voice sounds to bend over the barrier wall, the sound level will be 40 dBA inside, while the ambient background noise inside the windows would be 56 dBA. This is shown in the chart below.

In order to meet Code requirements, the voice sound must not exceed the ambient by 7 or 10 decibels (night/day). Since the voice sound will be *below* the level of ambient noise, it will not exceed the ambient noise by either 7 or 10 decibels and will therefore meet Code requirements.



RECOMMENDATIONS

1. No music should be played on the terrace, so do not install speakers outside.
2. There are various barrier materials to block voice noise. The barriers will extend along the north and south edges of the terrace in line with, or on, the parapet walls. Do not extend the barrier past the solid brick of the building to the south; it is unnecessary. On the north side, taper the barrier down toward the front but continue it to protect the north building's terrace. See the diagram on the photo at the end of this report.
3. The barriers should be at least 3 feet higher than the windows they are protecting. Note that even windows on lower floors that cannot see the terrace will also be protected by using the barrier.
4. I recommend building the barrier using 1/4" thick clear or translucent glass or Lexan. This will not block light as much as an opaque material such as wood or concrete board, which are also effective barriers.
5. A "fence" with slots or gaps will not be effective. Any barrier must be solid and all gaps must be sealed with caulk.
6. The architect and engineer will have to determine the best way to meet the various requirements such as for wind safety.

7. These barrier materials can be hidden behind a wood-slat fence, trellis or plantings.

If I can be of further assistance, please call.

It is strongly recommended that all complicated construction projects get regular inspection visits at critical times, to make sure the system performs properly. This is an optional service which I can provide. All Acoustilog, Inc.-designed information supplied is for the original client and may not be copied in any way for different projects by any architect, consultant, engineer or other party. Copyright Acoustilog, Inc. 2016. All rights reserved. No reproduction of any type permitted without written permission of Acoustilog, Inc.

Yours Truly,

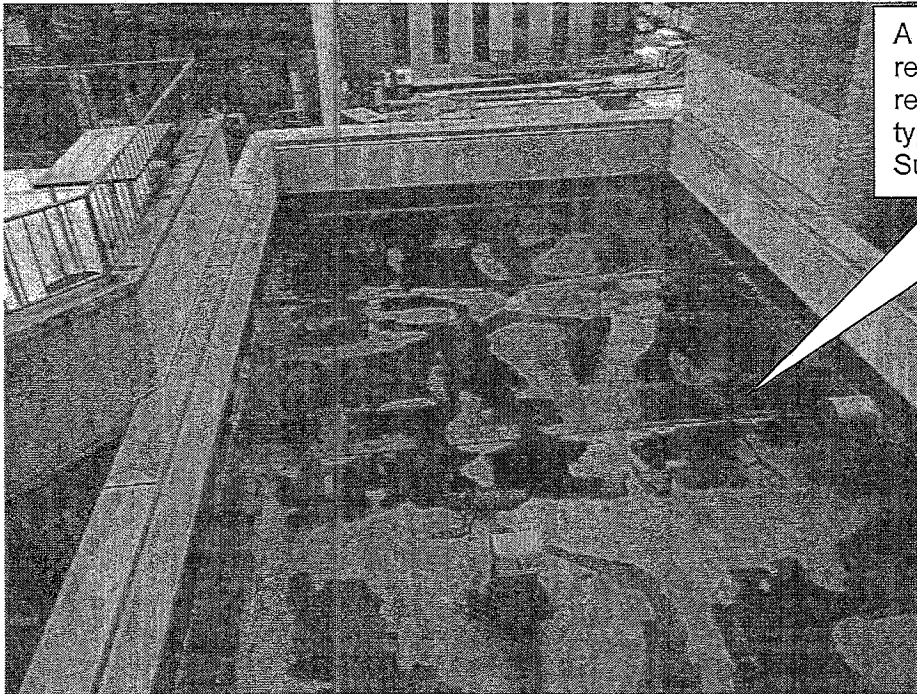
Alan Fierstein



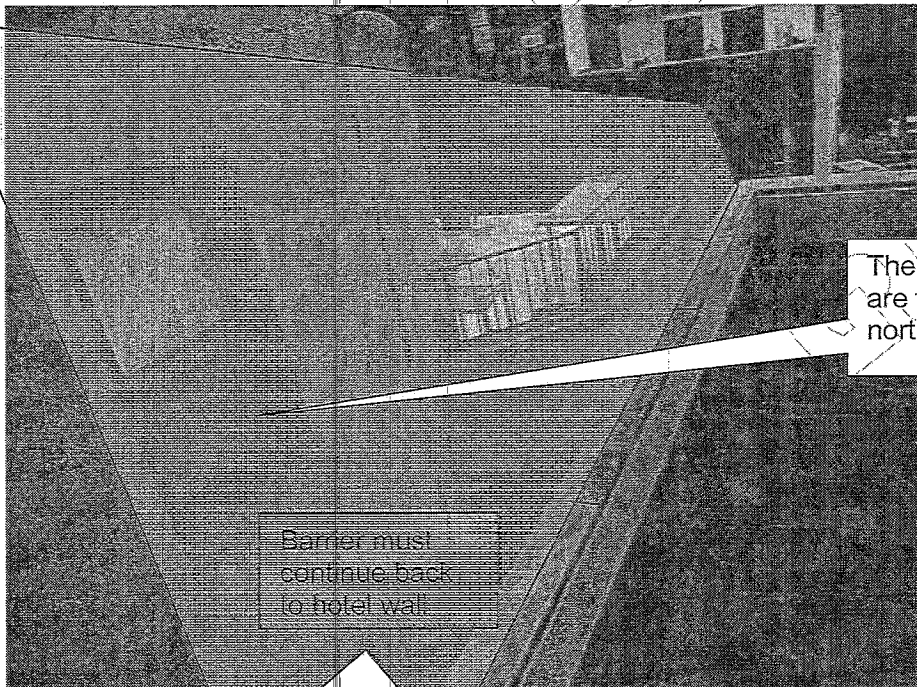
President

acoustilog1@verizon.net

All readings re: .0002 microbar. Readings taken with Bruel & Kjaer 2260/2270 Analyzer, Bruel & Kjaer 4135, 4145, 4165, 4189 or 4190 Microphone, Acoustilog 232A Reverberation Timer. Calibrated to Bruel & Kjaer 4220 Sound Source or Quest CA-15A.

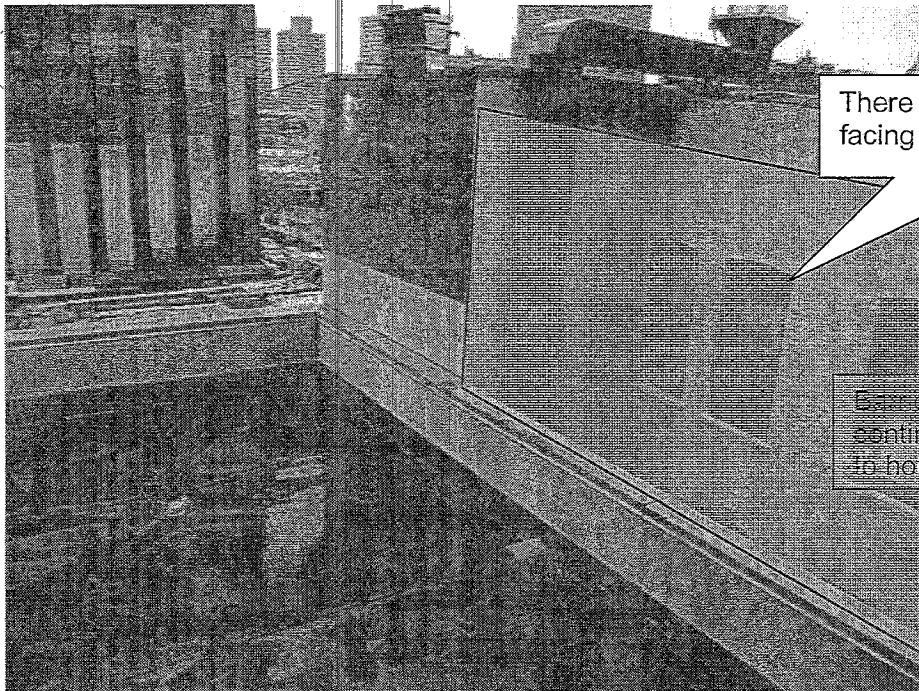


A long-term outdoor recording was set up to record the noise levels on a typical Friday, Saturday and Sunday night.



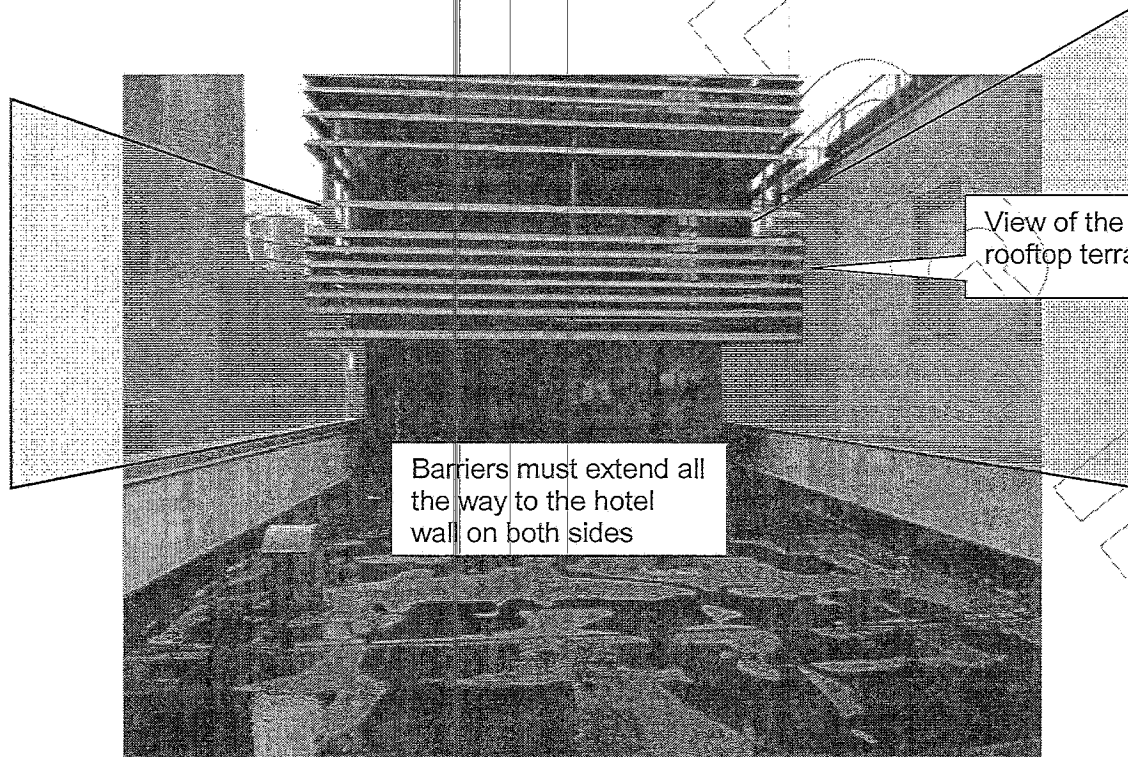
The nearest residential windows are facing the rooftop to the north.

Barrier must continue back to hotel wall.



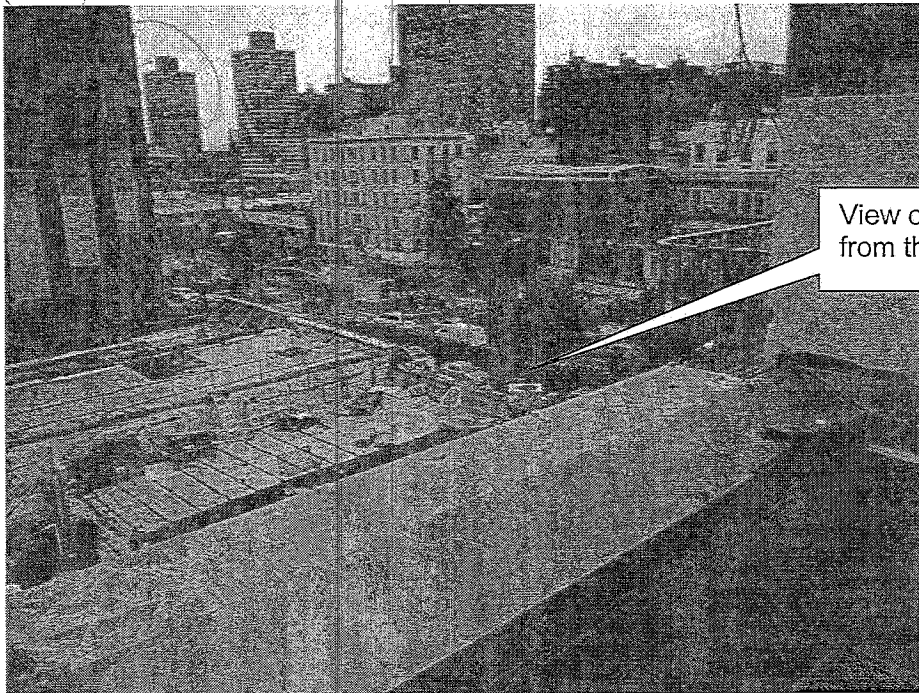
There are residential windows facing the rooftop to the south.

Barrier must continue back to hotel wall



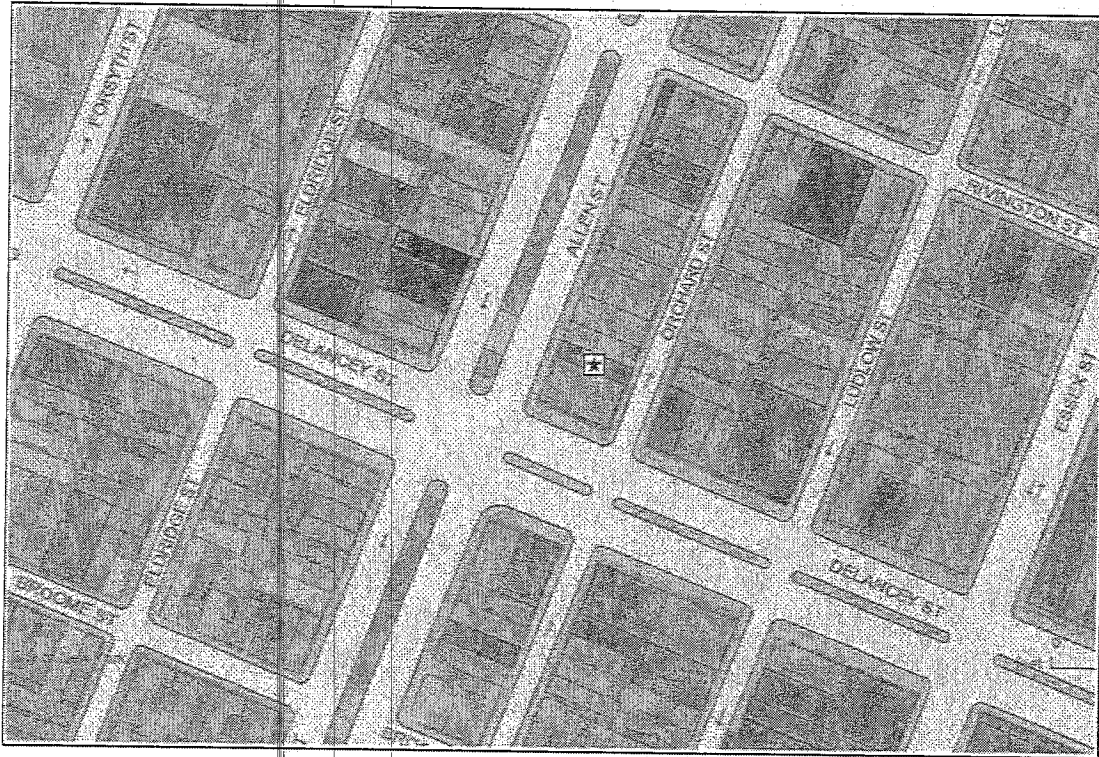
View of the hotel from the rooftop terrace.

Barriers must extend all the way to the hotel wall on both sides



View of Delancey Street
from the rooftop terrace.

TRAFFIC AND PARKING STUDY



119 ORCHARD STREET NEW YORK, NEW YORK

Prepared by:

PlanningWorks NYC
244 Fifth Avenue, 14th Floor
New York, NY 10037
212 334 1962

Prepared for:

119 Orchard Street / Joseph Valentine
New York, New York

January 27, 2016

Table of Contents

Introduction and Summary of Findings.....	1
Existing Setting.....	5
Analysis Methodology.....	8
Existing Conditions.....	12
Public Transportation Network.....	12
Roadway Network.....	12
Parking Characteristics.....	12
Traffic Volumes.....	14
Levels of Service.....	15
No Build Conditions.....	16
Traffic Volumes.....	16
Levels of Service.....	16
Build Conditions.....	16
Trip Generation.....	16
Traffic Volumes.....	19
Levels of Service.....	19
Traffic and Parking Impact Analysis.....	20
Conclusions.....	21
Appendix 1: Parking Regulations	
Appendix 2: Level of Service Calculation Sheets	
Appendix 3: Key Personnel Qualifications	

Introduction and Summary of Findings

The applicant seeks a license from the NYS Liquor Authority (SLA) for a proposed +/- 90 person capacity restaurant that will be located within a new +/- 20 room hotel that is currently being completed at 119 Orchard Street (Block 415/Lot 77) in Manhattan Community District 3. The property is a through lot located between Orchard Street and Allen Street just north of Delancey Street in the Lower East Side neighborhood of Manhattan. The project site location is shown in Exhibits 1 and 2.



Exhibit 1: Project Site Location

The address of the new venue is 119 Orchard Street, but the main access to the restaurant will from the new restaurant's Allen Street frontage, adjacent to the the hotel's main entrance which is also on Allen Street, approximately 80 feet north of Delancey Street. As shown in Exhibits 1 and 2, Allen Street is a major two-way arterial that begins at the FDR Drive to the south, and terminates at Houston Street to the north, where it becomes one-way northbound First Avenue.

Delancey Street is a major east-west arterial that provides access to the Williamsburg Bridge to the east and becomes Kenmare Street west of Broadway and provides a connection to Little Italy and SoHo before terminating at Lafayette Street. Both Delancey Street and Allen Street have raised center medians that separate the two-way traffic flows, and both are NYC DOT Truck Routes.

The area surrounding the project site was the subject of a NYC sponsored rezoning ("East Village / Lower East Side Rezoning") that was adopted by the City Council on November 8, 2008. The rezoning aimed to promote the preservation of the neighborhoods while also providing opportunities for growth and affordable housing along the wider corridors that are well served by mass transit. The rezoning also sought to map more contextual zoning districts in the Lower East Side and East Village neighborhoods, in which any new construction would need to consider the nearby and adjoining built forms. Prior to the rezoning action, the project site and the areas to the north and south between East Houston Street and Grand Street were zoned C6-1. As shown in Exhibit 2, the Delancey corridor (including the project site) is now a C6-2A contextual zone, and areas to the north and south of the Delancey Street corridor are zoned C4-4A (also contextual).

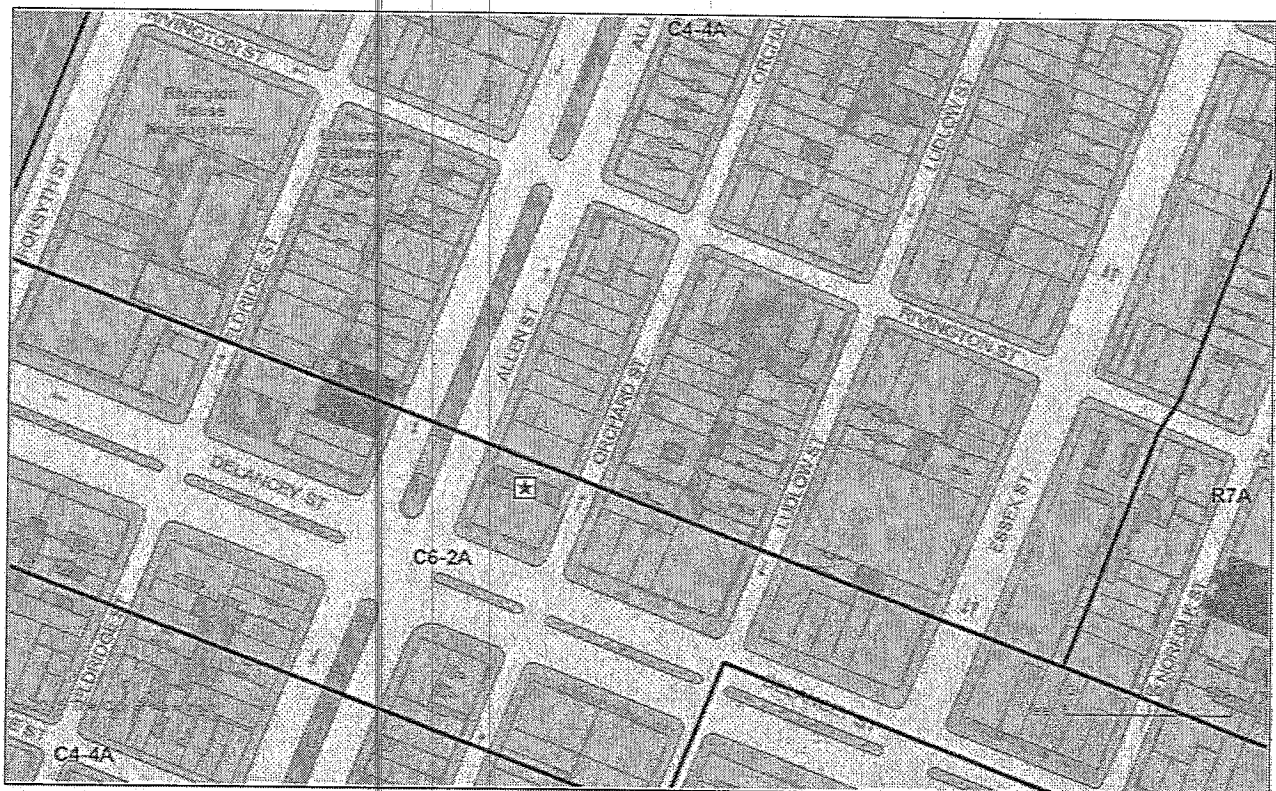


Exhibit 2: Project Site Location and Existing Zoning

This traffic study has been prepared to evaluate the potential for the discretionary SLA license, in combination with the operation of the new venue, to negatively affect existing pedestrian, traffic and parking conditions in the area. In order to provide a conservative and worst-case traffic and transportation analysis, and because the restaurant will provide food and beverage service to the hotel, the future projections include the operation of the new restaurant in combination with the operation of the new hotel.

Preparation of this report included a review of previous planning studies including the East Village / Lower East Side Final Environmental Impact Statement (FEIS), surveys of the existing transportation network, a trip generation and traffic assignment analysis, and traffic and parking capacity analyses to determine the potential for significant project related impacts.

The report concludes that the proposed restaurant use is well suited for the project site given its location and the other nearby uses, and its operation in combination with the new hotel would not result in any significant impacts with respect to the existing transportation network.

There are several key features of the project site location that make it uniquely well suited for the proposed bar and restaurant venue.

- **While the intersection of Allen Street with Delancey is generally a busy intersection, the location of the new hotel and restaurant entrance is on the comparatively quiet section of northbound Allen Street departing from the busy intersection.** Traffic volumes and vehicular conflicts on this section of Allen Street are substantially lower than on any of the other legs of this intersection. As shown in Exhibit 8, this section of Allen Street is relatively quiet and there is more than adequate capacity along this section of Allen Street for vehicles dropping off or picking up passengers at the new venue.
- **The project site is located near the intersection of two major two-way commercial arterial streets and designated NYCDOT Truck Routes – Allen Street and Delancey Street.** Project related vehicles would have direct access to the site without traveling through any predominantly residential areas.
- **Both Allen Street and Delancey Street are wide streets with multiple lanes striped for through and turning vehicles.** There would be room for traffic to navigate around an occasional double parked vehicle that may be momentarily dropping off or picking up passengers

at the hotel and restaurant entrances.

- **The Delancey Street corridor has been upgraded as part New York City's Vision Zero safety initiative.** In addition to safety improvements and provision of new pedestrian plazas, improved bike lanes and count-down clocks, recent improvements have also addressed traffic operational issues. While many of the local corridors are heavily used, particularly during peak hours, the analyses presented below indicate that there is more than adequate roadway capacity available to service the small amount of incremental traffic associated with the proposed restaurant and hotel venues.
- **The proposed restaurant venue is well located with respect to the public transportation system, a short walk to several major subway lines, and there are also bus routes on both Delancey and Allen Streets.** Based on the information presented below, a substantial percentage of the patrons will use transit, or will walk to access the site, and those that do travel by car will be carpooling. A large number of these trips will also be linked to other trips already occurring on the network. Even during peak periods, the new hotel and restaurant together would generate +/- one (1) new vehicle trip every five (5) minutes.
- **There is on-street and off-street parking available in the area.** Based on information provided in the East Village/Lower East Side FEIS, projected 2017 parking demands are expected to be accommodated by the available parking supply, with peak parking utilization in the area of 85 percent during peak parking demand periods (primarily the late evening and overnight hours). Combined, the new restaurant and hotel would generate a peak parking demand of 17 parking spaces and this would not significantly affect neighborhood wide parking supply.
- **The applicant intends to enter into an agreement with the hotel operator and a nearby parking garage operator to provide valet parking. It is anticipated that the hotel will also pursue the installation of a hotel loading zone on Allen Street.** The number of vehicles circulating on the nearby streets would be minimized by providing a consistent and reliable parking program, and there would be adequate curbside parking available for vehicles to pick up and discharge passengers visiting the hotel and restaurant venues.

- **The applicant intends to include a set of traffic, transit, and parking information pages and links on or accessible from the venue's own web and online mobile presence in order to encourage transit use, and to minimize the amount of time patrons spend on the local roadways.** Information could include door-to-door directions to the site via automobile and transit and links to real-time and near real-time incidents and construction information, in addition to information regarding any valet parking and/or parking voucher programs.
- **The proposed restaurant is an appropriate land use in the existing C6-2A zoning district and would generate less traffic than other uses permitted in this zone.** C6-2A zones are generally mapped in areas well served by transit and do not require off-street parking. C6-2A districts permit a wide range of commercial uses in addition to hotels and restaurants, including high traffic generating uses such as food/grocery stores, pharmacies, and certain automotive sales and service centers.

The number of peak hour person and vehicle trips associated with the proposed restaurant use are less than those that would be associated with other permitted uses of the site, and are well below levels that could significantly affect the existing conditions that already exist. The proposed bar and restaurant use represents an efficient utilization of the site from a transportation planning perspective, and as described in the sections that follow, the existing transportation network is more than adequate to process the relatively small number of new trips and the demand for parking associated with the new venue.

Existing Setting

As noted above, the project site is a through-block property with frontage on both Orchard Street and Allen Street just north of Delancey Street. The Allen Street frontage is shown in Exhibit 3 and the Orchard Street frontage is shown in Exhibit 4. Primary access to both the hotel and restaurant uses would be from the relatively quiet section of Allen Street, approximately 80 feet north of the intersection at Delancey Street.

The project site is located in the Lower East Side and the traffic and land use study area is defined as the area between East Houston Street to the north, Grand Street to the south, Forsyth Street to the west, and Essex Street to the east. The area is in transition as evidenced by a large number of sites currently under construction.

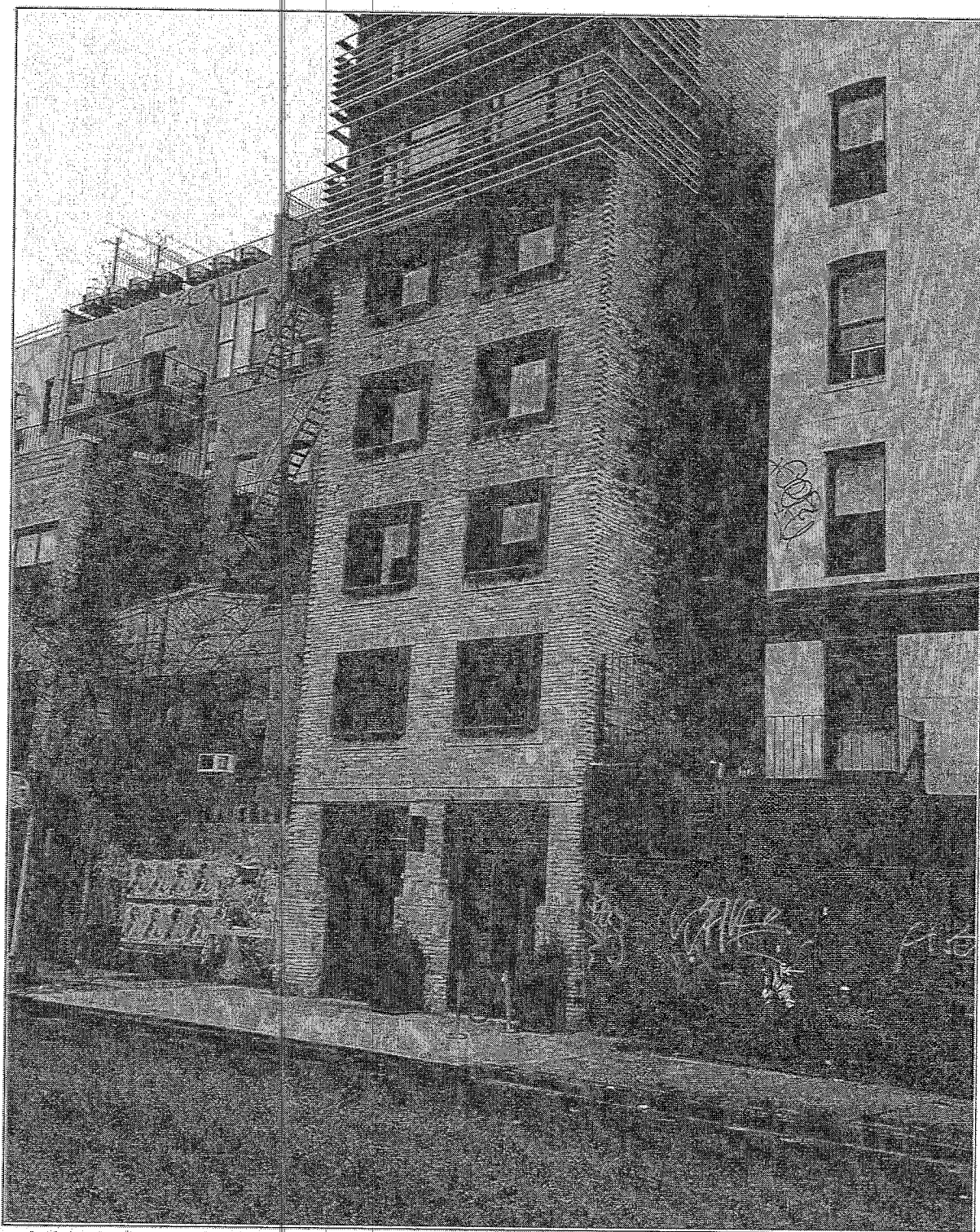


Exhibit 3: Project Site Allen Street Frontage

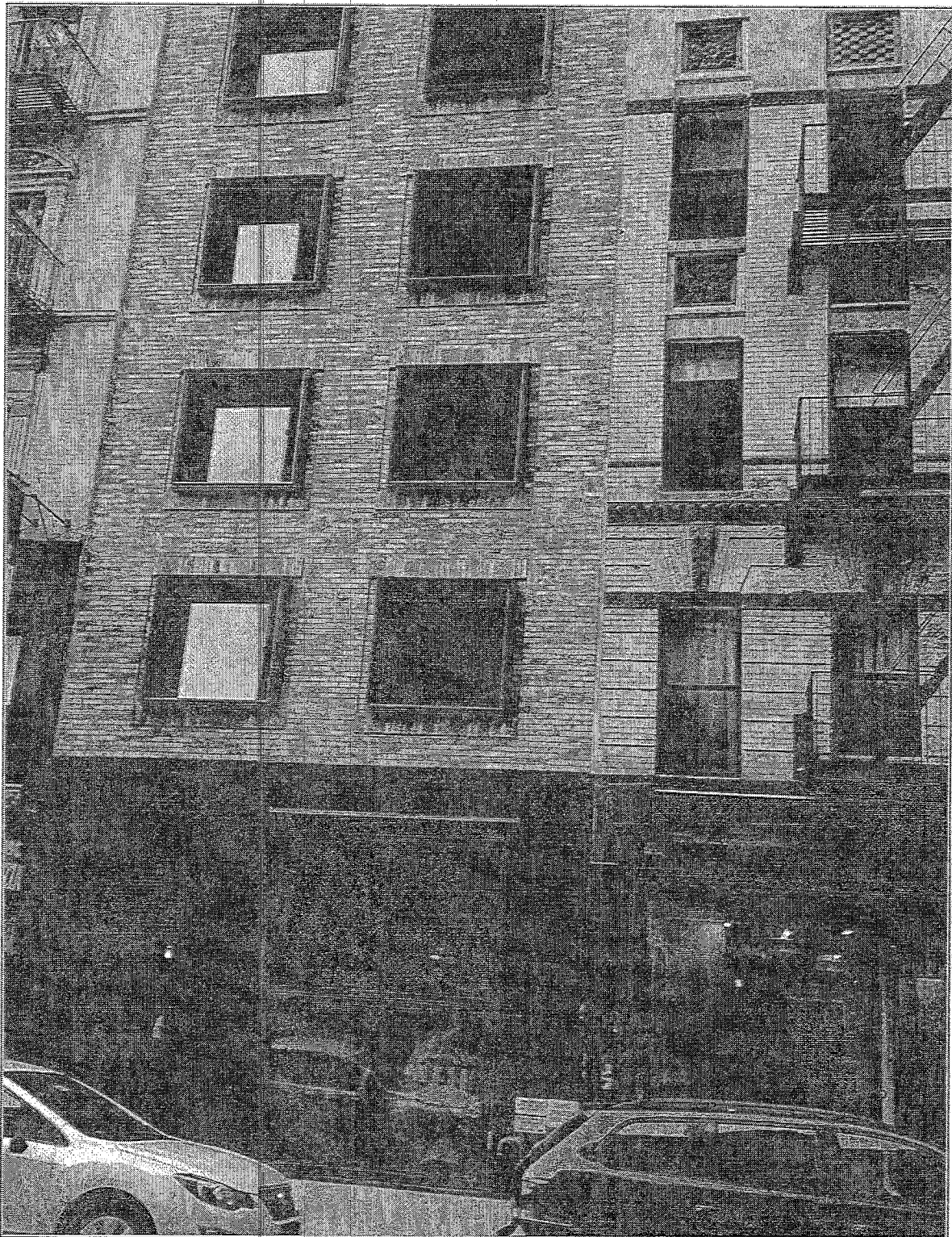


Exhibit 4: Project Site Orchard Street Frontage

Most of the residential uses are comprised of four- to six-story tenements; retail uses are typically found on the street level. The six-story Pueblo Nuevo Housing complex is located at 125 Street at Stanton Street. NYCHA Stanton Street, on the southeast corner of Stanton and Attorney Streets, is a three-story building with 13 apartments. Higher-density residential development is becoming a more frequent occurrence, with a number of taller residential buildings currently under construction or recently completed.

Ground floor commercial uses are common throughout the area, which was known for the discounted apparel shops, tailors, and fabric stores that dominated the local area streetscapes. While many of the discount stores have closed and an increasing number of boutiques, specialty shops and signature clothing stores have opened, the area has maintained its discount commercial character. As shown in Exhibits 5 through 8, ground floor commercial land uses in the immediate vicinity of the site include the following:

- Clothing and Luggage
- Leather Goods/Supplies
- Other Restaurants
- Pharmacy
- Fur and Shearling Outlets
- Discount Department Stores
- Electronic Stores
- Medical and Dental Offices
- Specialty Food Stores
- Pet Care Establishments

The Delancey Street corridor (including the project site) is zoned C6-2A. C6 districts are mapped in regional commercial centers, that are located outside of the central business districts. Use Groups 5, 6, 8, 9, 10 and 12, which include most retail establishments (including hotels and eating and drinking establishments), are permitted in C6 districts. A zoning and land use map is provided in Exhibit 9.

Analysis Methodology

This traffic study has been prepared in order to evaluate the potential for the discretionary SLA license, in combination with the operation of the new restaurant and hotel, to result in significant pedestrian, vehicular traffic, and parking impacts. Accordingly, the following development scenarios were evaluated and compared:

- Existing Conditions
- Future Conditions without the facility ("No Action Scenario")
- Future Conditions with the facility ("With Action Scenario")

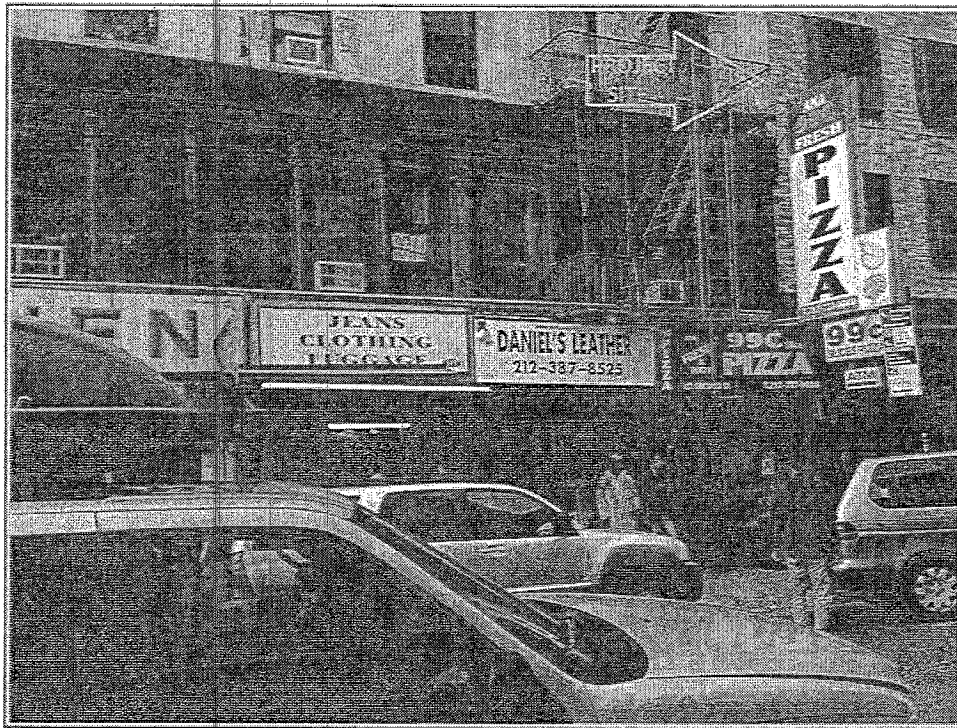


Exhibit 5: West Side of Orchard Street Just North of Delancey Street



Exhibit 6: West Side of Orchard Street Just North of Project Site

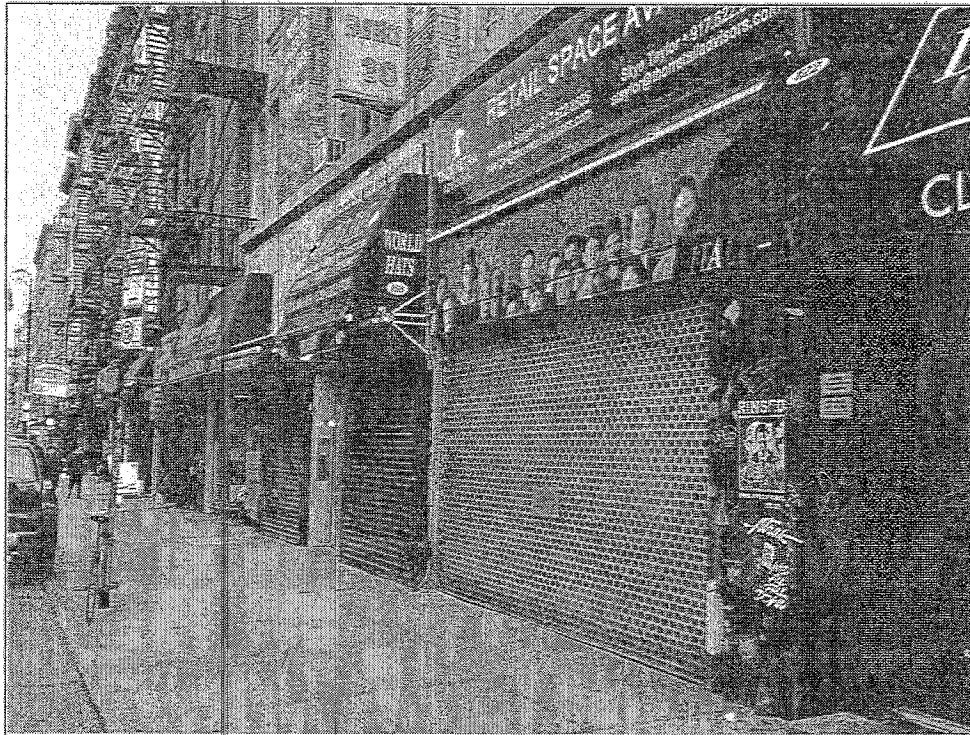


Exhibit 7: East Side of Orchard Street Just North of Delancey Street



Exhibit 8: Allen Street Facing North, Just North of Delancey Street

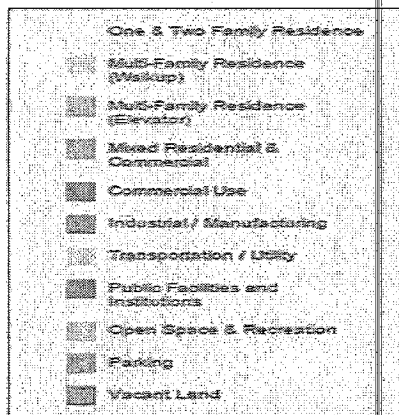


Exhibit 9: Land Use and Zoning Map

Existing Conditions

Public Transportation and Bicycle Networks

The project site is well served by the public transportation system. As shown in Exhibit 10, the NYC Transit M, J and Z trains have a station stop on Delancey Street at Essex Street, two blocks east of the project site and B and D trains have a stop at Grand Street/Christie Street, approximately four blocks southwest of the project site. The MTA M15 bus line runs Allen Street, connecting East Harlem to the north, with Bowling Green and the southern tip of Manhattan, to the south.

As shown in Exhibit 11, the Allen Street segment adjacent to the project site carries physically protected bicycle paths (denoted by the solid green route lines) in both directions that begin at the FDR Drive/South Street to the south and continue along northbound First Avenue and southbound Second Avenue, to the north of East Houston Street. There are also dedicated bike lanes (blue lines) going eastbound and westbound along Stanton and Rivington Streets, respectively, and shared bicycle lanes (purple lines) on portions of Grand Street, Delancey Street, and Suffolk Street. Nearby CitiBike installations are located at Allen Street/Rivington Street, just north of the project site.

Roadway Network

As noted above, the venue would be located on a through-block property between Orchard Street and Allen Street just north of Delancey Street in the Lower East Side neighborhood of Manhattan. The main entrance would be on Allen Street, north of Delancey Street. Traffic accessing and departing from the project site will primarily be concentrated at the busy intersection of Delancey Street at Allen Street. As shown in Exhibit 12, both Allen Street and Delancey Street are designated NYCDOT Truck Routes.

Parking Characteristics

The section of Allen Street adjacent to the project site is a bus stop for the M-15 bus line. Further to the north, Allen Street is posted with overnight street sweeping regulations (No Parking Midnight to 3AM Tuesday, Thursday and Saturday) and metered parking is permitted from 9AM to 7PM Except Sunday. On the west side of the street there is also a bus stop for the M-15, and overnight street sweeping regulations (No Parking Midnight to 3AM Monday, Wednesday and Friday) and metered parking is permitted from 9AM to 7PM Except Sunday.

Exhibit 11: NYC DOT Bicycle Lanes

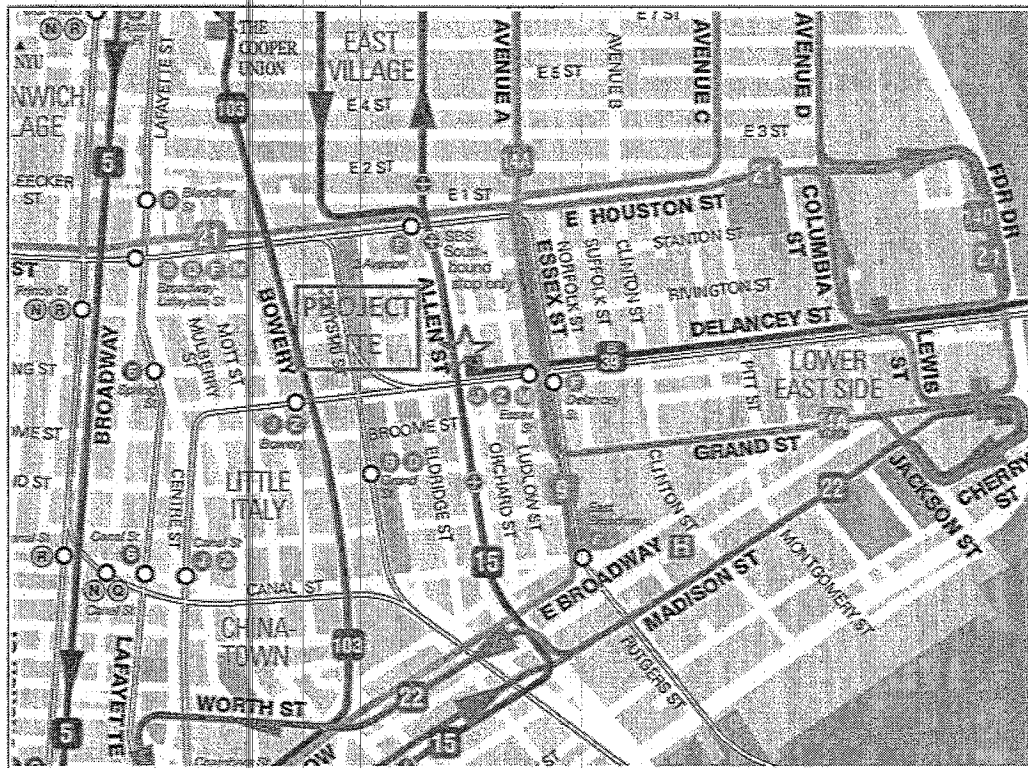


Exhibit 10: Public Transportation Network

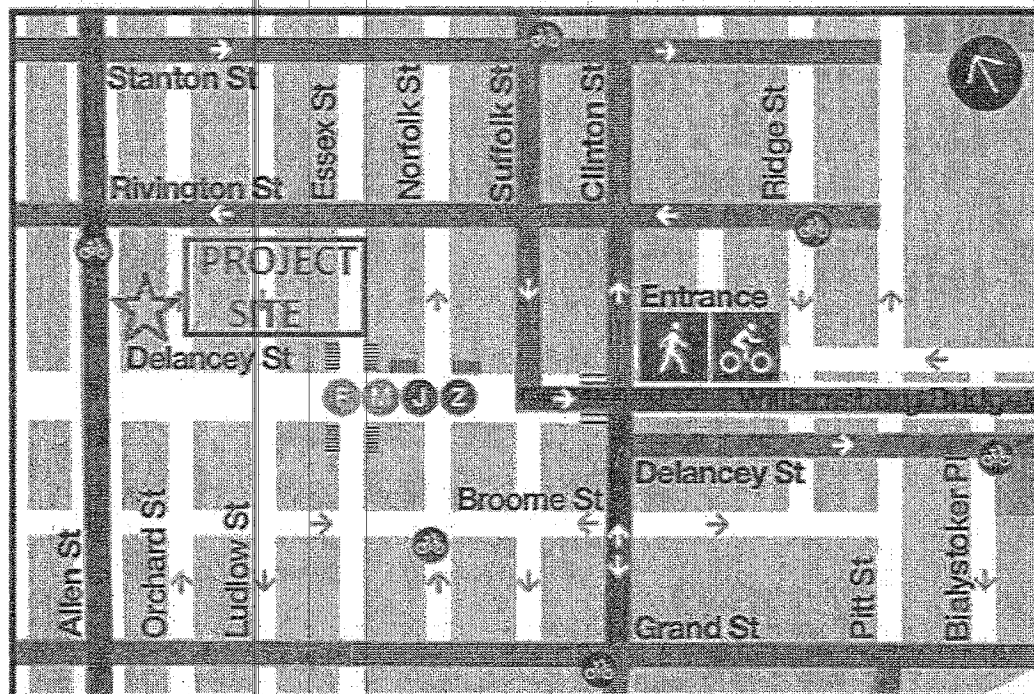


Exhibit 11: NYC DOT Bicycle Lanes

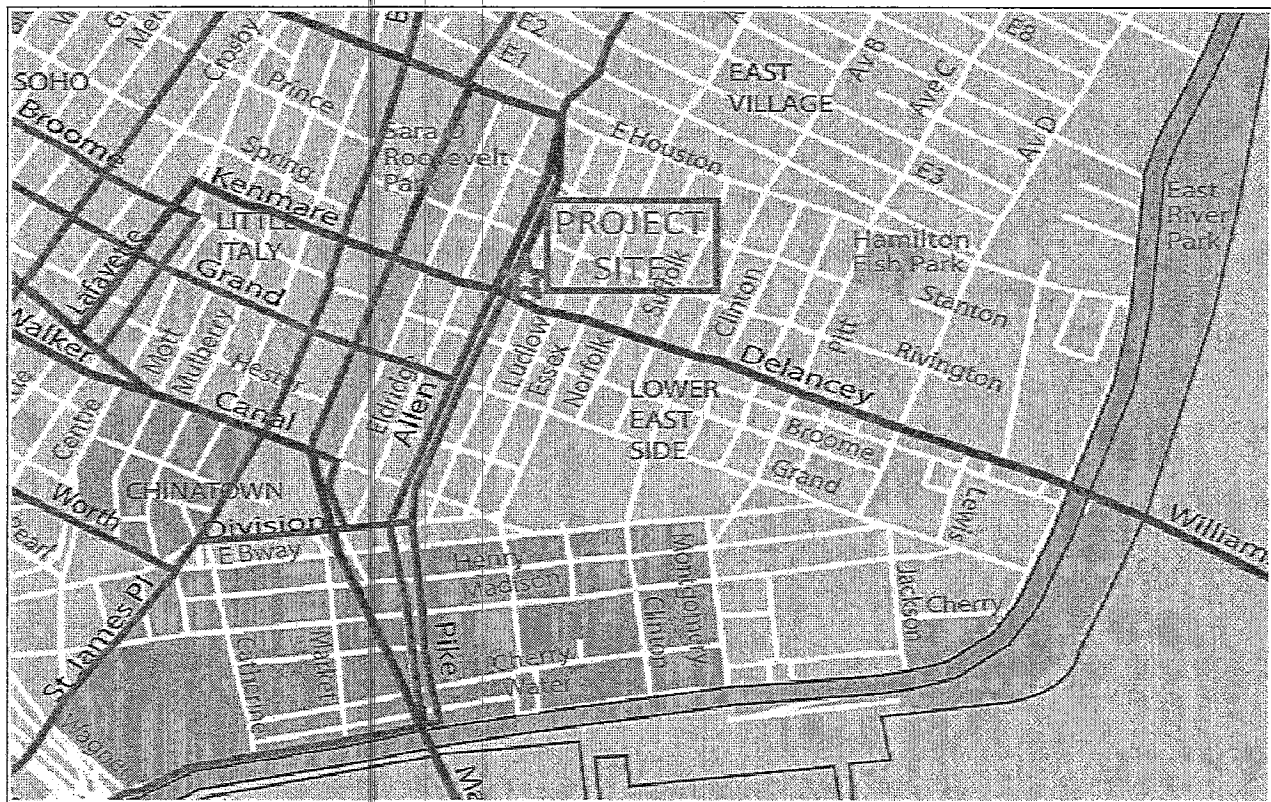


Exhibit 12: NYC DOT Designated Truck Routes

The section of Orchard Street adjacent to the project site is posted with a No Standing Midnight to 6AM Friday to Sunday regulation, and a No Standing 8AM to 6PM Sunday regulation. Metered parking is permitted from 9AM to 7PM, Except Sunday. The east side of Orchard Street is posted with No Parking 7AM to 7PM Except Sunday, No Standing 8AM to 6PM Sunday, and overnight street sweeping regulations (No Parking Midnight to 3AM Tuesday, Thursday and Saturday).

The official NYCDOT Parking Regulation Reports are provided in Appendix 1.

Existing Traffic Volumes

Traffic generated by the new facility will be concentrated at the intersection immediately adjacent to the project site. Accordingly, the intersection of Allen Street at Delancey Street was chosen for analysis.

The critical analysis periods are the weekday evening and Saturday afternoon/evening peak hour periods; these are the periods when both the background traffic, and the project traffic, will simultaneously peak.

Existing traffic volumes at the study intersection were determined by a traffic survey that was conducted on Friday Night and Saturday evening, January 15 and 16, 2016. The Friday evening counts were conducted between the hours of 5:00 PM and 8:00 PM and the Saturday counts were performed between 5:00 PM and 11:00 PM. Background and project generated volumes are highest in the Friday evening peak hour, so this period was chosen to perform detailed capacity analyses. Existing traffic volumes are shown in Exhibit 14.

Existing Levels of Service

Consistent with current City policy, the HCS 2000 software was used to calculate signalized intersection levels of service. The level of service criteria for signalized intersections is based on control delay. These criteria are presented below:

Level of Service Criteria for Signalized Intersections	
Control Delay per Vehicle	
Level of Service	(seconds/vehicle)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	> 80

The existing levels of service for the signalized intersections are summarized in Exhibit 15. The Existing, No Build, and Build level of service calculation sheets are provided in Appendix 2. As indicated, each of the intersection approaches operate in the LOS C to D range.

The results of the level of service analysis are consistent with field observations. While the Delancey Street/Allen Street intersection is heavily utilized during the PM peak hour period, the traffic demand volumes on each of the intersection approaches are generally processed within a single traffic signal phase, and delays the existing levels of service are in the C to D range. The intersection approaches that would carry the new facility traffic are each operating at acceptable levels.

No Build Traffic Conditions

No Build Traffic Volumes

Future No Build traffic conditions are projected as a basis against which the Future Build condition is evaluated. No Build traffic volumes are calculated by applying a background growth to the 2016 existing traffic volumes, and adding any traffic associated with other programmed developments, to yield 2016 No Build conditions.

Since the project is expected to be operational in 2016, No-action conditions for the analysis year 2016 were determined by applying a conservative 1.0% annual background growth factor to existing early 2016 volumes to account for a general increase in traffic volumes. In addition, the traffic volumes associated with the East Village/Lower East Side Rezoning were also added to the traffic volume network. The No Build traffic volumes are displayed in Exhibit 14.

No Build Levels of Service

The No Build levels of service were calculated using the same methodologies as were discussed above. The results of the No Build levels of service analyses are also summarized in Exhibit 15.

As indicated, the growth in background traffic results in conditions that remain in the acceptable range. None of the intersection approaches would be congested under the no-build traffic conditions, and operating levels of service would remain in the LOS C to D range.

Build Traffic Conditions

Proposed Project Trip Generation

In order to estimate the number and type of trips associated with the proposed project, a trip generation analysis was performed using industry standard trip rates, and adjusted for local travel characteristics. The trip generation rates and the person trip generation analysis is shown in Exhibit 12.

HOTEL	30%Auto			15%Taxi/For Hire			Total Vehicular Traffic		
	2Persons/Vehicle			2Persons/Vehicle					
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
WEEKDAY	14	14	28	7	7	14	21	21	42
SATURDAY	14	14	28	7	7	14	21	21	42
AM	1	1	2	0	1	1	1	2	3
MD	3	1	4	1	1	2	4	2	6
PM	2	2	4	1	1	2	3	2	5
SAT	1	1	3	1	1	1	2	2	4
RESTAURANT	30%Auto			5%Taxi/For Hire			Total Vehicular Traffic		
	2Persons/Vehicle			2Persons/Vehicle					
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
WEEKDAY	26	26	52	4	4	9	30	30	61
SATURDAY	21	21	42	3	3	7	24	24	49
AM	0	0	1	0	0	0	1	0	1
MD	5	2	7	1	0	1	5	3	8
PM	4	2	7	1	0	1	5	3	8
SAT	3	2	5	1	0	1	4	2	6
TOTAL	Auto			Taxi/For Hire			Total		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
WEEKDAY	40	40	80	11	11	23	51	51	103
SATURDAY	35	35	70	11	11	21	45	45	91
AM	1	1	3	1	1	1	2	2	4
MD	7	4	11	2	1	3	9	5	14
PM	6	4	10	2	1	3	8	5	13
SAT	4	3	7	1	1	2	6	4	9

HOTEL	20 Rooms			Person Trips		
	TRIP RATE	%IN	%OUT	IN	OUT	TOTAL
WEEKDAY	9.4	50%	50%	94	94	188
SATURDAY	9.4	50%	50%	94	94	188
AM	0.08	41%	59%	6	9	15
MD	0.14	68%	32%	18	8	26
PM	0.13	59%	41%	14	10	24
SAT	0.09	56%	44%	9	7	17
RESTAURANT	2,000 SF			Person Trips		
	TRIP RATE	%IN	%OUT	IN	OUT	TOTAL
WEEKDAY	173	50%	50%	173	173	346
SATURDAY	139	50%	50%	139	139	278
AM	0.01	94%	6%	3	0	3
MD	0.137	65%	35%	31	17	47
PM	0.127	65%	35%	29	15	44
SAT	0.116	63%	37%	20	12	32
TOTAL				Person Trips		
				IN	OUT	TOTAL
WEEKDAY				267	267	534
SATURDAY				233	233	466
AM				9	9	19
MD				49	25	74
PM				43	25	68
SAT				30	19	49

Exhibit 12: Trip Generation Rates and Person Trip Generation

The vehicle trip generation analysis (autos plus taxis plus car service vehicles), corresponding to both the weekday and Saturday periods, is summarized below in Exhibit 13.

Exhibit 13: Hotel and Restaurant Trip Generation Estimates

The project generated traffic was assigned through the intersection at Delancey Street/Allen Street assuming a worst-case condition that would have 100 percent of the new traffic traversing the study intersection. The project traffic assignment is displayed in Exhibit 14.

	2015	EV / LES	2016						
	Existing	Rezoning	No Build	PATTERN		Hotel	Restaurant	Total Project	2016 Build
	Traffic	RWCDS	Traffic	In	Out	Traffic	Traffic	Increment	Traffic
EBT	450	4	459			0	0	0	459
EBR	150	0	152			0	0	0	152
WBL	100	0	101			0	0	0	101
WBT	600	4	610			0	0	0	610
WBR	150	1	153	50%		2	3	4	157
NBL	60	0	61			0	0	0	61
NBT	300	0	303	50%		2	3	4	307
NBR	45	0	45			0	0	0	45
SBL	45	0	45		33%	1	1	2	47
SBT	300	0	303		33%	1	1	2	305
SBR	150	0	152		33%	1	1	2	153
TOTAL	2350	9	2382.5	100%	100%	5	8	13	2395

Exhibit 14: Existing, No Build, and Build Traffic Volume Summary

As show in Exhibit 12 the proposed hotel and restaurant use would generate a total of 13 new vehicle trips (8 inbound and 5 outbound) during the critical Friday evening peak hour. This level of trip generation is well below the City's threshold for requiring a traffic analysis, and represents approximately one (1) vehicle every five minutes.

The new facility trips were assigned to the roadway network based on existing traffic patterns, and the likely travel routes discussed above. Since vehicles would be accessing the site from various directions, the maximum number of new vehicles on any particular intersection approach would be four (4) per hour, or approximately one (1) new vehicle every 15 minutes.

Build Traffic Volumes

The Build volumes were calculated as the sum of the No Build volumes and the project traffic, and are displayed in Exhibit 14.

Build Levels of Service

The Build levels of service were calculated based on the projected build volumes in the analysis year 2016. The Existing, No Build, and Build levels of service are displayed in Exhibit 15. As indicated, each of the intersection approaches are operating in the level of service C to D range, which are considered acceptable

operating levels of service within the City of New York. As shown in Exhibit 15, neither the growth in background traffic in combination with the new traffic associated with the Lower East Side / East Village Rezoning, nor the new traffic associated with the operation of the new hotel and restaurant, would affect these operating levels of service.

		Level of Service Summary					
		Existing		No Build		Build	
		Delay	LOS	Delay	LOS	Delay	LOS
Allen Street/	EB TR	42.0	D	42.2	D	42.2	D
Delancey Street	WB L	29.9	C	30.1	C	30.1	C
	WB TR	32.4	C	32.5	C	32.6	C
	NB LTR	41.3	D	41.5	D	41.6	D
	SB LTR	42.3	D	42.5	D	42.8	D

Exhibit 15: Level of Service Summary

Each of the analyzed approaches would continue to operate at acceptable levels of service C and D during the critical analysis period.

Parking Demand Analysis

As discussed above, approximately 30 percent of both the hotel guests and he restaurant patrons are expected to travel by private automobile, with an average auto occupancy of 2 persons per vehicle. At full capacity, the 20 unit hotel would generate a parking demand for three (3) vehicles, and the 90 person capacity restaurant would generate a demand for 14 vehicles. Accordingly, at full occupancy, the new facility would generate a demand for 17 vehicles.

Traffic and Parking Impact Analysis

According to the CEQR Technical Manual, levels of service that deteriorate from acceptable LOS A, B, or C in the future no action condition to marginally unacceptable mid-LOS D or unacceptable LOS E or F in the future build condition would be considered significant impacts.

For any signalized intersection lane group with future no action levels of service of LOS D, an increase in projected delays of five or more seconds in a lane group should be considered significant if the Build delay exceeds mid-LOS D. For no action LOS E, 4 seconds of delay should be considered significant. For no action LOS F, 3 seconds of delay should be considered significant.

However, if the no action LOS F condition already has delays in excess of 120

seconds, 1.0 second or more of delay should be considered significant, unless the proposed action would generate fewer than five vehicles through that lane group in the peak hour.

Based on the criteria outlined above, none of the intersections would meet the criteria requiring traffic mitigation.

There would be a maximum of 17 cars that would be parked in the area and this would only occur during peak times at the venue. As discussed above, the operator intends to enter into an agreement with a nearby parking facility to offer parking for the hotel and restaurant patrons. Moreover, as documented in the East Village / Lower East Side FEIS, projected 2017 parking demands are expected to be accommodated by the available parking supply, with peak parking utilization in the area of 85 percent during peak parking demand periods (primarily the late evening and overnight hours). Combined, the new restaurant and hotel would generate a peak parking demand of 17 parking spaces and this would not significantly affect neighborhood wide parking supply.

Conclusions

The property at 119 Orchard Street is well located with respect to the existing transportation network. There is relatively easy and uncongested access to the site along the local roadway network that is largely composed of designated truck routes, and there are a variety of public transportation options within easy walking distance to the site. There is an adequate amount of on-street and off-street parking available during the project's peak periods of operation and the applicant is taking affirmative action to ensure that all parking demands are met off-street.

The project itself is not a major generator of traffic or parking demand, and as discussed above, even in the peak hour of operation, the new facility would generate no more than 15 vehicles per hour. Peak parking demand is projected at only be 17 cars. Based on the multiple access routes to the site, it is projected that no single intersection movement will carry more than 4 new cars per hour, or about one (1) new vehicle every 15 minutes.

Based on the analyses presented, the amount of new traffic on the area roadways is expected to be small, there is ample capacity at the nearby intersections, and the proposed project is not expected to significantly affect local traffic conditions.

Based on a thorough analysis of projected future conditions, this report concludes that the proposed restaurant in combination with the operation of the new 20 unit

hotel, will not adversely affect traffic or parking conditions on any of the streets, or at any of the intersection approaches, when it opens later in 2016.

APPENDIX 1


NYCDOT PARKING REGULATIONS

**APPENDIX 1
ON STREET PARKING REGULATION REPORTS**

Source: NYCDOT

<http://a841-dotvweb01.nyc.gov/ParkingRegs/ViewController/LocationValidation.aspx>

Parking Regulations:
Orchard Street, East Side from Delancey Street to Rivington Street

<u>S-075341</u>	East	ORCHARD STREET	DELANCEY STREET	RIVINGTON STREET
<u>P-363011</u>	West	ORCHARD STREET	DELANCEY STREET	RIVINGTON STREET
Note: Click the Regulation Info number to get the parking regulation details.				
<u>Location of signs regulating parking on this block for parking regulation info number S-075341:</u>				
Distance from intersection (ft) 		Arrow points	Sign description	
ORCHARD STREET @ DELANCEY STREET				
30		South	NO STANDING ANYTIME (ARROW)	
63			NO STANDING 8AM-6PM SUNDAY <---->	
Same location as above			NO PARKING 7AM-7PM EXCEPT SUNDAY	
Same location as above			NIGHT REGULATION (MOON & STARS SYMBOLS) NO PARKING (SANITATION BROOM SYMBOL) NO PARKING MIDNIGHT TO 3AM TUES THURS SAT <-->	
175			NO STANDING 8AM-6PM SUNDAY <---->	
Same location as above			NO PARKING 7AM-7PM EXCEPT SUNDAY	
Same location as above			NIGHT REGULATION (MOON & STARS SYMBOLS) NO PARKING (SANITATION BROOM SYMBOL) NO PARKING MIDNIGHT TO 3AM TUES THURS SAT <-->	
278			NO STANDING 8AM-6PM SUNDAY <---->	
Same location as above			NO PARKING 7AM-7PM EXCEPT SUNDAY	
Same location as above			NIGHT REGULATION (MOON & STARS SYMBOLS) NO PARKING (SANITATION BROOM SYMBOL) NO PARKING MIDNIGHT TO 3AM TUES THURS SAT <-->	
400			NO STANDING 8AM-6PM SUNDAY <---->	
Same location as above			NO PARKING 7AM-7PM EXCEPT SUNDAY	
Same location as above			NIGHT REGULATION (MOON & STARS SYMBOLS) NO PARKING (SANITATION BROOM SYMBOL) NO PARKING MIDNIGHT TO 3AM TUES THURS SAT <-->	
436			CURB LINE	
ORCHARD STREET @ RIVINGTON STREET				

Parking Regulations:
Orchard Street, West Side from Delancey Street to Rivington Street

77			MOON & STARS (SYMBOLS) NO STANDING FRI-SUN MIDNIGHT-6AM <->
Same location as above			NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM <->
Same location as above			NO STANDING SUNDAY 8AM-6PM <->
Same location as above			2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY <- >
136			MOON & STARS (SYMBOLS) NO STANDING FRI-SUN MIDNIGHT-6AM <->
Same location as above			NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM <->
Same location as above			NO STANDING SUNDAY 8AM-6PM <->
Same location as above			2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY <- >
267			MOON & STARS (SYMBOLS) NO STANDING FRI-SUN MIDNIGHT-6AM <->
Same location as above			NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM <->
Same location as above			NO STANDING SUNDAY 8AM-6PM <->
Same location as above			2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY <- >
402			MOON & STARS (SYMBOLS) NO STANDING FRI-SUN MIDNIGHT-6AM <->
Same location as above			NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM <->
Same location as above			NO STANDING SUNDAY 8AM-6PM <->
Same location as above			2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY <- >
439			CURB LINE

Parking Regulations:
Allen Street, East Side from Delancey Street to Rivington Street

Regulation Info	Side	On Street	From Street	To Street
P-363006	East	ALLEN STREET	DELANCEY STREET	RIVINGTON STREET
P-364402	West	ALLEN STREET	RIVINGTON STREET	DELANCEY STREET


Note: Click the Regulation Info number to get the parking regulation details.

Location of signs regulating parking on this block for parking regulation info number P-363006:

Distance from intersection (ft)	Arrow points	Sign description
ALLEN STREET @ DELANCEY STREET		
168	South	BUS STOP SIGN (BUS & HANDICAP SYMBOLS) NO STANDING W/ SINGLE ARROW
Same location as above		M 18 LTD (12"X 6") 8 STREET/4 AVENUE (16"X 6") (TYPICAL BUS ROUTE/DESTINATION PANEL (TEXT TO BE MODIFIED AS REQUIRED)
172		NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) TUESDAY THURSDAY SATURDAY MIDNIGHT-3AM <->
Same location as above		2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY <->
291		NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) TUESDAY THURSDAY SATURDAY MIDNIGHT-3AM <->
Same location as above		2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY <->
438		CURB LINE
ALLEN STREET @ RIVINGTON STREET		

Parking Regulations:
Allen Street, West Side from Delancey Street to Rivington Street

Location of signs regulating parking on this block for parking regulation info number P-364402:

Distance from intersection (ft) 	Arrow points	Sign description
ALLEN STREET @ RIVINGTON STREET		
11	South	NO STANDING MONDAY-FRIDAY 4PM-7PM -->
Same location as above	South	NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM -->
Same location as above	South	2 HOUR METERED PARKING 9AM-4PM EXCEPT SUNDAY -->
97		NO STANDING MONDAY-FRIDAY 4PM-7PM <-->
Same location as above	North	NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM -->
Same location as above	North	2 HOUR METERED PARKING 9AM-4PM EXCEPT SUNDAY -->
145		NO STANDING MONDAY-FRIDAY 4PM-7PM <-->
Same location as above	North	NO PARKING ANYTIME -->
281	North	NO STANDING MONDAY-FRIDAY 4PM-7PM -->
Same location as above	North	NO PARKING (SANITATION BROOM SYMBOL) MOON & STARS (SYMBOLS) MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM -->
Same location as above	North	2 HOUR METERED PARKING 9AM-4PM EXCEPT SUNDAY -->
393		BUS STOP SIGN (BUS & HANDICAP SYMBOLS) NO STANDING <---->
Same location as above		M 18 LTD (12"X 6") 8 STREET/4 AVENUE (16"X 6") (TYPICAL BUS ROUTE/DESTINATION PANEL (TEXT TO BE MODIFIED AS REQUIRED)
439		CURB LINE
ALLEN STREET @ DELANCEY STREET		

APPENDIX 2

LEVEL OF SERVICE CALCULATIONS SHEETS

Analyst: DB
Agency: PL NYC
Date: 1/25/2016
Period: PM EX
Project ID: ORCHARD ST
E/W St: DELANCEY

Inter.: DELANCY/ALLEN
Area Type: CBD or Similar
Jurisd: DOT
Year : 2015
N/S St: ALLEN

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	3	0	0	3	0	0	3	0
LGConfig	TR			L	TR		LTR			LTR		
Volume	450	150		100	600	150	60	300	45	45	300	150
Lane Width	12.0			12.0	12.0		12.0			12.0		
RTOR Vol	0			0			0			0		

Phase Combination		1	2	3	4	5	6	7	8
EB	Left				NB	Left	P		
	Thru		P			Thru	P		
	Right		P			Right	P		
	Peds					Peds			
WB	Left	P	A		SB	Left	P		
	Thru	P	P			Thru	P		
	Right	P	P			Right	P		
	Peds					Peds			
NB	Right				EB	Right			
SB	Right				WB	Right			
Green		9.0	30.0	35.0			30.0		
Yellow		3.0	3.0	3.0			3.0		
All Red		0.0	2.0	0.0			2.0		

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group	Approach
			v/c	g/C	Delay LOS	Delay LOS

Eastbound								
TR	1121	4483	0.60	0.25	42.0	D	42.0	D
Westbound								
L	226	1624	0.49	0.35	29.9	C		
TR	1581	4518	0.53	0.35	32.4	C	32.1	C
Northbound								
LTR	849	3396	0.53	0.25	41.3	D	41.3	D
Southbound								
LTR	931	3725	0.59	0.25	42.3	D	42.3	D
Intersection Delay = 38.3			(sec/veh)			Intersection LOS = D		

HCS2000: Signalized Intersections Release 4.1f

Phone:
E-Mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: DB
Agency/Co.: PL NYC
Date Performed: 1/25/2016
Analysis Time Period: PM EX
Intersection: DELANCY/ALLEN
Area Type: CBD or Similar
Jurisdiction: DOT
Analysis Year: 2015
Project ID: ORCHARD ST
E/W St: DELANCEY

N/S St: ALLEN

VOLUME DATA

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume		450	150	100	600	150	60	300	45	45	300	150
% Heavy Veh		0	0	0	0	0	0	0	0	0	0	0
PHF		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PK 15 Vol		125	42	28	167	42	17	83	13	13	83	42
Hi Ln Vol												
% Grade		0			0			0			0	
Ideal Sat		1900		1900	1900			1900			1900	
ParkExist												
NumPark												
No. Lanes	0	3	0	1	3	0	0	3	0	0	3	0
LGConfig		TR		L	TR			LTR			LTR	
Lane Width		12.0		12.0	12.0			12.0			12.0	
RTOR Vol			0			0			0			0
Adj Flow		667		111	834			450			550	
%InSharedLn												
Prop LTs		0.000		1.000	0.000			0.149			0.091	
Prop RTs		0.250			0.200			0.111			0.304	
Peds Bikes	0			0			0			0		
Buses	0			0	0		0			0		
%InProtPhase				0.0								
Duration	0.25			Area Type: CBD or Similar								

OPERATING PARAMETERS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Init Unmet		0.0		0.0	0.0			0.0			0.0	
Arriv. Type		3		3	3			3			3	
Unit Ext.		3.0		3.0	3.0			3.0			3.0	
I Factor		1.000			1.000			1.000			1.000	
Lost Time		2.0		2.0	2.0			2.0			2.0	
Ext of g		2.0		2.0	2.0			2.0			2.0	
Ped Min g		3.2			3.2			3.2			3.2	

PHASE DATA

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left	P	A			SB Left	P		
Thru	P	P			Thru	P		
Right	P	P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	9.0	30.0	35.0		30.0			
Yellow	3.0	3.0	3.0		3.0			
All Red	0.0	2.0	0.0		2.0			

Cycle Length: 120.0 secs

VOLUME ADJUSTMENT AND SATURATION FLOW WORKSHEET

Volume Adjustment

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V	450	150		100	600	150	60	300	45	45	300	150
PHF	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj flow	500	167		111	667	167	67	333	50	50	333	167
No. Lanes	0	3	0	1	3	0	0	3	0	0	3	0
Lane group	TR			L	TR		LTR			LTR		
Adj flow	667			111	834		450			550		
Prop LTs	0.000			1.000	0.000		0.149			0.091		
Prop RTs	0.250			0.200			0.111			0.304		

Saturation Flow Rate (see Exhibit 16-7 to determine the adjustment factors)

	Eastbound		Westbound		Northbound		Southbound	
LG	TR		L	TR	LTR		LTR	
So	1900		1900	1900	1900		1900	
Lanes 0	3	0	1	3	0	0	3	0
fW	1.000		1.000	1.000	1.000		1.000	
fHV	1.000		1.000	1.000	1.000		1.000	
fG	1.000		1.000	1.000	1.000		1.000	
fP	1.000		1.000	1.000	1.000		1.000	
fBB	1.000		1.000	1.000	1.000		1.000	
fA	0.900		0.900	0.900	0.900		0.900	
fLU	0.908		1.000	0.908	0.908		0.908	
fRT	0.962			0.970	0.983		0.954	
fLT	1.000		0.950	1.000	0.741		0.838	
Sec.			0.220					
fLpb	1.000		1.000	1.000	1.000		1.000	
fRpb	1.000			1.000	1.000		1.000	
S	4483		1624	4518	3396		3725	
Sec.			377					

CAPACITY AND LOS WORKSHEET

Capacity Analysis and Lane Group Capacity

Appr/ Mvmt	Lane Group	Adj Flow Rate (v)	Adj Sat Flow Rate (s)	Flow Ratio (v/s)	Green Ratio (g/C)	--Lane Group-- Capacity (c)	v/c Ratio
Eastbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	TR	667	4483	0.15	0.25	1121	0.60
Right							
Westbound							
Prot		111	1624	0.07	0.075	122	0.91
Perm		0	377	0.00	0.275	104	0.00
Left	L	111			0.35	226	0.49
Prot							
Perm							
Thru	TR	834	4518	0.18	0.35	1581	0.53
Right							
Northbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	LTR	450	3396	0.13	0.25	849	0.53
Right							
Southbound							
Prot							
Perm							
Left							
Prot							
Perm							
Thru	LTR	550	3725	0.15	0.25	931	0.59
Right							

Sum of flow ratios for critical lane groups, $Y_c = \text{Sum (v/s)} = 0.00$

Total lost time per cycle, $L = 0.00 \text{ sec}$

Critical flow rate to capacity ratio, $X_c = (Y_c)(C)/(C-L) = 0.00$

Control Delay and LOS Determination

Appr/ Lane Grp	Ratios v/c g/C	Unf Del d1	Prog Adj Fact	Lane Grp Cap	Incremental Factor k	Del d2	Res Del d3	Lane Group Delay LOS	Approach Delay LOS
Eastbound									
TR	0.60 0.25	39.6	1.000	1121	0.50	2.3	0.0	42.0 D	42.0 D
Westbound									
L	0.49 0.35	28.2	1.000	226	0.11	1.7	0.0	29.9 C	
TR	0.53 0.35	31.1	1.000	1581	0.50	1.3	0.0	32.4 C	32.1 C
Northbound									
LTR	0.53 0.25	38.9	1.000	849	0.50	2.4	0.0	41.3 D	41.3 D
Southbound									
LTR	0.59 0.25	39.6	1.000	931	0.50	2.7	0.0	42.3 D	42.3 D

Intersection delay = 38.3 (sec/veh) Intersection LOS = D

SUPPLEMENTAL PERMITTED LT WORKSHEET
for exclusive lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach		M		
Cycle length, C		120.0		
Total actual green time for LT lane group, G (s)		42.0		
Effective permitted green time for LT lane group, g(s)		33.0		
Opposing effective green time, go (s)		30.0		
Number of lanes in LT lane group, N		1		
Number of lanes in opposing approach, No		3		
Adjusted LT flow rate, VLT (veh/h)		111		
Proportion of LT in LT lane group, PLT		1.000		
Proportion of LT in opposing flow, PLTo		0.00		
Adjusted opposing flow rate, Vo (veh/h)		667		
Lost time for LT lane group, tL		5.00		
Computation				
LT volume per cycle, LTC=VLT/C		3.70		
Opposing lane util. factor, fLUo	0.908	0.908	0.908	0.908
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)		8.16		
gf=G[exp(-a*(LTC**b))]-tL, gf<=g		0.0		
Opposing platoon ratio, Rpo (refer Exhibit 16-11)		1.00		
Opposing Queue Ratio, qro=Max[1-Rpo(go/C),0]		0.75		
gq, (see Exhibit C16-4,5,6,7,8)		14.17		
gu=g-gq if gq>=gf, or = g-gf if gq<gf		18.83		
n=Max(gq-gf)/2,0)		7.09		
PTHo=1-PLTo		1.00		
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]		1.00		
EL1 (refer to Exhibit C16-3)		2.59		
EL2=Max((1-Ptho**n)/Plto, 1.0)				
fmin=2(1+PL)/g or fmin=2(1+PL)/g		0.12		
gdifff=max(gq-gf,0)		0.00		
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)		0.22		
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)				
or flt=[fm+0.91(N-1)]/N**				
Left-turn adjustment, fLT		0.220	0.133	

For special case of single-lane approach opposed by multilane approach, see text.

* If Pl>=1 for shared left-turn lanes with N>1, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, flt=fm. For special case of multilane approach opposed by single-lane approach or when gf>gq, see text.

SUPPLEMENTAL PERMITTED LT WORKSHEET
for shared lefts

Input

	EB	WB	NB	SB
Opposed by Single(S) or Multiple(M) lane approach			M	M
Cycle length, C		120.0		
Total actual green time for LT lane group, G (s)			30.0	30.0
Effective permitted green time for LT lane group, g(s)			30.0	30.0
Opposing effective green time, go (s)			30.0	30.0
Number of lanes in LT lane group, N			3	3

Number of lanes in opposing approach, No	3	3
Adjusted LT flow rate, VLT (veh/h)	67	50
Proportion of LT in LT lane group, PLT	0.000	0.000
Proportion of LT in opposing flow, PLTo	0.149	0.091
Adjusted opposing flow rate, Vo (veh/h)	0.09	0.15
Lost time for LT lane group, tL	550	450
Computation	5.00	5.00
LT volume per cycle, LTC=VLT/3600		
Opposing lane util. factor, fLUo	2.23	1.67
Opposing flow, Volc=VoC/[3600(No)fLUo] (veh/ln/cyc)	0.908	0.908
gf=G[exp(- a * (LTC ** b))]-tL, gf<=g	0.908	0.908
Opposing platoon ratio, Rpo (refer Exhibit 16-11)	6.73	5.51
Opposing Queue Ratio, gro=Max[1-Rpo(go/C),0]	1.2	3.4
gq, (see Exhibit C16-4,5,6,7,8)	1.00	1.00
gu=g-gq if gq>=gf, or = g-gf if gq<gf	0.75	0.75
n=Max(gq-gf)/2,0)	6.37	4.09
PTHo=1-PLTo	23.63	25.91
PL*=PLT[1+(N-1)g/(gf+gu/EL1+4.24)]	2.56	0.34
EL1 (refer to Exhibit C16-3)	0.91	0.85
EL2=Max((1-Ptho**n)/Plto, 1.0)	0.75	0.38
fmin=2(1+PL)/g or fmin=2(1+PL)/g	2.55	2.29
gdifff=max(gq-gf,0)	2.38	1.00
fm=[gf/g]+[gu/g]/[1+PL(EL1-1)], (min=fmin;max=1.00)	0.12	0.09
flt=fm=[gf/g]+[gu/g]/[1+PL(EL1-1)]+[gdifff/g]/[1+PL(EL2-1)], (fmin<=fm<=1.00)	5.12	0.69
or flt=[fm+0.91(N-1)]/N**	0.40	0.69
Left-turn adjustment, fLT	0.741	0.838

For special case of single-lane approach opposed by multilane approach, see text.

* If $PL \geq 1$ for shared left-turn lanes with $N > 1$, then assume de-facto left-turn lane and redo calculations.

** For permitted left-turns with multiple exclusive left-turn lanes, $flt = fm$. For special case of multilane approach opposed by single-lane approach or when $gf > gq$, see text.

SUPPLEMENTAL PEDESTRIAN-BICYCLE EFFECTS WORKSHEET

Permitted Left Turns

	EB	WB	NB	SB
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Pedestrian flow rate, Vpedg (p/h)				
OCCpedg				
Opposing queue clearing green, gq (s)				
Eff. ped. green consumed by opp. veh. queue, gq/gp				
OCCpedu				
Opposing flow rate, Vo (veh/h)				
OCCr				
Number of cross-street receiving lanes, Nrec				
Number of turning lanes, Nturn				
ApbT				
Proportion of left turns, PLT				
Proportion of left turns using protected phase, PLTA				
Left-turn adjustment, fLpb				
Permitted Right Turns				
Effective pedestrian green time, gp (s)				
Conflicting pedestrian volume, Vped (p/h)				
Conflicting bicycle volume, Vbic (bicycles/h)				
Vpedg				
OCCpedg				
Effective green, g (s)				
Vbicg				

OCCbicg
 OCCr
 Number of cross-street receiving lanes, Nrec
 Number of turning lanes, Nturn
 ApbT
 Proportion right-turns, PRT
 Proportion right-turns using protected phase, PRTA
 Right turn adjustment, fRpb

SUPPLEMENTAL UNIFORM DELAY WORKSHEET

	EBLT	WBLT	NBLT	SBLT
Cycle length, C	120.0			
Adj. LT vol from Vol Adjustment Worksheet, v		111		
v/c ratio from Capacity Worksheet, X		0.49		
Protected phase effective green interval, g (s)		9.0		
Opposing queue effective green interval, gq		14.17		
Unopposed green interval, gu		18.83		
Red time r=(C-g-gq-gu)		78.0		
Arrival rate, qa=v/(3600(max[X,1.0]))		0.03		
Protected ph. departure rate, Sp=s/3600		0.451		
Permitted ph. departure rate, Ss=s(gq+gu)/(gu*3600)		0.18		
XPerm		0.29		
XProt		0.66		
Case		1		
Queue at beginning of green arrow, Qa		2.40		
Queue at beginning of unsaturated green, Qu		0.44		
Residual queue, Qr		0.00		
Uniform Delay, d1		28.2		

DELAY/LOS WORKSHEET WITH INITIAL QUEUE

Appr/ Lane Group	Initial Dur.		Uniform Delay		Initial Queue Param. u	Final Unmet Demand Q veh	Initial Lane	
	Unmet Demand Q veh	Unmet Demand t hrs.	Unadj. ds	Adj. d1 sec			Queue Delay d3 sec	Group Delay d sec
Eastbound								
	0.0						0.0	
TR	0.0	0.00		39.6	0.00	0.0	0.0	42.0
	0.0						0.0	
Westbound								
L	0.0	0.00		28.2	0.00	0.0	0.0	29.9
TR	0.0	0.00		31.1	0.00	0.0	0.0	32.4
	0.0						0.0	
Northbound								
	0.0						0.0	
LTR	0.0	0.00		38.9	0.00	0.0	0.0	41.3
	0.0						0.0	
Southbound								
	0.0						0.0	
LTR	0.0	0.00		39.6	0.00	0.0	0.0	42.3
	0.0						0.0	

Intersection Delay	38.3	sec/veh	Intersection LOS	D
--------------------	------	---------	------------------	---

BACK OF QUEUE WORKSHEET

	Eastbound	Westbound	Northbound	Southbound
LaneGroup	TR	L TR	LTR	LTR
Init Queue	0.0	0.0 0.0	0.0	0.0
Flow Rate	244	111 306	165	201
So	1900	1900 1900	1900	1900
No.Lanes	0 3 0	1 3 0 0 3 0 0 3 0		
SL	1645	1644 1658	1246	1367
LnCapacity	411	226 580	311	341
Flow Ratio	0.15	0.17 0.18	0.13	0.15
v/c Ratio	0.59	0.49 0.53	0.53	0.59
Grn Ratio	0.25	0.35 0.35	0.25	0.25
I Factor	1.000	1.000	1.000	1.000
AT or PVG	3	3 3	3	3
Pltn Ratio	1.00	1.00 1.00	1.00	1.00
PF2	1.00	1.00 1.00	1.00	1.00
Q1	7.2	2.5 8.1	4.8	5.9
kB	0.8	0.3 1.0	0.6	0.7
Q2	1.0	0.3 1.0	0.7	0.9
Q Average	8.2	2.8 9.2	5.4	6.8
Q Spacing	25.0	25.0 25.0	25.0	25.0
Q Storage	0	0 0	0	0
Q S Ratio				
70th Percentile Output:				
FB%	1.2	1.2 1.2	1.2	1.2
BOQ	10.0	3.4 11.1	6.7	8.3
QSRatio				
85th Percentile Output:				
FB%	1.5	1.6 1.4	1.5	1.5
BOQ	12.0	4.4 13.3	8.2	10.0
QSRatio				
90th Percentile Output:				
FB%	1.6	1.7 1.6	1.7	1.6
BOQ	13.1	4.9 14.5	9.1	11.1
QSRatio				
95th Percentile Output:				
FB%	1.8	2.0 1.8	1.9	1.9
BOQ	14.7	5.7 16.1	10.5	12.6
QSRatio				
98th Percentile Output:				
FB%	2.0	2.5 1.9	2.2	2.1
BOQ	16.3	7.0 17.8	12.0	14.2
QSRatio				

ERROR MESSAGES

No errors to report.

APPENDIX 3

KEY STAF QUALIFICATIONS

PlanningWorks.NYC is an urban and environmental planning firm that was formed in 1989, and is associated with Metrocommute, the New York metro region=s leading provider of real time transportation information. The firm's staff is composed of urban planners, scientists and technicians with extensive public sector and private sector experience. The firm has successfully completed over 1,000 environmental reviews within New York City, ranging from residential development within areas bounded by sensitive wetlands, to high density commercial projects requiring detailed analyses of transportation, air quality, noise, and urban design.

Our services include conducting analyses, preparing written and technical reports, and presenting our work in public forums including community meetings and hearings of the decision-making agencies. None of our SEQRA, CEQR or similar environmental impact statements have been challenged in court. Key staff members also have public sector experience within the environmental review divisions of City agencies including the Department of City Planning, Department of Environmental Protection, Department of Transportation, and the Mayor=s Office of Environmental Coordination.

Evan Lemonides, Senior Associate - Transportation Planning

Mr. Lemonides founded the planning firm of Evan Lemonides Associates in 1989. Prior to starting his own firm, Mr. Lemonides was a transportation planner in private practice and at the New York City Department of Transportation (DOT). While with Urbitran Associates, Mr. Lemonides developed the traffic network analyses for the Downtown Brooklyn Master Plan Study. In 1994, he co-founded Metrocommute, the region=s leading provider of real-time traffic and transit information. Mr. Lemonides has successfully represented private and public clients before the NYC Board of Standards and Appeals, Department of City Planning, Department of Environmental Protection, Department of Transportation, and the NYS Liquor Authority.

Daniel Broe, Senior Associate, Land Use Planning

Dr. Broe has worked in private planning practice for twelve years, successfully representing clients before the Board of Standards and Appeals, Department of City Planning, and Department of Environmental Protection. Dr. Broe was a transportation planner at the New York City Transit Authority, where he had responsibility for conducting studies of travel demand, preparing level of service forecasts, and designing structural and operational improvements in the transit system.

George Wright, Associate - Hazardous Materials, Air Quality and Noise

George Wright is an OSHA-certified hazardous materials specialist and meteorologist/air quality scientist. As a staff member of the DEP Air Quality unit, DCP Environmental Assessment and Review Division, and Mayor=s Office of Environmental Coordination, and in private practice, Mr. Wright has had primary responsibility for conducting and reviewing air quality and noise analyses pursuant to CEQR and applicable federal and state regulations.